

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

Comment Number	Policy number	Policy	Comment	Timestamp
1	0.2	/small-area-plans/	It would be very useful to have a map-based index of these Small Area Plans instead of just the text list on the right. It would show where they fit into the city, where they overlap in scope, where Small Area Plans may be needed in the future, etc.	3/22/2018
2	14	/policies/tree-canopy-and-urban-forest/	On topic b. Provide education and training on tree care for private landowners.	3/22/2018
3	18	/policies/walking/	ENFORCE TRAFFIC LAWS THAT ALREADY EXIST.	3/22/2018
4	0.1	/topics/land-use-built-form/	I love the fact that there are height minimums in certain corridors, especially high density areas. Too many underdeveloped lots in and around downtown. Great work.	3/22/2018
5	35	/policies/innovative-housing-types/	This is good	3/22/2018
6	76	/policies/new-parks/	I love the idea of expanding parks and green spaces for ALL residents within a 10 minute walk. Yes!	3/22/2018
7	0.1	/topics/land-use-built-form/	This is not transformational or innovative or even interesting, you have just recorded the current uses and called it a plan.	3/22/2018
8	0.1	/topics/land-use-built-form/	You cannot even fill in the gaps in corridors like Franklin or Lake with similar uses, you just kept non-conforming uses as exceptions.	3/22/2018
9	80	/policies/development-near-metro-stations/	This is a great plan, especially like the minimum density requirements.	3/22/2018
10	0.1	/topics/land-use-built-form/	The exemption you've granted the Kenwood area is classist garbage, they should be able to accommodate increased density just like the rest of the city.	3/22/2018
11	1	/policies/access-to-housing/	This is a fantastic idea and will help Minneapolis lead the nation on fighting housing shortages.	3/22/2018
12	10	/policies/street-grid/	The policy should specifically mention freeway caps as a potential way to restore the traditional street grids that were destroyed by the construction of I94 and I35W in Minneapolis	3/22/2018
13	0.1	/topics/land-use-built-form/	Transit 20 is too short. You need to allow taller buildings by right in these areas.	3/22/2018
14	0.1	/topics/land-use-built-form/	Love this! These plans will allow our city to adapt and thrive. I can't wait to see what new housing options will be built in the near future.	3/22/2018
15	16	/policies/environmental-impacts-of-transportation/	The City should dis-invest in parking structures and let the private sector take on that role. In downtown, there should be an effort to make property owners share parking structures rather than each new development having their own ingress and egress.	3/22/2018
16	18	/policies/walking/	What about snow and ice clearance on sidewalks? The City does a terrible job of ensuring that sidewalks are clear.	3/22/2018
17	20	/policies/transit/	Traveling through downtown Minneapolis, especially at rush hour, is painfully slow because of general traffic. The City should be advocating for a transit tunnel to improve capacity and speed in the densest part of the metro.	3/22/2018
18	22	/policies/downtown-transportation/	Transit is painfully slow downtown & a transit tunnel is needed. Plus traffic speeds are too high and streets too wide making them unpleasant.	3/22/2018
19	59	/policies/downtown/	This list is underwhelming. We need to bring back retail somehow, add student/ artist housing in the CBD, attract a museum, local arts groups to Nicollet Mall. Downtown is kind of boring outside of sports and theaters.	3/22/2018
20	80	/policies/development-near-metro-stations/	Hiawatha Ave is an awful highway and needs to be severely calmed to make the Blue line through south Minneapolis a walkable and pleasant place. Transit "plazas" are awful, dead places that should be discouraged.	3/23/2018
21	83	/policies/people-with-disabilities/	The City's current CIP plan looks to replace pedestrian ramps on an 80-year time frame. Just an example of how much priority this is for Public Works staff.	3/23/2018
22	10	/policies/street-grid/	Wonderful idea! Cities are about connection and that starts with the street grid which is the platform for building the wealth of our city.	3/23/2018
23	19	/policies/bicycling/	Can we add something about adding more greenways, and make better greenway connections throughout the city?	3/23/2018
24	19	/policies/bicycling/	Can we add something to support the popular greenway initiatives throughout the city, such as the Min Hi Line, Southside Greenway, Northside Greenway, and the Great Northern Greenway?	3/23/2018
25	76	/policies/new-parks/	Can the city be more proactive about developing and managing greenway connections between parks. For example, there is not entity that can develop and manage the Midtown Greenway properly.	3/23/2018

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26	77	/policies/park-access/	How about transit access to parks? Many people with disabilities use transit to get around, and many parks do not have adequate transit access.	3/23/2018
27	7	/policies/public-realm/	Can the city work to improve it own standards for typical items throughout the city? Such as trash cans, streets lights, tree grates, benches. I think working to create a consistent palette through the city would be great!	3/23/2018
28	7	/policies/public-realm/	Can the city work to improve the identity of different neighborhoods through small neighborhood street signs and banners for commercial districts?	3/23/2018
29	14	/policies/tree-canopy-and-urban-forest/	Could the city make better requirements for soil volume for boulevard trees? And also develop more standard to improve the health of boulevard trees?	3/23/2018
30	73	/policies/stormwater-management/	Could the city explore a street edge alternative program, similar to Seattle? Or green streets such as what they are doing in Portland? I think both "blue streets" and "green streets" would be great to introduce in Minneapolis.	3/23/2018
31	73	/policies/stormwater-management/	Metro Blooms, a local landscape firm, has done really interesting work with blooming alleys and blooming boulevards to help reduce stormwater runoff. Implemented citywide, this could make a big different.	3/23/2018
32	73	/policies/stormwater-management/	Can the city work with the school and park systems to implement larger stormwater management projects beneath large parking lots or fields?	3/23/2018
33	17	/policies/complete-streets/	Could we add something about traffic calming on certain streets? I think complete streets are great, but many street could also be further improved by additional traffic calming measures.	3/23/2018
34	20	/policies/transit/	Can we work to create better transit connections between key park destinations?	3/23/2018
35	24	/policies/shared-mobility/	What about Paddle Share?	3/23/2018
36	0.1	/topics/land-use-built-form/	300 Washington Ave S should most definitely not be Corridor 6, it should rather fall under either Core 50, Transit 30, or Transit 20.	3/23/2018
37	20	/policies/transit/	Please also add that the city shall support the placement of transit-only lanes wherever possible to ensure a reliable and frequent transit system.	3/23/2018
38	0.1	/topics/land-use-built-form/	Look up passivehouseminnesota.org and connect with their team. We should implement the Passive House building standard directly into the building energy efficiency policy! New York and Philly have had lots of success with Passive House.	3/23/2018
39	1	/policies/access-to-housing/	I love it. More density is more sustainable and, other things being equal, affordable. This is a great baseline to start from.	3/23/2018
40	19	/policies/bicycling/	Awesome! Thank you for continuing to support bicycling and its infrastructure in this city, especially despite all the many loud, squeaky wheels (no pun intended) trying to divert the conversation away from promoting transportation equity.	3/23/2018
41	15	/policies/transportation-and-equity/	Yes! I love that the City is promoting equity in transportation. Keep up the good work!	3/23/2018
42	17	/policies/complete-streets/	This is a great policy, and I am happy to see the City continuing to work towards equity across all modes of transportation.	3/23/2018
43	19	/policies/bicycling/	I just spent 20 minutes writing a suggestion only to have it disappear as "Oops, something went wrong" you can start this process by making it work!	3/23/2018
44	33	/policies/affordable-housing-production/	Here's an idea. Lower property taxes!! It's already some of the highest in the country and it's been going up 10% each year. This is not sustainable and counter productive for the goals stated here.	3/23/2018
45	11	/policies/skyways/	I love this plan! I wish that it did more to bring people to the street but I think this is a great first step.	3/23/2018
46	60	/policies/intrinsic-value-of-properties/	I think this is a slippery slope for a city to designate "intrinsically" valuable property. If its not quantifiable, then its just a fight about opinions. I do not support this policy.	3/23/2018
47	0.1	/topics/land-use-built-form/	The built form guidance for Lowry Hill is unacceptably low. It should be encouraged to be at least as dense as the Wedge.	3/23/2018
48	6	/policies/pedestrian-oriented-building-and-site-de	Yes! Eliminate off-street parking minimums throughout the city! This is one of the most progressive moves the city can make toward discouraging single occupant vehicle use for the majority of trips. This is great! Please implement.	3/23/2018
49	0.2	/small-area-plans/	It would be nice to see a map of the neighborhoods.	3/23/2018
50	0.1	/topics/land-use-built-form/	There should be more interior 3. It should extend down to at least 38th St.	3/23/2018
51	51	/policies/healthy-pre-k-development/	Please work towards paid family leave as well.	3/23/2018
52	2	/policies/access-to-employment/	Increase access to infant and toddler childcare.	3/23/2018
53	6	/policies/pedestrian-oriented-building-and-site-de	item k. Stupid, absolutely stupid.....	3/23/2018
54	84	/policies/public-safety/	Move to "Civilian Led Policing" by adding the model to the city charter. http://civilianledpolicing.org/plan/	3/23/2018
55	89	/policies/technology-in-the-city-enterprise/	Create a municipal broadband system that connects all homes to a city run, free and open internet system. #NetNeutrality	3/23/2018

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56	1	/policies/access-to-housing/	I support the policies that help to remedy the racist housing policies of the past, and I support the inclusion of up to four dwelling units on neighborhood interiors furthest from downtown.	3/23/2018
57	14	/policies/tree-canopy-and-urban-forest/	This is very encouraging! We need to grow our urban forest drastically, and all of these action items are appropriate and meaningful. Love it!	3/23/2018
58	19	/policies/bicycling/	Great! We really need to install physical protections in protected bike lanes, such as planters and concrete barriers. This is a must!	3/23/2018
59	16	/policies/environmental-impacts-of-transportation/	Yes! We must do our best to disincentivize people using cars and other personal automobiles. They are destroying our city and our environment. Aggressively pursue this!	3/23/2018
60	20	/policies/transit/	We need, need, need to have useful aBRT on all the high-frequency routes. Building the streetcar line in the Greenway trench would also be fantastic.	3/23/2018
61	26	/policies/vision-zero/	Reinstate the Traffic Unit! MPD simply no longer enforces traffic laws, and it's making our streets incredibly dangerous. We need to let drivers know that they cannot just tear around town being dangers to society. ENFORCE THE TRAFFIC LAWS!	3/23/2018
62	66	/policies/air-quality/	Plant more trees!!!	3/23/2018
63	12	/policies/lighting/	Please stick to one uniform lighting style for pedestrian lighting in a given area - i.e. there are multiple styles of pedestrian lights in the Mill District and it looks tacky.	3/23/2018
64	1	/policies/access-to-housing/	People are using the 46th street I-35 transit center as housing and a base for pan-handling	3/23/2018
65	15	/policies/transportation-and-equity/	I love that the priority is on sustainable modes: walking, biking and transit. I hope that aspiration is reflected in street design throughout the city, even when street reconfigurations face opposition from people who prefer an auto-oriented environment.	3/24/2018
66	16	/policies/environmental-impacts-of-transportation/	So much of what upholds auto dependency is pricing (or a lack thereof). When roads and parking are free, and gasoline is lightly taxed, people will choose to drive. Please push aggressive pricing schemes to discourage driving--our climate depends it.	3/24/2018
67	18	/policies/walking/	Automated speed and red light enforcement would help hold drivers accountable for unsafe behavior and improve the pedestrian experience in the city.	3/24/2018
68	17	/policies/complete-streets/	Preserving parking should never be a justification for implementing a sub-par (unprotected) bike lane.	3/24/2018
69	19	/policies/bicycling/	Laws barring drivers from stopping/parking in bike lanes need to be enforced. Drivers use bike lanes for pick ups/drop offs, deliveries, parking, etc. and are rarely held accountable.	3/24/2018
70	20	/policies/transit/	The city needs more dedicated bus lanes. These can be implemented on many arterials by removing parking for cars.	3/24/2018
71	10	/policies/street-grid/	Item D is not written in plain language understandable to most people.	3/24/2018
72	22	/policies/downtown-transportation/	More dedicated bus lanes are needed downtown.	3/24/2018
73	6	/policies/pedestrian-oriented-building-and-site-design/	Please no more drive thrus! But also, what can be done to try and get rid of existing drive thrus?	3/24/2018
74	5	/policies/visual-quality-of-new-development/	Taller buildings!	3/24/2018
75	68	/policies/energy-efficient-buildings/	What about requiring buildings to be designed so they are "solar ready". Meaning the electrical system is made to accommodate future solar power and the structure is sized for solar panels.	3/24/2018
76	68	/policies/energy-efficient-buildings/	Why not make the entire city a green zone? Why are only certain areas green zones.	3/24/2018
77	68	/policies/energy-efficient-buildings/	What about encouraging district energy systems or infrastructures, such as what is being explored at Towerside.	3/24/2018
78	84	/policies/public-safety/	By taking a close look at the police station's architectural space of policing the project offers ideas that can help transform urban police stations into neighborhood investments that strengthen their communities in return.	3/24/2018
79	84	/policies/public-safety/	Check out Polis Station by Studio Gang, and rethink the role police stations can play in communities.	3/24/2018
80	0.1	/topics/land-use-built-form/	This is incredible! I am so impressed.	3/24/2018
81	19	/policies/bicycling/	Who will develop and manage greenways? Will the Great Northern Greenway, Min Hi Line, or Midtown Greenway become parks, and if not, who will maintain them?	3/24/2018
82	35	/policies/innovative-housing-types/	ADUs have been great. Removing the owner-occupancy requirement would be even greater. An innovative funding mechanism to encourage ADU development on alleys would be incredible.	3/24/2018
83	1	/policies/access-to-housing/	In regards to multi-dwelling development, there NEEDS to be requirements for offstreet parking required per dwelling. It's irresponsible to do otherwise in these residential areas.	3/24/2018
84	66	/policies/air-quality/	Wood smoke is one of the largest sources of air pollution according to the MPCA. Ban recreational fires in our urban environment.	3/24/2018
85	69	/policies/renewable-and-carbon-free-energy/	The city should establish a citywide bulk purchasing program for rooftop solar to decrease costs.	3/24/2018
86	68	/policies/energy-efficient-buildings/	240 volt wiring conduit should be required for all off-street parking spaces, especially in multi-family developments, to make it easier to adopt electric vehicles.	3/24/2018

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87	20	/policies/transit/	Nicollet bus tunnel NOW!	3/24/2018
88	1	/policies/access-to-housing/	Hmm.. Apparently cannot respond with full statements. Only one-liners, otherwise this system says "Oops"	3/24/2018
89	1	/policies/access-to-housing/	I REJECT item e. We have a connected neighborhood in Windom. We know our neighbors by name, even their pets. We did not choose to live in high-density Uptown or Downtown.	3/24/2018
90	1	/policies/access-to-housing/	To cram 4-plexes onto single-family lots, must have to ditch any setback requirements, or have any adequate space for yards for children to play in. I absolutely reject item e.	3/24/2018
91	11	/policies/skyways/	The Skyway network is essential and something that makes Minneapolis livable. I support measures that make them safer and more accessible.	3/24/2018
92	19	/policies/bicycling/	I recently converted to bike commuting all year long. I really appreciate this focus on the policy.	3/24/2018
93	5	/policies/visual-quality-of-new-development/	don't restrict design standards and regulations to limit good architect	3/25/2018
94	35	/policies/innovative-housing-types/	They city should hire a chief design officer, like Los Angeles did with Christopher Hawthorne. There needs to be more oversight of design, so that we can ensure high quality design with all this new growth.	3/25/2018
95	20	/policies/transit/	Heavy rail line through city center to core suburbs. Policy should support development along these rail lines. I suggest looking at Copenhagen's Transit oriented development plans.	3/25/2018
96	5	/policies/visual-quality-of-new-development/	OH MY GOD YES YEEEEEEEESSSSSS!!! This is making me very giddy.	3/25/2018
97	0.1	/topics/land-use-built-form/	Looks great. Add more density and mixed use around the 46th Street station to compliment the plans for the Ford Site.	3/25/2018
98	70	/policies/ecology-and-habitat/	What about working to create habitats for other animals besides pollinators?	3/26/2018
99	65	/policies/urban-agriculture-and-food-production/	Can we close the loop on our composting and provide soil for residents to grow food with?	3/26/2018
100	19	/policies/bicycling/	I would like to see the city develop better design standards for bikeways so that bike lanes and bike boulevards work better. This would include signage, traffic calming, delineators, bike racks.	3/26/2018
101	78	/policies/park-design-and-programming/	I think the city should work to implement innovative programming and design into the architecture and landscape architecture at parks. Too many of our park buildings and landscapes are ugly and do not reflect our design culture in Minneapolis.	3/26/2018
102	77	/policies/park-access/	What about transit access to our park system? Why are buses/streetcars not allowed on the parkways?	3/26/2018
103	1	/policies/access-to-housing/	This is an excellent policy, I fully support this.	3/26/2018
104	22	/policies/downtown-transportation/	Policy 22a should be altered to call for encouraging transit-only lanes in downtown. This will make great strides to increase transit ridership and speed up travel times in a very congested area.	3/26/2018
105	6	/policies/pedestrian-oriented-building-and-site-de	Strongly support this policy, especially 6(o) re: banning drive thrus and 6(k) re: eliminating parking minimums. These are tremendous policies which should be adopted into the city's zoning code as soon as possible.	3/26/2018
106	6	/policies/pedestrian-oriented-building-and-site-de	Where financially and legally possible, the City should also explore closing driveways at surface lots with several access points for autos, for even if this triggers a partial taking it will greatly improve the pedestrian environment.	3/26/2018
107	18	/policies/walking/	Support greater enforcement of snow clearing laws for sidewalks, as this is a major mobility issue for walkers. Consider feasibility of city providing sidewalk snow clearing services across city.	3/26/2018
108	10	/policies/street-grid/	When you restore the street grid it should be like it was before, not suburbanized. The new connection between 22nd st and Cedar looks terrible - too wide, large turn radii, and why is it curved? Just put it back like it was before.	3/26/2018
109	5	/policies/visual-quality-of-new-development/	1. Avoid large, feature-less, window-less concrete, cinder block, metal and other street level wall sections. 2. Seek and encourage color, including vibrant and atypical colors, on facades and design elements whenever possible.	3/26/2018
110	13	/policies/landscaping/	For all street-level parking plazas, require high and dense perimeter plant growth to obscure cars and open space (within safety limits).	3/26/2018
111	96	/policies/heritage-preservation-recognition/	The city should be proactive in nominating relevant properties for national level registers.	3/26/2018
112	25	/policies/innovations-in-transportation-and-infras	Look at decking over the freeways, for space for parks and/or housing!	3/26/2018
113	80	/policies/development-near-metro-stations/	Consider parking maximums near light rail stations.	3/26/2018
114	76	/policies/new-parks/	Look at decking over the freeways, for space for parks!	3/26/2018
115	38	/policies/affordable-housing-near-transit-and-job	Look at decking over the freeways, for space for parks and/or housing! This would provide access near, for example, downtown, if between downtown and Cedar/Riverside	3/26/2018
116	16	/policies/environmental-impacts-of-transportation	Consider decking over freeways to both limit exhaust in the areas around the freeway but also provide new green space to act as a carbon sink.	3/26/2018
117	19	/policies/bicycling/	This looks great!!	3/26/2018
118	1	/policies/access-to-housing/	Sounds great! More clarity on how parking requirements for new developments will be reduced would be helpful.	3/27/2018

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119	2	/policies/access-to-employment/	Sounds good. perhaps clarify point d. to explain what "grow within their existing footprint" means. Upward?	3/27/2018
120	3	/policies/production-and-processing/	Like the idea. The policy does not make it clear what business activities are considered "low-impact" or "environmentally friendly". More clarity on how that will be assessed would be helpful.	3/27/2018
121	4	/policies/access-to-commercial-goods-and-service	great. The policy does not really make clear how parking requirements will be eased to encourage more non-car use of businesses.	3/27/2018
122	5	/policies/visual-quality-of-new-development/	From the perspective of enabling effective renewable energy development in the city, the goal of splitting up buildings within a block is a problem. Maintaining large contiguous roof areas is important for the cost-effective development of solar energy.	3/27/2018
123	6	/policies/pedestrian-oriented-building-and-site-de	The city should consider how the value in point f. can be advanced in combination with design techniques that optimize passive heating and cooling techniques for buildings, which can include design that encourages helpful air flow through a building.	3/27/2018
124	20	/policies/transit/	Expanding the light rail and adding street cars would put Minneapolis' transit up there with the best in the United States.	3/27/2018
125	9	/policies/open-spaces-in-new-development/	Its really important to make sure that these sorts of public spaces feel welcoming for non-commercial use by actively providing clear seating/other amenities. Otherwise they just become well-manicured places to pass through.	3/27/2018
126	11	/policies/skyways/	Its important to think about skyway energy efficiency. Skyways (largely glass, which is great for visibility) are a major site of heat loss.	3/27/2018
127	12	/policies/lighting/	Part a is confusingly worded "but minimize glare and dark sky conditions" - I think this is supposed to be "but minimize glare and ensure dark sky conditions". Also, use of LEDs as a highly efficient and directional lighting source seems worth mentioning.	3/27/2018
128	13	/policies/landscaping/	Species diversity of landscaping is also important. We've had too long a history of planting all the same types of plants in one location.	3/27/2018
129	14	/policies/tree-canopy-and-urban-forest/	Ideally, this policy should address the alignment between tree canopy and solar access. Tree canopy should be maintained and increased, but also roof areas with good solar access currently should be maintained as an energy generating resource.	3/27/2018
130	15	/policies/transportation-and-equity/	Sounds good.	3/27/2018
131	16	/policies/environmental-impacts-of-transportation	In addition to addressing how to increase the convenience of non-car options, it would be helpful to identify the focused city strategies to reduce the convenience of car-based options (parking availability, lane reductions, speed restrictions, etc.)	3/27/2018
132	17	/policies/complete-streets/	great!	3/27/2018
133	18	/policies/walking/	great!	3/27/2018
134	19	/policies/bicycling/	great	3/27/2018
135	20	/policies/transit/	All good. This raises important questions as to how Minneapolis's plan aligns with other cities, because road construction and transit planning will depend highly on how this all fits together.	3/27/2018
136	21	/policies/freight/	Very excited about an increase in freight. One thing the city should be explicit about is its policy around freight carrying explosive hydrocarbons (eg. bitumen from tar sands) through urban neighborhoods (we should oppose it).	3/27/2018
137	25	/policies/innovations-in-transportation-and-infras	The city should definitely be following/thinking proactively about these technologies, but the city should also be cautious about rushing into them. Also, requirements that autonomous vehicles be electric would be helpful.	3/27/2018
138	28	/policies/msp-airport/	As positive as these steps are, extensive air travel is not environmentally sound. Minneapolis should also contribute to reducing volume of air traffic for local noise/pollution as well as climate reasons.	3/27/2018
139	3	/policies/production-and-processing/	The city presently discourages industry through multiple, uncoordinated departments, regulations and inspections and multiple fees not common in other jurisdictions. Some manufacturers within the city think that Mpls wants to drive them out.	3/27/2018
140	1	/policies/access-to-housing/	The expressed housing policies are based upon the false premise that population growth is good. It is not good, but must be accommodated.	3/27/2018
141	36	/policies/innovative-housing-strategies/	Policies should promote owner occupied housing. There is little or nothing in this plan to promote that.	3/27/2018
142	1	/policies/access-to-housing/	All housing should have off-street parking. Even if reduced auto trip goals are net, nearly 60% of trips will be by auto. Further, even those who utilize non-auto for most will want to have an auto for the rest.	3/27/2018
143	33	/policies/affordable-housing-production/	One of the most important factors in housing affordability is ensuring accountability to tenants. What are the city's plans to support cooperative housing and other formats that ensure that affordability over profit-taking through rising housing markets.	3/27/2018
144	34	/policies/affordable-housing-preservation/	Really like this idea. It seems vague as to what is the proposed way to achieve it.	3/27/2018
145	35	/policies/innovative-housing-types/	Very excited about this idea, especially cooperative housing (focusing on larger cooperatives that control multiple properties and allow members to transition between properties). This proposal seems not very specific on how to achieve this.	3/27/2018
146	36	/policies/innovative-housing-strategies/	The goal is great. Not much specificity as to how the city will pursue it.	3/27/2018
147	37	/policies/mixed-income-housing/	This is very important. The strategies are not very specific.	3/27/2018
148	39	/policies/fair-housing/	Sounds good. It would be good to ID how a rigorous evaluation/ licensing process will ensure compliance.	3/27/2018

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149	40	/policies/homelessness/	This is very important. The City should include as a strategy provisions for providing stable housing for homeless families in city-owned vacant property, preferably through a model that leads to long-term stable occupancy of those homes.	3/27/2018
150	41	/policies/tenant-protections/	Very important. We should add a tenant/ cooperative of tenants right of first refusal to purchase with appropriate time frames whenever a landlord (voluntarily or due to City action due to violations) wishes to transfer ownership of rental property.	3/27/2018
151	42	/policies/expand-homeownership/	This is great. It should align with discussions mentioned in other priorities around cooperative housing to equip groups of low-income families to pool capital and income to qualify for home buying.	3/27/2018
152	43	/policies/housing-displacement/	The City should consider models that provide rent control for the life of the resident, and potentially over a longer/ongoing timeframe. I definitely support legal binding limits on rent increases where needed to avoid displacement.	3/27/2018
153	44	/policies/comprehensive-investments/	Great!	3/27/2018
154	46	/policies/healthy-housing/	Very important. The City should also link home health programs and utility energy efficiency programs and opportunities for weatherization. These actions have impact both directly on human health and household disposable income.	3/27/2018
155	50	/policies/access-to-technology/	I would like to see something in here that identifies the role of advancing universal high-speed internet across the city.	3/27/2018
156	52	/policies/human-capital-and-a-trained-workforce/	Generally, this is very good. I am a bit concerned that the training being considered may include/ prioritize economic sectors that may not be a good fit for the long-term sustainability of Minneapolis.	3/27/2018
157	54	/policies/supporting-economic-growth/	I'd love to see more detail in terms of how the City proposed to support the expansion of the green economy. This is a very important piece of the comprehensive plan, and would be great to have more detail.	3/27/2018
158	56	/policies/supporting-small-businesses/	A stronger focus on cooperative business development, and particularly models that help a broader community benefit from enterprise is important. Minneapolis already has a C-TAP program to support co-ops; how can this be expanded and be more robust?	3/27/2018
159	60	/policies/intrinsic-value-of-properties/	It is very important to preserve these buildings. This should be done in a way that is also flexible for appropriate re-use so that existing buildings can be effectively adapted for new purposes without restrictions that make that unduly costly.	3/27/2018
160	61	/policies/environmental-justice/	This is very important. Given the significance of energy utilities in impacting EJ communities, the comprehensive plan should also address how the Minneapolis Clean Energy Partnership can push energy utilities to advance EJ protections as well.	3/27/2018
161	62	/policies/contaminated-sites/	Great. Also, make sure that industrial polluters continue to pay the full costs of the negative impacts they create to enable effective remediation of these sites.	3/27/2018
162	1	/policies/access-to-housing/	I like the plan. It addresses the issues of housing, transportation, and carbon pollution. It should be stated that the housing should be affordable in whatever percentage matches the need.	3/27/2018
163	0.1	/topics/land-use-built-form/	TEAR DOWN KMART	3/27/2018
164	0.1	/topics/land-use-built-form/	4810 OSSEO RD I believe this address and the one east are Victory Prairie and dog park. https://www.minneapolisparcs.org/parks__destinations/dog_parks/victory_prairie_off-leash_dog_park/	3/27/2018
165	63	/policies/food-access/	Coded incorrectly on map. looks good	3/28/2018
166	65	/policies/urban-agriculture-and-food-production/	Looks good. It would be great to have more clarity about how equity in access and ownership will be ensured, and also how will the city evaluate the balance between self-consumption/ volunteer management urban farming and urban ag businesses.	3/28/2018
167	66	/policies/air-quality/	It would be great to ID how a polluter-pays principle/ the existing PCAB fees tie into these strategies.	3/28/2018
168	67	/policies/climate-resilient-communities/	The City should include electric grid resiliency as a core component of this objective and develop a strategy for encouraging community-scale micro-grids that can provide stable essential islandable power when severe weather disrupts the broader grid.	3/28/2018
169	0.2	/small-area-plans/	How will the city market and sell the vision for different key areas throughout our city?	3/28/2018
170	68	/policies/energy-efficient-buildings/	These are good goals. They are missing some pieces around developing a better system for financing energy retrofits that is not dependent on user debt and an approach at an appropriate scale. Engage EVAC/ clean energy partnership around this.	3/28/2018
171	0.2	/small-area-plans/	For larger parcels (eg. Hi Lake Target), how will the city set the vision for how this large site will be developed?	3/28/2018
172	69	/policies/renewable-and-carbon-free-energy/	This is great. EVAC (Energy Vision Advisory Committee) should be engaged to provide more detail on additional key innovations around shared renewable energy, shifting utility rate structures, and advancing new ways to buy and sell energy.	3/28/2018
173	0.2	/small-area-plans/	How will the city force or pressure development on parcel that are horrible uses of land (eg. Hi Lake Target).	3/28/2018

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174	70	/policies/ecology-and-habitat/	Very important. This should also address and clarify City regulatory policy around yards. The City currently has somewhat contradictory policies supporting pollinator habitat but still has inspectors enforcing landscaping with lawns in mind.	3/28/2018
175	71	/policies/soil-health/	The City should specify the goals for construction fill more clearly. Depending on the purpose of fill/ depth, more or less organic material may be helpful.	3/28/2018
176	4	/policies/access-to-commercial-goods-and-service	Could the city make provisions for live/work ADUs or other type of home businesses with smaller visitors/customers?	3/28/2018
177	4	/policies/access-to-commercial-goods-and-service	Why not allow more mixed use by right along all transit corridors?	3/28/2018
178	72	/policies/sustainable-water-system-management/	Would like to see policies and practices to advance gray water reuse added. Also appreciate the references to specific linked policies/standards, and would like to see these referred to more widely throughout the plan, not just this section.	3/28/2018
179	73	/policies/stormwater-management/	Looks good	3/28/2018
180	4	/policies/access-to-commercial-goods-and-service	Apparently there is a regulation on the number of liquor stores that a grocery store chain can operate in the city. I think this should be revised.	3/28/2018
181	75	/policies/waste-reduction/	This section should also address the City's approach to the HERC and how this City will pursue developing alternatives and fostering the retirement of HERC. Also a little vague on how the city will encourage several items on this list.	3/28/2018
182	76	/policies/new-parks/	What about greenways? What are they, parks or city streets?	3/28/2018
183	78	/policies/park-design-and-programming/	Really appreciate the references to education around ecology and climate change. In general, I'd like to see more here around the role of parks as ecological spaces that facilitate ecological resilience.	3/28/2018
184	79	/policies/healthy-youth-development/	Sounds really good. Its pretty vague - would like to see in the strategies more about how the city will do these things.	3/28/2018
185	88	/policies/public-services-policy/	What about looking for creative ways to rethink the services our different public buildings can provide? For example, libraries and affordable housing in Chicago.	3/28/2018
186	84	/policies/public-safety/	Would like to see a defined role for restorative justice as a crime prevention/mitigation tool and other community safety strategies.	3/28/2018
187	84	/policies/public-safety/	Many of the city's public buildings are quite ugly. Why not create a program to improve the architecture of the cities public buildings.	3/28/2018
188	6	/policies/pedestrian-oriented-building-and-site-de	What about the cities own streets, and improving their design through neighborhood signs, pedestrian level lighting, pedestrian level directional signs.	3/28/2018
189	93	/policies/stewarding-historic-properties/	Point e. is indicative of a broader integration needed - historic preservation needs to retain the character and history of a place without preventing retrofits/ reuse that allow it to function sustainably as part of the current community.	3/28/2018
190	94	/policies/heritage-preservation-regulation/	Making sure that historic buildings/districts can be creatively repurposed and updated to be sustainable and fit a currently valuable purpose while retaining their historic nature if vital.	3/28/2018
191	58	/policies/business-districts-and-corridors/	What about branding and marketing actual neighborhoods too, through funding metal street signs, street banners, public art, signs at major entrance points.	3/28/2018
192	1	/policies/access-to-housing/	I love it!	3/28/2018
193	1	/policies/access-to-housing/	I support the plan to allow 2-4 units in areas of the city where typically there is just SFH. But this has to be done in a way to insure that owners stay local, either owner occupant or co-op and condo owners.	3/28/2018
194	1	/policies/access-to-housing/	I couldn't agree more with the policy and fully support it! Minneapolis should be accessible to all income-levels in any neighborhood and not segregated. This is smart policy and should proceed as such.	3/29/2018
195	10	/policies/street-grid/	What about freeway lides, more pedestrian bridges, & closing/ downsizing freeways?	3/29/2018
196	15	/policies/transportation-and-equity/	Public Works only looks at the condition of road pavement when determining a street project. By that method, automobiles remain the the top priority- not pedestrians.	3/29/2018
197	16	/policies/environmental-impacts-of-transportation	Don't allow more parking ramps downtown- especially in every development. Count and then make a goal to reduce the number of parking spaces in the City.	3/29/2018
198	17	/policies/complete-streets/	Hennepin County and MNDOT control some of the worst streets in the City like Lake, Franklin, Central, Hiawatha Ave. Something more significant needs to happen to force them to make these roadways humane.	3/29/2018
199	18	/policies/walking/	What about actively widening sidewalks that don't meet current standards? Public Works only does this when a street is fully reconstructed, which takes place every 50-60 years.	3/29/2018
200	18	/policies/walking/	Hennepin County maintains non-compliant sidewalks along their dangerous streets like at Franklin & Portland Ave. Force them to do something about this!	3/29/2018

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201	17	/policies/complete-streets/	Sidewalk snow & ice clearance is a maintenance issue that needs to be called out in this document. Minneapolis is a winter City, but does a terrible job ensuring sidewalks are clear. This winter has been terrible!	3/29/2018
202	18	/policies/walking/	Will the City allocate more funding to improve the pedestrian network because very little of the resources go to it now. The priority remains moving and storing cars based on the City budget.	3/29/2018
203	20	/policies/transit/	The City already does this stuff, but Metro Transit doesn't have funding to make things better. This "vision" for 2040transit in Minneapolis is underwhelming.	3/29/2018
204	22	/policies/downtown-transportation/	"Encourage" walking, biking, & transit? How? The streets are soul-suckingly bleak, too wide, and dominated by fast moving traffic. Stop allowing curb-cuts downtown and tear down more awful parking ramps.	3/29/2018
205	24	/policies/shared-mobility/	How about ensuring sidewalks are clear of ice and snow in the winter? Why does the City own parking ramps?	3/29/2018
206	25	/policies/innovations-in-transportation-and-infras	What about walking? How about tech that benefits people crossing the street? Cars, cars, cars!!!	3/29/2018
207	27	/policies/transportation-partnerships/	This language says very little. Minneapolis needs to stand up to Hennepin County & MNDOT when they create awful roadways. Metro Transit doesn't have any money, so may be the City could pay for heated shelters and benches?	3/29/2018
208	59	/policies/downtown/	The City and Downtown Council have created a downtown that appeals to office workers and tourists. It isn't a place I want to go unless there is a special event. Shopping is mostly gone.	3/29/2018
209	10	/policies/street-grid/	Put in freeway lids and take back the awful infrastructure around highways. Do something to make Hiawatha Avenue not a freeway through my neighborhood. I'm scared to cross it!	3/29/2018
210	33	/policies/affordable-housing-production/	This is great and will help with the needs of a variety of people	3/29/2018
211	49	/policies/educational-and-economic-access/	I work in employment training, and a significant barrier for job-seekers is child care. There MUST be an increase in affordable childcare options and childcare assistance in Minneapolis.	3/29/2018
212	49	/policies/educational-and-economic-access/	Sounds great! Another significant aspect of this will be encouraging employers to change their hiring practices (through incentives? other means?).	3/29/2018
213	49	/policies/educational-and-economic-access/	Some employers take months to hire, some are unwilling to train on the job (which eliminates many candidates), and some are unwilling to hire people with criminal backgrounds, who need a second chance in order to reintegrate into society.	3/29/2018
214	41	/policies/tenant-protections/	Please ensure emergency rental assistance is easier to access and can be received in a timely manner.	3/29/2018
215	0.1	/topics/land-use-built-form/	We don't need quad housing built in our neighborhood. We are trying to build neighbors who know each other not rentals. I don't believe it is a good idea for ward 13! Gary Dahl, 4825 Zenith Ave South, 612-940-7620	3/29/2018
216	84	/policies/public-safety/	Please mandate that the police force increases the number of hours spent on unconscious bias and de-escalation training. The use of excessive force has drastically reduced trust in first responders.	3/29/2018
217	1	/policies/access-to-housing/	The action is to increase the amount of housing, but the action steps only talk about allowing things. Without incentives, housing development will still follow the money, so what guarantees do we have that anything will change?	3/29/2018
218	33	/policies/affordable-housing-production/	The actions talk about promoting housing and diversity options, but don't talk about how this will be done. The devil is in the details. Something not to be forgotten is that you don't want to destroy the desirable aspects of existing neighborhoods.	3/29/2018
219	20	/policies/transit/	The city should invest in high quality rail lines through the denser parts of the city as they are more efficient at connecting the city and moving people than busses, also people don't like busses so there is that also.	3/31/2018
220	10	/policies/street-grid/	Interstates 94, 394, & 35 create huge barriers and wreck the street grid. Something more proactive needs to be done to fix connections because MNDOT apparently doesn't care about it.	4/2/2018
221	20	/policies/transit/	Riding the bus through downtown Minneapolis, especially at rush hour, is painfully slow. The lights for LRT need to be fixed, and buses should have their own lanes so they can go faster. The long-term goal should be for a transit tunnel like Seattle.	4/2/2018
222	18	/policies/walking/	Sidewalks this winter have been consistently covered in ice and snow making them impassible for months of the year. The City needs to enforce their sidewalk snow & ice clearance ordinance and/or take a more active role in clearing sidewalks.	4/2/2018
223	22	/policies/downtown-transportation/	What about getting rid of traffic lanes for cars, making some streets bike & Pedestrian only, tearing down parking ramps, and/or tearing down the 3rd & 4th St. viaducts?	4/2/2018
224	59	/policies/downtown/	Tear down some of those horrible parking ramps and don't replace them.	4/2/2018
225	80	/policies/development-near-metro-stations/	Hiawatha Avenue is a highway that cuts off my neighborhood adjacent to many LRT stations. No vision to break it up and turn that car sewer into a real street? It's scary and uncomfortable to cross.	4/2/2018

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226	1	/policies/access-to-housing/	Hi, I support the proposal all action steps in the "Access to Housing" policy section. In particular I believe that action steps 'd' and 'e' are positive and I fully support them! -Jordan	4/2/2018
227	0.1	/topics/land-use-built-form/	This plan puts lots along Corridor 4 routes at risk of being acquired via eminent domain to allow for the streets to widen and make room for parking. I would discourage the widening of any streets in the name of development.	4/2/2018
228	58	/policies/business-districts-and-corridors/	Please add: reinforce local access to business districts and corridors by integrating them into the bicycle plan and ensuring direct bike and walk access to and through them.	4/2/2018
229	9	/policies/open-spaces-in-new-development/	Dont wreck the Post Office building! A lot of jobs would be lost if they moved. Leave as it is, a beautiful art deco example. A concerned citizen.	4/3/2018
230	0.1	/topics/land-use-built-form/	I am 100% in favor of these proposals to increase density throughout the city.	4/3/2018
231	1	/policies/access-to-housing/	Would love to see the city encourage small-scale (i.e. duplex, triplex, fourplex) condos where possible.	4/3/2018
232	33	/policies/affordable-housing-production/	If a household income is 30 percent of area median income, that's going to be based on what? Is area a portion of the city or the city as a whole?	4/3/2018
233	36	/policies/innovative-housing-strategies/	Please identify at least ONE specific new action that the City will undertake.	4/3/2018
234	0.1	/topics/land-use-built-form/	Four-plex zoning is interesting but should be done as a PILOT based on a time period or number of permits per Ward to see effects prior to out-of-control issuance of wrecking/new construction permits. Let's learn from recent history and avoid another screeching-halt moratorium!!	4/3/2018
235	1	/policies/access-to-housing/	provide work/live incentives where the security guard can live at the apartments or the nursing home cohabitating with a daycare or a shelter for women with children. people who work at the nursing home can live there. allowing people to live where they work - using coexisting circumstances to benefit from each other in a symbiotic relationship to create more useful space - 24 hour use of space will equal less space needed overall.	4/3/2018
236	1	/policies/access-to-housing/	provide work/live incentives where the security guard can live at the apartments or the nursing home cohabitating with a daycare or a shelter for women with children. people who work at the nursing home can live there. allowing people to live where they work - using coexisting circumstances to benefit from each other in a symbiotic relationship to create more useful space - 24 hour use of space will equal less space needed overall.	4/3/2018
237	33	/policies/affordable-housing-production/	i like the Hex House idea of a pre-fabricated small house that would last 5-10 years and can being easily combined with others to form a community with minimal environmental impact, especially for homeless population, it would give them an address for other services to contact. Would also be a good idea to have affordable housing that easily separates into two units for either elder care, or renting out a room since more people live single now, could help with cost of rent/mortgage.	4/3/2018
238	35	/policies/innovative-housing-types/	pre fabricated houses that two people can put together with minimal environmental impact. Hex House, A-frame houses, Coodo 64. Get people out of underpasses and into homes, there are 10 vacant homes to every homeless person in america. We need to work with banks and cities to get families in these homes that will improve the neighborhood and be economical over all. Why is habitat building houses when they can renovate existing houses for cheaper. 1) increases neighborhood property values 2) deals with unsightly vacant houses 3) gets people off the street 4) more sober houses, st paul is the sober capital of the US!	4/3/2018
239	49	/policies/educational-and-economic-access/	1) if someone loves wood shop class and wants to maybe spend a couple summers as an intern, they should get a certificate to find a career in wood making 2) how do we get unions and employers to invest in said certificate training to their own vitality and helps their bottom line and future projections? 3) racial disparities in school start at home, why aren't their parents home reading to them starting young? because they're working 3 jobs or have an addiction? don't know that's what they should do because their own upbringing is lacking? if the parents dont care we need to have access to early childhood development for children and parents to learn. education starts at home, how to keep families together, with their kids, creating childhoods that create productive adults.	4/3/2018

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240	50	/policies/access-to-technology/	the State of Minnesota needs to stand up for Net Neutrality protections to ensure everyone has equal access to information no matter their income. We need to teach 'adulthood' in high school: here's what your credit score means, here's how loans can screw you, maybe you don't need a 3,000 sf house when you're 30, living within your means sometimes means you can't have a \$5 latte every day, doing your own taxes, etc to get people financially prepared as a defense against the shark of a banking institution looking for their money through fees and selling the 'american dream' to someone who can't afford it. knowing their rights with healthcare and the legal system.	4/3/2018
241	51	/policies/healthy-pre-k-development/	i agree with all of these things, how do we make this a priority for parents? find out what their current priorities are if not their kids.	4/3/2018
242	52	/policies/human-capital-and-a-trained-workforce/	how to get unions to invest in training the next generation? most of labor industry needs workers right now, trades like masons are aging out and need people fast. how to teach kids to take pride in hard work, pays well, don't need to be a basketball superstar to have a place in this world.	4/3/2018
243	68	/policies/energy-efficient-buildings/	changes needed to building codes - potable water usage, WHY WHY WHY do we flush our toilets at 1.3g/flush of drinkable water when other people can't even drink from tap? water should go from sink (potable), to clothes/dish washer, to toilet, to irrigation. that cuts our use 4x right there! i want to see solar panels or solar hot water on every roof in downtown! buildings create so much heat (energy) and we just let it escape through the roof. fines for people who don't upkeep their systems and hence have lights on at 2am or irrigating in the rain.	4/3/2018
244	16	/policies/environmental-impacts-of-transportation/	all of the above, for the commercial industry. i somewhat agree with privatized roads, the big trucks are the ones that destroy them, maybe they should pay to fix them. gas tax will decrease use. self driving taxis or a bus/monorail are the next step. strategic land bridges maybe be useful in preventing animal collisions.	4/3/2018
245	18	/policies/walking/	i take the skyway to work everyday, why don't we have a better mapping system for the skyway, businesses in the skyway, hours of those businesses. if i could know i could get there and the business was open, i'd probably come downtown more on weekends in the winter.	4/3/2018
246	33	/policies/affordable-housing-production/	While I support the goals here, there's very little meat on the bones. I would like the city to make more concrete commitments on supporting affordable housing. Both funding commitments and taking a harder line on not letting communities reject affordable housing developments in their neighborhoods would help. Perhaps relaxed land-use requirements for affordable developments. Give projects a density bonus for being affordable, and other commitments like that. Obviously the current situation is leading to the loss of much of our affordable housing stock, so we need a more concrete plan to address the problem.	4/3/2018
247	20	/policies/transit/	encourage companies to give worker incentives for walking/transit to work. it saves everyone money but it takes a lot of time and sometimes you get soaked on the way home.	4/3/2018
248	69	/policies/renewable-and-carbon-free-energy/	i agree with all of these, solar is the future. power to the people. smart grid technology to cut the power peak, burn our trash! 1 ton of coal to 4 tons of trash for the same amount of energy created, and we have a lot of trash! carbon tax credits to building that have a building automation system to decrease energy use from wasted energy. should not be against the law to be off-grid. Xcel Renewable Connect program is a great start.	4/3/2018
249	72	/policies/sustainable-water-system-management/	water catchment systems for high-use facilities like breweris etc, upgrade cleanup programs for the stormwater grates - clean out trash out of the water ways, filter water through infiltration landscape before it goes to open water sources.	4/3/2018
250	75	/policies/waste-reduction/	we have a trash problem, i pick up trash in my 3 block area just south of 94 and it takes about 4 hours a week if i did the whole area- about 10 plastic bags of trash (reusing) for my Neighborhood Community Organization. how can we incentivize our neighbors to do the same, or encourage the community that leaves the trash to find value it in. I'm proposing a system of 'recycling' where one bag of litter is like \$2 off city parking or something, can be done through 311 app potentially. States that have high recycle rates have less litter and most of what i pick up is 1) cigarettes (all parts) WHY AREN'T THESE BIODEGRADABLE YET 2) fast food plastic and wrappers WHY AREN'T THESE BIODEGRADABLE YET 3) recycleable bottles/cans. having a clean environment brings pride to a diverse neighborhood and decreases crime is what we've found in Steven's Square.	4/3/2018

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251	85	/policies/access-to-health-social-and-emergency-s	Look to Higher Ground and The Rose apartments for successful adventures. Giving people a place to be is the first step in creating a relationship between them and social services. Also for addition treatment, MN has basically NO HEROIN out-patient centers and right now the system is basically screwing people who can afford insurance and giving free treatment to those that don't, REGARDLESS IF THEY WANT TO ACTUALLY BE IN TREATMENT. we dont have enough spots or money for people who dont want to be in addiction treatment. we need to DECRIMINALIZE MARIJUANA, it is proven to help people get off opioids, reduce opioid dependence, is safer than alcohol, and keeps kids out of jails that turn them into criminals. Taxes from recreational marijuana have been put to addition treatment successfully in states like Colorado. MN also has basically no place to go if you're a man with children. Just now, we have a couple shelters that take pets since most women know what will happen to Fluffy if they leave the abuser ;(. Pets and children are a reason why women stay and we need to give them every opportunity to leave for a better life.	4/3/2018
252	27	/policies/transportation-partnerships/	some cities in arizona are allow their transit agencies to have a car rental or uber type system. why compete with the taxi/uber system when it needs to be embraced as the way of the future. they basically do it for Metro Mobility, this would just expand to the larger population and make their service more valuable as a part of a complete system. Transit agencies need to embrace the 'first mile, last mile" gap by bike share, uber options, shared riding vans based on consumer demand.	4/3/2018
253	84	/policies/public-safety/	first responders need more mental health training, the police should know before they arrive that someone there has a mental health issue. text to 911 is great and needs to be publicized. we need officers to reflect their communities, live in their communities, and send their kids to the schools in their communities.	4/3/2018
254	14	/policies/tree-canopy-and-urban-forest/	Good Policy. Now, extend the canopy into residential areas like North Loop and Mill District. Just because they are "historic" areas that didn't have tree cover in the past, doesn't mean they shouldn't have trees today. (After all, they weren't residential neighborhoods in the past, either.) Despite the fact that there are a lot of new restaurants and retail, it is a dismal area to walk in, especially during hot days in Summer. More trees would greatly soften the neighborhoods and mitigate the windswept nature of some blocks.	4/3/2018
255	1	/policies/access-to-housing/	Please stop building solely new luxury apartments. Please start building non-luxury apartment building or start to build townhouses in zip codes 55404,55408, 55403, 55405.	4/3/2018
256	35	/policies/innovative-housing-types/	We don't need dorms for adults here. We do need taller apartment buildings (6-10 floors instead of 5-6).	4/3/2018
257	43	/policies/housing-displacement/	Let's hope you actually come through with this, rather than forcing minorities out to the suburbs and letting young white couples buy up all the houses and gain all the equity.	4/3/2018
258	42	/policies/expand-homeownership/	This is great!	4/3/2018
259	42	/policies/expand-homeownership/	The city, will you be sitting next to me when I go in to ask for a mortgage? No, you won't Can you specifically state which banks you plan to broker deals with to ensure this new mindset? No, you can't. Can you offer strategies to new homebuyers on how to review loan types? Is this even possible? Are you planning to introduce expanded homebuying cost share partnerships like you did in the Jordan neighborhood in North Minneapolis is other places?	4/3/2018
260	41	/policies/tenant-protections/	I would like to see increased funding for volunteer legal services to help tenants facing evictions/unlawful detainers	4/3/2018
261	1	/policies/access-to-housing/	This is a wonderful idea, as long as there are strong incentives for owner-occupied multiunit buildings (or a condo model for building such as a fourplex); I don't want to see fourplexes that are managed by absentee landlords; Perhaps there could be incentives for owners of multi-unit buildings to rent out one unit to a low-income family?	4/3/2018

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262	33	/policies/affordable-housing-production/	One problem that I have seen as a homeowner advocating for affordable housing rentals in my neighborhood, is that other homeowners associate affordable housing unjustly with crime and they don't want it "in their back yard." Instead, we should look at areas where the affordable housing will create the neighborhood and current neighbors won't oppose it and as more people move in, it will already be affordable housing and there won't be a fight to add it to the neighborhood. In South Minneapolis, the old Sears tower (Midtown Global Market) is an excellent example of a industrial / commercial space turned into multi-economic housing. We should definitely do the same thing in areas of the city where there are vacant industrial / commercial lots that have been vacant for a long time. It has been a very long time that the building 345 Industrial Blvd. NE has been vacant. This would be a perfect location for affordable housing and other rental units. It is near bus lines and across the street from a school and playground and very close to the Quarry. If the concern is to keep that building industrial / commercial, create a building that has commercial on the bottom floor and apartment units on the top floors. As someone who works in a building close to that building, I would 100% support this option.	4/3/2018
263	1	/policies/access-to-housing/	Saving consistently vacant areas in production and distribution areas in the hopes that they will be occupied by industry is not helpful in solving affordable housing. Use consistently vacant land (i.e. 345 Industrial Blvd. NE) and turn it into affordable housing.	4/3/2018
264	0.1	/topics/land-use-built-form/	Regarding the proposal to allow four-plex buildings on any residential lot ... I think it would be wiser to allow duplex buildings, rather than 4s, on any residential lot. They would fit better on the 45 foot lots, particularly in regard to parking, they would be less of an economic detriment to the adjacent single-family houses, and they would be more visually compatible with the singles. I think that this four-plex proposal as it stands is the lazy way to address the need for more housing. Instead, the City ought to set a policy that would allow four-plexes on certain streets, such as bus routes and other selected higher-volume streets, and around designated commercial nodes.	4/3/2018
265	0.1	/topics/land-use-built-form/	Regarding the proposal to allow four-plex buildings on any residential lot ... I think it would be wiser to allow duplex buildings, rather than 4s, on any residential lot. They would fit better on the 45 foot lots, particularly in regard to parking, they would be less of an economic detriment to the adjacent single-family houses, and they would be more visually compatible with the singles. I think that this four-plex proposal as it stands is the lazy way to address the need for more housing. Instead, the City ought to set a policy that would allow four-plexes on certain streets, such as bus routes and other selected higher-volume streets, and around designated commercial nodes.	4/3/2018
266	0.1	/topics/land-use-built-form/	I think that the proposal to allow apartment buildings in the midst of single-family blocks on the Interior 2 land use districts would cause harm to the nearby singles. I think the City should write more nuanced criteria for where and how such buildings will be allowed. Look at the harm that was done in the past when those "garden apartment" buildings were dropped into the middle of detached-housing blocks.	4/3/2018
267	0.1	/topics/land-use-built-form/	HUGE steps forward for the City of Minneapolis. The city must keep up with the rising population and demand, and the only way to do that is to create more housing density, otherwise rental prices will cause many people to leave the city for more affordable ones. Myself and other people in the tech field who prefer renting to buying (for a shorter commute and freedom to move with job changes) will absolutely leave if rental prices become too high, and being a tech worker in Minneapolis will lose one of its main appeals: affordability.	4/3/2018
268	0.1	/topics/land-use-built-form/	I am opposed. Protect the beautiful historic homes of this neighborhood.	4/4/2018
269	0.1	/topics/land-use-built-form/	The land use and built form should respond to more than just transportation routes. What happens when you overlay critical watershed areas? Or how do you plan around different civic assets? How does it respond to greenways and different proposed park connections?	4/4/2018
270	0.1	/topics/land-use-built-form/	Looks at Civic Commons by Studio Gang or Liquid Planning by Made Studio. Why does our land use and built form not respond to other influences beyond transportation.	4/4/2018
271	0.2	/small-area-plans/	We need to find a way to get rid of the massive parking lots around Hiawatha and Lake Street. Particularly the Target and old Rainbow Foods sites.	4/4/2018
272	0.1	/topics/land-use-built-form/	Why doesn't the built form step down or change as it approaches the Mississippi River or Minnehaha Parkway?	4/4/2018
273	6	/policies/pedestrian-oriented-building-and-site-de	Can you add a tax, fee or regulation to encourage businesses to remove existing drive thrus?	4/4/2018

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274	0.1	/topics/land-use-built-form/	<p>Why doesn't the city create overlay districts for critical watershed areas, parks, and civic institutions and then develop a set of guidelines for developments in each of these overlay districts. For example, the watershed overlay could suggest permeable pavers, rain gardens, bios Wales, "blue streets", and green roofs.</p>	4/4/2018
			<p>http://www.ci.minneapolis.mn.us/cped/planning/cped_industrial-landuse</p> <p>The Industrial Land Use plan for the SEMI (currently BNSF railyard between UMN and Como) had previously centered about a main goal of converting the core of SEMI into park, surrounded by industrial/tech companies incubated and spun-off from the UMN.</p> <p>The plan also involved the rehabilitation of the SEMI superfund site to remove the creosote as well as legacy industrial waste, rehabilitation of the derelict underground stream which empties into the mississippi ('Bridal Veil'), and rehabilitation of the surface area and the creation of surface water also.</p> <p>Furthermore, the creation of this park-surrounded-by-tech/manufacturing-spin-offs would (if I recall correctly) place a large park into an under-parked region of the city (I don't think there's much east of Van Cleve Park) in order to meet long-term Minneapolis/MetCouncil park accessibility goals, as well as fill in the "Missing Link" to the Grand Rounds circuit.</p> <p>This plan (that was on the Minneapolis website) was the reason that Surly chose their destination brewery location (only place in the city with land + (future) water at the right price), and was much of the impetus for the Dinkytown Greenway to connect this future park with West River Parkway.</p> <p>The 2040 Small Area Plan for the area should not simply designate the entire SEMI as an industrial zone with million square foot industrial buildings and service roads, rather it should be designated as a job creation zone in a desirable location [(centrally located, near a large park (with views!), adjacent to the UMN (innovation hub) and transit (existing rail ROWs)] with the potential to create lots of desirable jobs (again, UMN spin-offs). This location is uniquely situated to achieve this in Minneapolis, and the plan should support this vision (high tech hub, job creation zone, park, good future transit potential, on the Grand Rounds for bike commuters, etc).</p>	4/4/2018
275	0.2	/small-area-plans/	<p>I don't see BNSF abandoning the property any time soon, but the small area plan for the SEMI should reflect the sites unique potential.</p>	
276	76	/policies/new-parks/	<p>the SEMI (currently BNSF railyard between UMN to the south, and Como Ave to the north) has been slated for parkland redevelopment by the city of minneapolis in the past, it should continue to be in the conversation for parkland to fill in the Grand Rounds Missing Link, and serve under-parked areas in the surrounding communities.</p>	4/4/2018
277	74	/policies/integration-of-water-management-into-	<p>Add specific language allowing boulevard conversion from sod/grass to rain catchment areas (rain gardens), and other ecologically beneficial habitats (for pollinators, etc). (also, rooftop sod?).</p> <p>My neighborhood (whole city?) implemented an additional storm drain fee for % of building area on the city lot (ie overbuilt lots pay some additional storm/sewer fee due to excess rainwater production). Allow offsets/allowances for rainwater mitigation, if applicable.</p>	4/4/2018
278	34	/policies/affordable-housing-preservation/	<p>Focus more on current residents' needs in affordable housing than enticing new, white, rich money into the city with luxury apartments. Give tax breaks to orgs building affordable housing, and tax spikes on orgs building luxury housing. Make it more enticing to build and renovate affordable housing than luxury housing.</p>	4/4/2018

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279	0.2	/small-area-plans/	<p>We live in the Midtown Greenway Land Use and Development Plan Small Area Plan on Lake Street and Excelsior Boulevard. There was recently approved a new development on this intersection by Brickstone Development. It was controversial, but with the assistance of Lisa Goodwin, a compromise on the height of the new apartment building was worked out that everyone can live with. It is 8 stories of housing. Your new Comp Plan would allow for buildings up to 30 stories high in this area. That height is in violation of the current Shoreland Overlay Policy. It is also contrary to all of the efforts done over the years, especially most recently by Lisa Goodwin, CIDNA, and others, to work collaboratively with the Developers of new housing projects to build new housing projects that work for all of those stakeholders in the area where new developments are being built.</p> <p>This is a very sensitive area with its location immediately next to Bde Maka Ska (Lake Calhoun). Yes, it is close to the new Lake Street LRT Station that will be built (hopefully). That said, there are already many developments being built and proposed in this immediate area that will add a significant number of new housing units. This area already has significant transportation issues, especially during rush hour. These transportation issues will not go away and will soon get worse with as all of the new developments being planned. There have been studies on how to remedy this problem and there are simply not solutions because of the geography of the area " there is no land to add another east-west street. Funding for major improvements needed, or even funding for small improvements is not available because Hennepin County must buy in to this problem (and help fund it), and from what I was told this fall, they won't even talk to the City about this issue.</p> <p>In conclusion, this small area you are proposing to change to Transit 30 simply cannot accommodate a Transit 30 designation. I strongly oppose your proposed designation of Transit 30 for this area. Mark Beltz.</p>	4/4/2018
280	49	/policies/educational-and-economic-access/	This is KEY to the success of any other goals of Minneapolis.	4/4/2018
281	52	/policies/human-capital-and-a-trained-workforce/	This is an excellent, important policy. Continue investing in nonprofits like PPL, Emerge, Resource, Twin Cities Rise, and Hired!	4/4/2018
282	59	/policies/downtown/	Encourage retail businesses and restaurants to remain open on the weekends to attract tourists. All are going to MOA now with the lack of downtown amenities on the weekends.	4/4/2018
283	1	/policies/access-to-housing/	<p>I am opposed to converting Single-family dwellings into multi-unit housing for two reasons:</p> <ol style="list-style-type: none"> 1. Landlords tend to not support their rental properties as do committed home owners. The risk of degraded and degrading properties (eyesores and safety hazards) grow as a result. 2. Home ownership is a goal to which many should strive as it provides a solid investment in they and their families futures as well as the future of the community. 	4/4/2018
284	1	/policies/access-to-housing/	I think there is a very good reason for zoning areas for single-family housing as opposed to multi-family dwellings, light industrial or commercial development"so that homeowners know what to expect from their surroundings before they buy a home and that the city is following that zoning agreement. Homeowners, all of whom make a huge financial investment in purchasing a property, should not be then subject to changes in zoning or housing that materially change their living experience or negatively impact the value or desirability of their property. Neighborhoods have been planned to accommodate lots, houses, garages, and streets of particular sizes, and a certain number of properties per block. A typical city lot in Minneapolis is not large enough to accommodate a 3- or 4-unit building with a sufficient setback from neighboring houses, nor is there enough street parking to accommodate all of the vehicles that come along with such density. Would homeowners in surrounding properties be able to approve or veto such plans? I assume they would get no say in the matter, and the city has no right to retrofit neighborhoods against the will of the people who live there. By choosing to live in Minneapolis, homeowners already accept higher taxes, more noise, pollution, stress, traffic, wastewater runoff, crime, density, and other annoyances (alongside of perceived upsides). I strongly oppose add tearing down single family houses in neighborhood interiors (e.) to build multi-family dwellings. What's more, if the city of Minneapolis were serious about affordable housing, it would stop allowing teardowns of small, affordable houses which are then replaced with ridiculously expensive houses that loom over neighboring homes, both out of character and out of scale with their neighborhoods.	4/4/2018
285	1	/policies/access-to-housing/	Totally against "small-scale residential structures on traditional size city lots with up to four dwelling units, including single family, duplex, 3-unit, 4-unit, and accessory dwelling unit building types." Minneapolis was built upon "the family neighborhood concept" that has worked very well. Why do you people want to destroy that concept. I love my neighborhood and the families that chose to live here and raise their children. COMMUNITY is why I live in Minneapolis! Do your urban experiments somewhere else! I am regretting voting for Jacob Fry. Is it his goal to turn Minneapolis into an East coast "Ghetto?"	4/4/2018

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286	1	/policies/access-to-housing/	I am opposed to allowing more than two units (I.e. Duplex) on a single 40 foot city lot. If the single family home is in one of the "farthest from interior" areas, reality is that each unit will have at least one vehicle if transit is more than two blocks away. There will be inadequate garage and/or parking space without eliminating the backyard. To accommodate four families, the footprint and height of the building would have to be increased-at that point, wouldn't it be better to have planned multifamily housing on bigger lots? We have experience in our area with 3 or 4 story apartment buildings built within 15 feet of a single story, single family home that has lost any privacy and sunlight exposure. If the multi unit dwellings are built by investors, I do not have any faith that the good of the people or the neighborhood will be considered.	4/5/2018
287	1	/policies/access-to-housing/	This comment screams eminent domain: ...minimize the displacement of existing residents... You are claiming that your ultimate goal is to provide more affordable housing and yet 'McMansions' for half million dollars are going up in place of those 'affordable homes' that were torn down. Seems there's a problem right there. You are looking to add single family (starter homes) but what's going up isn't affordable to anyone who would be interested in starter homes. Perhaps look internally at what the City is allowing before going after the neighborhoods that are functioning and stable, already (happily) full of diverse members: ages, race, creed, color, gender and income. Finally, I did not work hard over the last 20 years on the betterment of this house and subsequently, the neighborhood, to move out as I age. Stop trying to push the elders out!	4/5/2018
288	81	/policies/social-connectedness/	I know this is referenced in item E - but Please include more funding for community centers. Many existing centers need upgrades and more staffing, especially.	4/5/2018
289	66	/policies/air-quality/	I like the sound of these action steps. As a resident of Bottineau, I need to see actual results in shutting down the Gaff shingle factory. If we are serious about these commitments to clean air, that is the first change that must happen, as it is long overdue. The Riverfront property there could be repurposed for any number of your other forward-looking, sustainable, healthy ideas. Gaff has got to go.	4/5/2018
290	19	/policies/bicycling/	Minneapolis' commitment toward a strong city-wide system of bikeways are a major reason I continue to live in this city. I would, however, like to see it spelled out that protected, above-grade bikeways such as the one on Washington Ave. downtown are priority, with bollard-protected bikeways as second priority. These are necessary to truly keep pace with our reputation as a worldwide-respected biking city.	4/5/2018
291	19	/policies/bicycling/	Minneapolis' commitment toward a strong city-wide system of bikeways are a major reason I continue to live in this city. I would, however, like to see it spelled out that protected, above-grade bikeways such as the one on Washington Ave. downtown are priority, with bollard-protected bikeways as second priority. These are necessary to truly keep pace with our reputation as a worldwide-respected biking city.	4/5/2018
292	6	/policies/pedestrian-oriented-building-and-site-de	Eliminating parking minimums is the most crucially important part of this section. It absolutely MUST be done if our city is going to move forward. In theory I approve of prohibiting new drive-throughs and gas stations, but I wonder if what this does is make existing gas stations in inappropriate places more "treasured" as they cannot be replaced. Gas stations like the three on Hennepin Ave in Uptown or on Lake and Aldrich where transit-oriented development would be more appropriate may be less likely to be replaced. There are much more appropriate spots in our city for gas stations than some of the spots they currently lie. I would worry a bit about this. Definitely no more drive-ins, though.	4/5/2018
293	11	/policies/skyways/	Tear down the skyways.	4/5/2018
294	10	/policies/street-grid/	Cap all trenched freeways and build over them. Until this is done, build pedestrian bridges over 94.	4/5/2018
295	22	/policies/downtown-transportation/	Ban cars downtown.	4/5/2018
296	80	/policies/development-near-metro-stations/	Something feels a little wrong when development is prioritized near BRT stations. This also means you are prioritizing development near freeways, which cut through the city and tear areas of the city apart. Usually historically undesirable places to live. More needs to be done to connect different sides of the freeways apart if development is going to prioritized there.	4/5/2018
297	18	/policies/walking/	In the entire transportation section I do not see the need to prioritize accessibility for people who are disabled explicitly stated anywhere. I would think about winter, especially - what can we do to make our sidewalks and streets accessible?	4/5/2018
298	1	/policies/access-to-housing/	Yes. These are all commonsense statements.	4/5/2018
299	42	/policies/expand-homeownership/	Improving homeownership efforts should be exclusively focused on low-income, POI residents.	4/5/2018

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300	33	/policies/affordable-housing-production/	It should no longer be legal to convert a duplex into a single family home, and it should be legal throughout the entire city to convert a single family home into a duplex. This is a way to put more NOAH on the market. Make fourplexes legal throughout the entire city.	4/5/2018
301	50	/policies/access-to-technology/	US Internet offers the best and most affordable rates for internet but isn't installed in some of the lower income areas (including powderhorn) where the residents would benefits from greatly.	4/5/2018
302	34	/policies/affordable-housing-preservation/	One way the city and county could make it easier for lower-income people to stay in their homes is by stopping the rapid escalation of assessed values of homes that has taken place in the past few years. When assessed values of homes rise by double digits, far outstripping incomes, people can no longer afford to stay in their homes. This applies both to owner-occupied and rental housing, since higher property taxes lead to higher rents. The increase in assessed valuation of homes should be held down to the rate of inflation.	4/5/2018
303	43	/policies/housing-displacement/	One way to keep housing affordable is to keep taxes from rising faster than incomes. This could be helped by halting the rapid rise in assessed valuation of owner-occupied and rental housing that has occurred the past few years, which is pricing lower and middle income people out of their homes.	4/5/2018
304	19	/policies/bicycling/	The map published at http://www.minneapolismn.gov/www/groups/public/@publicworks/documents/webcontent/wcms1p-081436.pdf should be updated so format, content and web access match other Mpls bike system maps.	4/5/2018
305	0.1	/topics/land-use-built-form/	I greatly support adding density to our city, through mixed use zoning. I am also very supportive of allowing up to 4 dwelling units, like in interior 1 zones! Thank you!	4/6/2018
306	0.1	/topics/land-use-built-form/	Buildings should be required to be taller than 8 stories in the Core 50 districts. Buildings in the CBD should really all be 20+ stories	4/6/2018
307	20	/policies/transit/	In order to keep mass transit effective, all future mass transit needs its own dedicated lanes. Busses may be fine for a city of 300,000 or less, but the city is past that and is growing. Adding more bus service just creates bus bunching which increases traffic and serves no one well, so the city should focus on rail modes of transport that travel in their own dedicated lanes and through high density areas to better connect the city.	4/6/2018
308	15	/policies/transportation-and-equity/	For equitable outcomes the city should reconsider routing rail transit through north Minneapolis because planning a bus route that will not be as fast nor as effective as the planned rail lines to the mostly white burbs is not equal treatment	4/6/2018
309	66	/policies/air-quality/	Adopt policies that encourage less mowing on public and private land. Enforce restrictions on idling. Transition city fleets to electric. Ban gas powered leaf blowers.	4/6/2018
310	13	/policies/landscaping/	Encourage unmowed areas on public and private land.	4/6/2018
311	1	/policies/access-to-housing/	I fully support increasing density in all areas of Minneapolis. This is essential to prevent rising prices from driving all but the wealthiest from the city.	4/6/2018
312	6	/policies/pedestrian-oriented-building-and-site-de	I fully support this goal. I am a disabled user of public transit and believe the city is much too car friendly, to the detriment of other modes of transportation.	4/6/2018
313	8	/policies/public-safety-through-environmental-de	I am concerned that the well intentioned emphasis on clear sight lines has resulted in over-mowed neighbourhood parks. Most neighborhood parks have no natural landscapes at all. I wonder if we could balance the quest for public safety with the inclusion of some more natural, unmowed areas in our neighborhood parks.	4/6/2018
314	18	/policies/walking/	Improved enforcement of sidewalk snow removal is essential. The current system is completely non-functional. Every winter tens of thousands of properties are in violation of the snow removal ordinances with no consequences whatsoever.	4/6/2018
315	1	/policies/access-to-housing/	I am concerned about the proposal to build multi unit dwellings in Mpls. I have lived in Mpls proper for 40+ years. It has been exciting to see the growth of new businesses but the increased traffic and parking issues detract from the excitement. We are all ready experiencing parking issues in much of Mpls. The thought of increasing the population without requiring parking for new units is concerning. I own a car but am an avid walker. I love walking to restaurants, the grocery store, the library, the movies, the parks, etc. When I worked, I often walked over a mile to/from the Light Rail. I don't remember ever walking with a fellow LR rider more than a few blocks. And on most other pedestrian outings I am usually one of the few people walking. I fear Mpls residents are not ready to walk more than a few blocks. If that is true, the traffic and parking problems will continue to accelerate as multi unit dwellings are added.	4/7/2018

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316	1	/policies/access-to-housing/	I oppose removing zoning limits on multifamily housing in single family neighborhoods. Its not the 1930s and zoning in 2018 isn't about restricting access to one race or another, its about creating neighborhoods of similar types of structures, not similar types of people. Housing choice should be about giving people the option of living in beautiful low density, mid density or high density neighborhoods. Eliminating zoning restrictions could lead to every neighborhood turning into a generic mid-density neighborhood with a Frankenstein mix of structures that don't fit together. We should preserve the character of our individual neighborhoods and let people choose what type of neighborhood they want to live in, rather than letting developers build 4-plexes wherever they want.	4/7/2018
317	80	/policies/development-near-metro-stations/	This is a great policy. Additional density makes sense near transit stations, where it is less likely to have a negative impact on traffic congestion and were new, walkable neighborhoods can be created. This is a much better plan than trying to add density throughout the city by changing zoning restrictions.	4/7/2018
318	16	/policies/environmental-impacts-of-transportation/	I highly support the goal to reduce Minneapolis's impact on climate change and to continue to develop low-cost transit and electric car options. Bike commuting on the other hand is not a reasonable solution for a climate like ours. Spending money on bike lanes that rarely get used is a waste of resources.	4/7/2018
319	17	/policies/complete-streets/	Take a poll, few people want to bike to work in the Minnesota winter. The conversion of vehicle lanes to bike lanes has increased congestion and pollution. This makes the environment worse for people walking and slows our bus transit system down. On-street bike lanes are not the solution.	4/7/2018
320	17	/policies/complete-streets/	Take a poll, few people want to bike to work in the Minnesota winter. The conversion of vehicle lanes to bike lanes has increased congestion and pollution. This makes the environment worse for people walking and slows our bus transit system down. On-street bike lanes are not the solution.	4/7/2018
321	18	/policies/walking/	I strongly oppose "traffic calming" which only causes congestion and pollution. It slows our bus transit systems making the commutes to work longer. While safe sidewalks is a good goal, "traffic calming" is not the right solution.	4/7/2018
322	19	/policies/bicycling/	Building bikeways is fine but adding on-street bike lanes only makes the commute worse for the 95% of us who are using some type of vehicle transit to get to work. Downtown traffic is a mess and those new bike lanes are largely to blame.	4/7/2018
323	7	/policies/public-realm/	This is an important priority.	4/7/2018
324	17	/policies/complete-streets/	While walking and biking are nice alternatives, they shouldn't be the priority over the transportation that the vast majority of the city has chosen. We should look for ways to make vehicle transit faster, more efficient and less carbon intensive not make it worse for everyone so that a small handful of people can bike on every street in the city.	4/7/2018
325	11	/policies/skyways/	Improving skyways makes sense, limiting them does not. Its cold, skyways are great and allow for downtown expansion, don't try to restrict new skyway development.	4/7/2018
326	22	/policies/downtown-transportation/	A walkable downtown is a great goal but if you restrict parking, people that come in from the suburbs to enjoy the city (and spend money at the businesses and restaurants) will stop coming. Stop trying to make life worse for the 95% of the city that uses a car.	4/7/2018
327	26	/policies/vision-zero/	Balance safety with the needs of the 95%+ of people in the city who rely on the transit network to get around. Reducing speed limits to 5mph on every street would probably lower accidents but the city would grind to a halt. Changing the streets to make them safer for pedestrians always comes at a cost, don't forget to consider those costs when making changes to streets.	4/7/2018
328	14	/policies/tree-canopy-and-urban-forest/	Great ideas	4/7/2018
329	32	/policies/arts-in-community-development/	Public spaces should be designed to reflect our shared culture as Minnesotans regardless of race or ethnicity. Creating public spaces that reflect cultures from other parts of the world only reinforces ethnic divisions. We shouldn't be celebrating the places everyone's grandparents are from, we should be celebrating the place that we have all chosen to live together.	4/7/2018
330	48	/policies/data-driven-decisions/	Data should be used to support decisions across the city to a much greater extent. City leaders should be making decisions that help the many over the few. Some decisions like adding bike lanes to downtown streets clearly lacked any kind of analysis to estimate things like cost per biker of establishing and maintaining those lanes or the impact on downtown traffic or pollution.	4/7/2018
331	0.1	/topics/land-use-built-form/	The built form map is almost ridiculously simplistic - applying blanket policies with little regard for historical development patterns or physical realities of the built environment, and seems to give little thought to the impact on existing residents or the qualities that make Minneapolis neighborhoods great places to live in the first place. This is planning for the maximization of developer profits at the expense of communities, pure and simple, with little reflection of citizen feedback. This is no way for a supposedly "progressive" city to plan in the 21st century.	4/7/2018

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332	0.1	/topics/land-use-built-form/	The built form map is almost ridiculously simplistic - applying blanket policies with little regard for historical development patterns or physical realities of the built environment, and seems to give little thought to the impact on existing residents or the qualities that make Minneapolis neighborhoods great places to live in the first place. This is planning for the maximization of developer profits at the expense of communities, pure and simple, with little reflection of citizen feedback. This is no way for a supposedly "progressive" city to plan in the 21st century.	4/7/2018
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336	15	/policies/transportation-and-equity/	Continue to invest in bicycle infrastructure, possibly even creating a more robust tourism industry centered around biking.	4/8/2018
337	16	/policies/environmental-impacts-of-transportation/	Continue building more public transportation routes and infrastructure! In addition to 30 day bike challenges, have 30 day public transportation challenges (with a celebratory feel to them). Create a culture of cool surrounding use of public transportation. "By taking the bus and light rail you are doing your part in reducing carbon emissions and creating a cleaner, safer world for us all!"	4/8/2018
338	17	/policies/complete-streets/	Fantastic!	4/8/2018
339	19	/policies/bicycling/	Please consider adding better maintenance of bike lanes and other bicycle facilities to your list of action steps. Many of the city's bike lanes and trails are virtually unusable during the winter due to lack of maintenance. Bike facilities should be maintained as well as the streets used by automobiles if you actually want people to use them.	4/8/2018
340	0.1	/topics/land-use-built-form/	This comment relates to the Built Form Corridor 4 and is specific to Southwest Minneapolis. Upton St from 36th South to 44th. 44th Street from Upton west to France; and Xerxes south from 44th to 62d. While the designations of the corridors of the built-forms (for the sake of simplicity) make sense in the when looked it on a map it a a clean picture, the reality is that the designations of the built forms does not align with reality today, the historic nature of neighborhoods and quality of life in terms of the ability to walk, site lines for pedestrians and drivers, adequate on street parking, etc. The reality of the plan makes no sense compared to what I consider is a fairly balanced current set of zoning rules for the area today.	4/8/2018
341	6	/policies/pedestrian-oriented-building-and-site-design/	<p>There is simply far too much of an anti-automobile bias in the goals and action steps. While a world without cars and where everyone walks or takes public transportation sounds excellent, the reality is that we (the United States, State of Minnesota, and the Minneapolis metro area) are simply not built for this and healthy neighborhoods and commercial zones (even neighborhood center commercial zones) will require places for cars to park so that there is access. This access will be important for people when they visit the city or want to come into the city to work or eat.</p> <p>The mandate that new construction has parking needs to stay. Streets simply cannot absorb increased numbers of cars because that in itself creates a safety and quality of life hazard.</p> <p>If you build, you need to include parking either below surface or on the surface or above the surface.</p> <p>Auto repair businesses are important and they are a neighborhood resource. Whether a gas station or a garage, we need not to target them as a bad thing. They simply are a necessity.</p>	4/8/2018

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342	6	/policies/pedestrian-oriented-building-and-site-de	<p>There is simply far too much of an anti-automobile bias in the goals and action steps. While a world without cars and where everyone walks or takes public transportation sounds excellent, the reality is that we (the United States, State of Minnesota, and the Minneapolis metro area) are simply not built for this and healthy neighborhoods and commercial zones (even neighborhood center commercial zones) will require places for cars to park so that there is access. This access will be important for people when they visit the city or want to come into the city to work or eat.</p> <p>The mandate that new construction has parking needs to stay. Streets simply cannot absorb increased numbers of cars because that in itself creates a safety and quality of life hazard.</p> <p>If you build, you need to include parking either below surface or on the surface or above the surface.</p> <p>Auto repair businesses are important and they are a neighborhood resource. Whether a gas station or a garage, we need not to target them as a bad thing. They simply are a necessity.</p>	4/8/2018
343	1	/policies/access-to-housing/	<p>Yes, diversity of housing options is essential. Single family homes are not affordable for many residents who might desire home ownership, but more options to buy a portion of a duplex, triplex or fourplex may provide more access across racial and generational lines.</p>	4/8/2018
344	33	/policies/affordable-housing-production/	<p>I agree with these action steps and would suggest looking at adding a policy for larger scale projects that require a minimum number of affordable units</p>	4/8/2018
345	34	/policies/affordable-housing-preservation/	<p>I agree with these action steps</p>	4/8/2018
346	35	/policies/innovative-housing-types/	<p>Diversity of housing options helps meet the needs of a diverse population; however, market forces may promote certain types of housing over others. Policies need to be adaptable to changes in the market in order to grow types of housing that may not be naturally occurring in the marketplace.</p>	4/8/2018
347	37	/policies/mixed-income-housing/	<p>Mixed income housing needs to be viewed both in medium to large scale developments but also within other contexts like neighborhoods. Our neighborhoods need more diversity of income (affordable housing options need to be throughout the city).</p>	4/8/2018
348	80	/policies/development-near-metro-stations/	<p>Minimum land use requirements is key along with the focus on walkability/biking over car use.</p>	4/8/2018
349	38	/policies/affordable-housing-near-transit-and-job	<p>Many of the parcels targeted by this plan that are close to streets deemed transit centers are stable, primarily single family homes. It is very destabilizing to have the city targeting these areas for forced development with plans that include acquiring and combining parcels to promote the affordable housing push. Why attack stable family neighborhoods with this destabilization when there are undeveloped parts of the city crying out for investment. The idea the city should acquire parcels that are not in need of development, neglected or blighted in a social engineering initiative is completely unacceptable.</p>	4/8/2018
350	38	/policies/affordable-housing-near-transit-and-job	<p>Many of the parcels targeted by this plan that are close to streets deemed transit centers are stable, primarily single family homes. It is very destabilizing to have the city targeting these areas for forced development with plans that include acquiring and combining parcels to promote the affordable housing push. Why attack stable family neighborhoods with this destabilization when there are undeveloped parts of the city crying out for investment. The idea the city should acquire parcels that are not in need of development, neglected or blighted in a social engineering initiative is completely unacceptable.</p>	4/8/2018
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352	0.1	/topics/land-use-built-form/	The built form map is very disturbing. the map essentially extends what we think of as uptown-level density today (4+story apartments) down residential streets like Bryant, 50th, 46th street etc... and treats them like west Lake street. It's inappropriate to be pushing massive tall housing buildings down all these streets and then pushing 3+ story to the adjacent blocks. You are proposing to divide and tear up stable single family neighborhoods with these massive arteries of streets that today are just another neighborhood block. The proposal for these so called transit routes far from downtown should be no more aggressive than 3 story multi-family, the type of buildings found today in the city. look at the massive building on 36th and Bryant northeast corner. It casts a shadow that keeps the block in darkness much of the day. You'd propose that Bryant could be lined with such buildings? Because that's what the plan suggests. And of course, all these plans with no parking accommodations is an invitation for uptown like gridlock to be spread all through the city instead of just the really dense neighborhoods.	4/8/2018
353	0.1	/topics/land-use-built-form/	The built form map is very disturbing. the map essentially extends what we think of as uptown-level density today (4+story apartments) down residential streets like Bryant, 50th, 46th street etc... and treats them like west Lake street. It's inappropriate to be pushing massive tall housing buildings down all these streets and then pushing 3+ story to the adjacent blocks. You are proposing to divide and tear up stable single family neighborhoods with these massive arteries of streets that today are just another neighborhood block. The proposal for these so called transit routes far from downtown should be no more aggressive than 3 story multi-family, the type of buildings found today in the city. look at the massive building on 36th and Bryant northeast corner. It casts a shadow that keeps the block in darkness much of the day. You'd propose that Bryant could be lined with such buildings? Because that's what the plan suggests. And of course, all these plans with no parking accommodations is an invitation for uptown like gridlock to be spread all through the city instead of just the really dense neighborhoods.	4/8/2018
354	36	/policies/innovative-housing-strategies/	relax laws and increase incentives for people to invest in sober housing, with transit oriented development. we need more sober housing	4/9/2018
355	79	/policies/healthy-youth-development/	i support high schools integrating tech school certificates into their programs like wood shop, mechanics, agriculture etc to get students lined up with work when they graduate.	4/9/2018
356	85	/policies/access-to-health-social-and-emergency-s	increase mental health advocates support on the police force as first responders to avoid incidents of someone being harmed by an officer in the midst of a mental episode.	4/9/2018
357	46	/policies/healthy-housing/	i know the statistics are greatly improved when a nurse visit to a home after pregnancy is required to ensure a safe space, answer any questions from the family, and provide general support and resources.	4/9/2018
358	85	/policies/access-to-health-social-and-emergency-s	redefine our in-patient addiction treatment guidelines, our mental health and addiction counseling professionals are being made to put any one in treatment even if they dont want to go to treatment. time and again, no space is left for people who want/need emergency placement. to tell a heroin addict they need to wait a month for treatment is like a death sentence. they've even told users they "haven't used heroin long enough" to go to treatment. we need to relook at our guidelines to make sure that there's room in treatment facilities for people who want it. What is the success rate of our current guidelines or are they overkill? painting with a broad brush, when we don't have room for that and can't help people when they've reached their "rock bottom". We need to assess what works with reduced relapses and returning to treatment to ensure we're using our treatment resources responsibly.	4/9/2018
359	0.1	/topics/land-use-built-form/	As a resident of South Minneapolis, I am strongly opposed to this proposed land use plan. The corridors along Bryant Ave. S., 46th, and 50th (Corridor 4, Interior 3) are predominantly residential, single family homes without commercial properties. This was the primary reason many families chose to move there. In addition, Bryant, along with Interior streets are quite small as it is, to make a change like this will not only negatively change the neighborhood, it will create unbearable congestion due to additional residents parking vehicles on the streets. There is no way to widen the streets without removing the tree lined boulevards. Removing trees, some of which are 100 years old, would negatively impact the neighborhood as well as the environment. After thorough review of how this could be done well, there simply isn't a good answer. Therefore, I urge the city leaders to reconsider this plan.	4/10/2018
360	0.1	/topics/land-use-built-form/	As a resident of South Minneapolis, I am strongly opposed to this proposed land use plan. The corridors along Bryant Ave. S., 46th, and 50th (Corridor 4, Interior 3) are predominantly residential, single family homes without commercial properties. This was the primary reason many families chose to move there. In addition, Bryant, along with Interior streets are quite small as it is, to make a change like this will not only negatively change the neighborhood, it will create unbearable congestion due to additional residents parking vehicles on the streets. There is no way to widen the streets without removing the tree lined boulevards. Removing trees, some of which are 100 years old, would negatively impact the neighborhood as well as the environment. After thorough review of how this could be done well, there simply isn't a good answer. Therefore, I urge the city leaders to reconsider this plan.	4/10/2018

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361	20	/policies/transit/	There is an assumption in this plan that higher densities magically result in better bus service. Uptown and the North Loop have added thousands of residents, but Metro Transit hasn't improved bus service in any meaningful way. Rather, they are putting resources into expensive LRT and BRT to un-walkable places.	4/11/2018
362	18	/policies/walking/	It is April 11 and there are still sidewalks covered in snow and ice. Perhaps, Minneapolis should put as much energy into clearing sidewalks as they do roads?	4/11/2018
363	59	/policies/downtown/	Most of the older, more affordable retail buildings have been torn down, and it appears small businesses cannot afford to go into new buildings replacing them.	4/11/2018
364	65	/policies/urban-agriculture-and-food-production/	Agriculture in the City is a waste of land. Farms should go in rural areas with higher densities in Minneapolis	4/11/2018
365	35	/policies/innovative-housing-types/	We live next to a house owned by The City of Minneapolis. What are you going to do to ensure housing fits the neighborhood? The city told our block that the house they planned to build will fit in architecturally. It does not. Further, the property is not maintained. This decreases our home value. Additionally, whatever process the city uses to screen renters does not work as they have had to evict numerous tenants in the past. Please do not repeat these mistakes!	4/11/2018
366	1	/policies/access-to-housing/	This does not address affordable housing, just more housing which may drive down rental prices a bit but will not help those who make 30% or lower AMI. It will just make developers rich. I support some changes in zoning to increase different housing options but some need to be affordable for the very very low income and supporting NOAH apartments and homes is a helpful way to do so. I also want to preserve small family homes and not see them knocked down to build 4 plexes.	4/12/2018
367	1	/policies/access-to-housing/	This does not address affordable housing, just more housing which may drive down rental prices a bit but will not help those who make 30% or lower AMI. It will just make developers rich. I support some changes in zoning to increase different housing options but some need to be affordable for the very very low income and supporting NOAH apartments and homes is a helpful way to do so. I also want to preserve small family homes and not see them knocked down to build 4 plexes.	4/12/2018
368	89	/policies/technology-in-the-city-enterprise/	Technology: citizens should be able to request a voucher for the South transfer facility by email 24/7, instead of ONLY by phone during limited hours.	4/12/2018
369	3	/policies/production-and-processing/	Distribution: people are not going to make major purchases (new cars, furniture, appliances, etc.) in the city when they can go to a nearby suburb and save a lot of money by not paying the excess Minneapolis sales tax for the damn stadiums.	4/12/2018
370	17	/policies/complete-streets/	As I've gotten older, I can no longer walk any distance unaided. I have had to cease biking and use my car for shopping, going to meetings or entertainment or dining. But the city has been constantly making it harder to drive on city streets. Now in this policy you flatly come out and admit that this neglect is intentional! Looks like you only want young, non-disabled urban professionals in the city, and expect the rest of us to move out.	4/12/2018
371	1	/policies/access-to-housing/	<p>Hello,</p> <p>I live the SE Minneapolis and I do not like POLICY 1. The lots and tear-downs around my house are relatively cheap compared to other great locations in MPLS and developers are buying them before families can and turn them into these 3k-4k sq. ft. houses that don't match the neighborhood around them.</p> <p>If POLICY 1 is passed I believe the city will see more outside developers turning single family neighborhood and turning them into 4-plex neighborhoods. Prices for these apartments will still remain as high as the going rate. Parking isn't necessarily a problem here, but when I lived on 48th Ave with all the condos, apartments, and light rail riders my street was packed. I just don't want my neighborhood to turn into a cheap Uptown. Where you can conveniently park four blocks away from your apartment when the snow emergency is called.</p> <p>I'd send more effort in the areas that already low-income and building those places higher and making them better appealing for single family urban dwellers...Like the Bossen field apartments would be a great start. Or more high raises, condo on the LRT-Blue line where the builder can supply underground parking.</p> <p>I don't think POLICY 1 is solving a problem as it is creating more.</p> <p>Thank you for your time, Anders K.</p>	4/12/2018

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372	1	/policies/access-to-housing/	As a resident of South Minneapolis, I am incredibly concerned about the prospect of lifting zoning restrictions to allow the construction of fourplexes in virtually any neighborhood. To suggest that this will somehow "solve the affordable housing problem" is ludicrous. If I wanted to live in an area ripe with apartment complexes, I would move to Uptown. I'm also skeptical that this rezoning will be implemented equally across neighborhoods/wards. The primary beneficiary from this policy change will be investors, not Minneapolis residents.	4/12/2018
373	10	/policies/street-grid/	What is meant by vacations? Consider relinquishing the City's ownership over "vacations" as a last resort, in order to preserve the network of city streets and arterials.	4/12/2018
374	29	/policies/creative-sector-economy/	Need more affordable creation/work space for artists in all neighborhoods - not just NE (which is not all that affordable). All neighborhoods benefit from having artists live and do their creating in the same place. Need more art places in all neighborhoods - farther from downtown, the less arts-related spaces and businesses. Build up arts corridors such as Broadway and Chicago Avenues. In short, more ARTS in Minneapolis.	4/12/2018
375	13	/policies/landscaping/	Landscaping is also an important tool for attracting and supporting native species higher up in the food chain (insects, birds, etc.). The impacts of landscaping on native wildlife should also be a concern/priority. Thanks!	4/13/2018
376	33	/policies/affordable-housing-production/	Zoning to build more 4-plexes must be included (better if this happens immediately rather than 22 years from now). I currently live in Lowry Hill East and formerly lived in South Minneapolis. Brick 4-plexes look great, add character to the city, and are easy to maintain and affordable. The city is growing rapidly. I think of all those homes in South Minneapolis, if just one of those houses could be turned into a 4-plex (which is unintrusive enough that many have expressed that they live in a single-family neighborhood even when there are a lot of duplexes and 4-plexes around) on each street, that is so many more units. 4-plexes are also affordable enough for local community members to afford and manage, rather than passing it off to some company who doesn't care for the neighborhood because they are so detached from this city. My father who is a homeowner in Loring Park, in walking around Lowry Hill East with me, expressed how he would love to buy one of the homes in that neighborhood or really anywhere in the city and turn it into a 4-plex. He could manage and maintain the building himself (after all it would only be 4 units) and be able to create an income for himself. This allows for people to create a job and an income for themselves, pumping that money back into the local community and its members rather than paying some non-local company's bottom line. I'm a homeowner myself, at 24 years old. The only reason I was able to do this was by saving my inheritance of 10k throughout my undergrad in San Diego and keep building on that with my 40k job. If I didn't have that it would take me years to build up a down payment, especially considering that I used to rent an apartment ONE block south from my current home and would pay double the price, draining me into debt and inhibiting my ability to save further... I wanted to save further to afford more than a 450 sq ft home, but my finances could not take it, I had to buy while I could; especially seeing as how within the last two years I have been in MPLS, similar apartments were going for 20-30k less. I couldn't afford to wait another year and I was prepared and blessed with money, I can't say that for anyone else in a similar position (which is common)	4/13/2018
377	17	/policies/complete-streets/	I love seeing the fact that Minneapolis will be prioritizing street use in this way. Thank you! This example of progressive, forward-thinking is a huge reason why I keep my family in Minneapolis. I live in south Minneapolis and ride my bike year-round for 85% or more of my travels. I can tell you as an absolute fact I have found small businesses that I now support only because I was riding by them on my bike. Riding a bike allows one to explore their surroundings more easily. "Cities get the cyclists they deserve. If you have good infrastructure, you will get good cyclists." No one ever looked at a city and its traffic / transportation issues and determined that more cars on the streets will solve their problems.	4/13/2018
378	18	/policies/walking/	I left a similar comment under Policy 17, but this deserves a huge THANK YOU! as well. It is so refreshing to see that Minneapolis is prioritizing walking, biking, and public transit over cars. These decisions exponentially increase livability of our great city!	4/13/2018

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379	18	/policies/walking/	My wife and I walk everywhere here, and have lived in a number of truly wonderful walkable cities, and while the action steps above are useful (although very abstract) Minneapolis is very very far from being a pedestrian oriented city. Unlike pedestrian oriented cities like Boston, New York, San Francisco, being a pedestrian here is seen as a third-class citizen and thus pedestrian-friendly policies and designs are not integrated into the overall scheme of the city. For example, sidewalks are allowed to be built of inappropriate materials for rain or snow, building overhangs are not considered, traffic lights are timed for cars, lighting is overlooked, commercial design focuses on parking garages, and street safety is ignored, etc. The first step in trying to improve the situation is to frankly admit how dreadfully poor the current situation is and then begin to tackle the (interrelated) problems head-on instead of all the hand waving.	4/13/2018
380	19	/policies/bicycling/	I have already left comments under Policies 18 and 19, but again, I have to say THANK YOU! here as well. I live in south Minneapolis and ride my bike for a vast majority of my travels. The tipping point for me was realizing how easy it was for me to get to the places I need to go on protected bikeways (Minnehaha Parkway, Hiawatha Ave, the Greenway, etc). Even though I bike a lot I don't consider myself a "hardcore" biker - that is, I don't want to fight and go to war with automobile traffic. I have a family to consider and don't want to die on a street. But building and maintaining bicycle-specific infrastructure including signals, laws, signage, enforcement, and protected paths for both recreation and as "thoroughfares" for bicycle commuters helps me feel safe, engages me with the community in ways not possible in a car, helps me maintain a healthy lifestyle, and fills me with enormous pride for my city. I simply cannot say enough about how much this focus-shift from cars to other forms of transportation, especially bicycles, means to me and my family. In fact, it's a major reason we continue to live in Minneapolis. KEEP IT UP! "Cities get the cyclists they deserve. If you have good infrastructure, you will get good cyclists." -- Reetta Keisanen, cycling coordinator of Helsinki.	4/13/2018
381	1	/policies/access-to-housing/	I think 4 units per lot in all areas is unworkable and will have many adverse effects. It will NOT create affordable housing but will enrich developers. I bought my home with the expectation that my block and area would remain SFHs and this will devalue my home. I already pay very very high taxes and cannot go on with this change.	4/13/2018
382	94	/policies/heritage-preservation-regulation/	Minneapolis often does not honor its own Historic Preservation Commission decisions. I don't understand this. If the city council wants development to increase density they overrule or ignore the HPC's positions. Having moved to Mpls. five years ago and lived in cities which respect their historic heritage and neighborhood guidelines, I feel I have moved to a backward city. Once these historic treasures are lost, they are gone.	4/13/2018
383	20	/policies/transit/	New funding to maintain the transit shelters - need to keep them clean and safe for users of the transit system	4/13/2018
384	20	/policies/transit/	Need more transit police or street outreach workers and more homeless shelters to deal with the problems caused by homeless taking up residence in the bus shelters - transit users should not have to run the gauntlet of beggars etc in order to use the transit system	4/13/2018
385	20	/policies/transit/	Need more transit police or street outreach workers and more homeless shelters to deal with the problems caused by homeless taking up residence in the bus shelters - transit users should not have to run the gauntlet of beggars etc in order to use the transit system	4/13/2018
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387	20	/policies/transit/	Mass transit needs to run on time and the connections routes need to be better timed so they actually connect as scheduled	4/13/2018
388	57	/policies/cluster-strategy/	Businesses need parking spaces - lots of businesses close because loss of customers who can't find anyplace to park - are you going to have park and ride locations for people to take mass transit to restaurants and other shopping areas that are crammed in already in locations with inadequate parking?	4/13/2018
389	79	/policies/healthy-youth-development/	This site is very aesthetically pleasing; however, I think the text should be added to continuously as conversations develop. These policies are really hard to judge because they're so vague and broad as stated. This applies not just to this category of policies but to most others on the site as well. I'd like to know roughly what a specific piece of policy would actually look like, or at least have some more details in the "action steps" section.	4/14/2018
390	78	/policies/park-design-and-programming/	Have you read the MPRB 2007 community survey results? The results could inform the 2040 plan.	4/14/2018
391	1	/policies/access-to-housing/	Make sure you think about parking policies. When you relax requirements related to off street parking, those of us that live in the neighborhood have difficulties parking in front of our own homes. Eg...Red Cow parking issues in Fulton.	4/14/2018
392	0.1	/topics/land-use-built-form/	By allowing 4 units on city lots, you are getting away from individual ownership. There will be less green (trees, plants) on the blocks. Its sad that you are bowing to developers, instead of preserving individual ownership in the communities.	4/14/2018

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393	0.1	/topics/land-use-built-form/	<p>In general, it is a good plan that is long overdue. My comment is: Looking at 12th ave SE between 4th St SE and 6th St SE under Land Use Categories, the east side of 12th ave se is student apartments which will be zoned as Community Mixed Use. On the west side, the buildings on 1127 4th SE and 411 12th ave SE will also be zoned as Community Mixed Use, while 1125 5th st SE will be zoned as Neighborhood mixed Use. I do not know what is the logic to leave the houses (417 12th ave se, 425 12th ave se and 1126 5th st se) to be categorized as Unban Neighborhood? In the future, if the property owners on these buildings which are categorized as Community Mixed Use develop stores, restaurants etc in these building, the activities will greatly affect people's life living in the houses:417 12th ave se; 425 12th ave se; 1126 5th st se; and 1126 6th st se! These houses should also be categorized as Community Mixed Use which is the same as the ones on the east side of 12th ave se.</p>	4/14/2018
394	0.1	/topics/land-use-built-form/	<p>In general, it is a good plan that is long overdue. My comment is: Looking at 12th ave SE between 4th St SE and 6th St SE under Land Use Categories, the east side of 12th ave se is student apartments which will be zoned as Community Mixed Use. On the west side, the buildings on 1127 4th SE and 411 12th ave SE will also be zoned as Community Mixed Use, while 1125 5th st SE will be zoned as Neighborhood mixed Use. I do not know what is the logic to leave the houses (417 12th ave se, 425 12th ave se and 1126 5th st se) to be categorized as Unban Neighborhood? In the future, if the property owners on these buildings which are categorized as Community Mixed Use develop stores, restaurants etc in these building, the activities will greatly affect people's life living in the houses:417 12th ave se; 425 12th ave se; 1126 5th st se; and 1126 6th st se! These houses should also be categorized as Community Mixed Use which is the same as the ones on the east side of 12th ave se.</p>	4/14/2018
395	1	/policies/access-to-housing/	<p>I love the plan that allows 1,2, 3, 4 unit buildings and adding ADU but the ordinance around ADU's needs to be modified to allow non owner occupants to build ADU's. This is a biggest opportunity to add more housing options since landlords of 2-3 unit buildings already own the land and adding an ADU becomes more affordable to build and thus can be rented more affordably.</p>	4/15/2018

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			<p>I think it would help some advocates get on board to hear specifics here. I love the Comp Plan, and I want to see tenant advocacy concerns addressed from the get-go. Just a few ideas. I am aware that some of these might be underway:</p> <ul style="list-style-type: none"> * Remove occupancy limits from being defined twice by the city: in the zoning code and in the building code * Renters' first right of refusal: in the event that landlords opt to sell the land, renters should be given the opportunity to purchase or lease * Dedicating more funds for preserving naturally occurring affordable housing if a landlord opts to sell the land * Explore local inclusionary zoning policy, with the caveat that inclusionary zoning policies have not had impressive results nationally. We must be careful to do this in a way, possibly incentive-based, that does not counterproductively discourage the creation of more housing. * Guaranteed housing if kicked out for redevelopment * Relocation fee assistance * Stronger regulations & enforcement of building code * "Just Cause" eviction ordinance * Establish a means to ensure landlords engage in equitable renting practices (See: housing discrimination against same-sex couples and trans people) * Removal of cisheteronormative "family" language in occupancy restrictions * Creation of a Renter Advisory Committee to the City Council * Redo processes for involvement: as part of the Neighborhood Revitalization Program, the city has funded a system of neighborhood associations (that primarily function as homeowners associations), many of which presently use city money to organize opposition to new housing. This process is overwhelmingly white, rich, and populated by landowners, leaving out the voices of everyone else. This is a power structure that reinforces the existing inequities in our society, and it must be dismantled. <p>Rent increase caps as an emergency stop-gap measure to protect against displacement (see: Whittier neighborhood & CPM), while recognizing rent increase caps alone are not the solution. If this becomes a primary strategy to prevent displacement and keep rents low: it will stifle housing investment, lead to discrimination against long-term residents, disadvantage new residents or existing residents looking for a shrinking pool of available housing.,. It's also important to note: rent control is prohibited by state law, which requires municipalities to pass rent control by ballot measure.</p>	4/15/2018
396	41	/policies/tenant-protections/		
397	41	/policies/tenant-protections/	How can we guarantee someone free representation in court if they are facing eviction?	4/15/2018
398	18	/policies/walking/	<p>I think it would be in the spirit of the complete streets policy if the city could study the feasibility of some form of municipal snow removal for SIDEWALKS. This winter has been a rough one for snow, and relying on homeowners to clear their sidewalks results in spotty sidewalks. It is rare to find a full block in CARAG that would be accessible to someone who isn't able-bodied. I understand that it is a large ask, but perhaps the city could start by clearing along bus lines during snow emergencies. Encouraging people to take transit and walk and stay off roads makes the city better for everyone. I'm fortunate in that I can just strap on a pair of Sorels and climb over and through snowbanks, but we are trapping the elderly and disabled in their homes, and encouraging people to drive when we prioritize roads over pedestrians.</p>	4/16/2018
399	26	/policies/vision-zero/	<p>I just want to really emphasize letter (i) here. Enforcement of existing traffic laws would really help. I see drivers blow through red lights on a regular basis, which is incredibly dangerous for pedestrians. I understand that there's a state-level issue with using red light cameras, but I would like the city to really crack down on that sort of dangerous behavior from drivers.</p> <p>On another note, I think the city should get a lot more aggressive with using no turn on red at intersections. Drivers turning right on red do not pay attention to pedestrians, and cutting down on the places that this is allowed would improve pedestrian safety.</p>	4/16/2018
400	6	/policies/pedestrian-oriented-building-and-site-de	<p>I love that this is in the plan. I walk a lot in places like Uptown but also Downtown St Paul. The varied storefronts butting up to the sidewalk in Uptown make for great walking. The blank concrete walls in StP are horrible. It really has an effect on how far I'm willing to walk. I would aim for little to no setback along commercial corridors. I've found that setting the building back isolates it from pedestrians in an unfortunate way. Encouraging sidewalk seating is also a great idea, and goes along well with creating nice and wide sidewalks. Also, in so far as there has to be surface parking, trying to tuck it behind buildings really helps. Nobody likes walking past a parking lot.</p>	4/16/2018

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401	39	/policies/fair-housing/	I would encourage the city to look at the fair housing guidance from HUD in the waning days of the Obama administration. They consider blanket criminal history screening to be a fair housing issue. I would like the city to look at enforcing a ban on landlords using background checks to screen for tenants. This screening has a disproportionate impact on poor people of color and is a driver of housing instability.	4/16/2018
402	4	/policies/access-to-commercial-goods-and-service	I'm not sure where exactly this fits, but it would be nice if the city were to find a way to allow/encourage smaller commercial spaces as well as bigger ones. It seems like a lot of newer mixed use buildings have really big commercial spaces in them that can be hard for a small business to afford. The most dynamic spaces are often in smaller footprints in older buildings. If we allow older buildings to be redeveloped into large mixed-use buildings, we should try to ensure that these new buildings allow local small business owners a chance to stay in the area.	4/16/2018
403	2	/policies/access-to-employment/	I just want to write in to support this part of the plan. Anything the city can do to discourage employers from locating jobs in far-flung, not-transit-connected suburban spaces seems like a good idea. Obviously this isn't always possible for large-footprint industrial uses, but for offices and services, there's no reason not to be near a transit node in Mpls.	4/16/2018
404	46	/policies/healthy-housing/	I would love to see the city put resources and pursue federal/state money in order to put in place an aggressive lead abatement program in the city. Lead contamination is highest in the poorest areas of the city, and lead abatement is a great bang-for-buck way to reduce disparities.	4/16/2018
405	1	/policies/access-to-housing/	I want to comment in support of these plans. If anything I would have gone farther to upzone deeper into the neighborhoods, particularly near high-frequency transit. Fourplexes are nice, but we are going to need larger buildings, too, and not always on arterials. The rate at which we need to be building housing to keep up with population growth and shrinking household size is considerable, and anything we can do to make sure that we keep up is helpful.	4/16/2018
406	0.1	/topics/land-use-built-form/	It doesn't seem like the built form map meshes with the land use map. For example, on the land use map, E 46st starting west of Hiawatha is an urban neighborhood, but on the built form map it is treated like a goods and services corridor. Similarly, on the land use map, Nicolet Ave has a big break in the goods corridor, but the break is not there in the built form map. In general, the built form map suggests a much more dense Minneapolis than the land use map. Minneapolis should clarify the vision and correct the maps. Personally I think that the solution is somewhere in the middle, skewed towards the land use map. I think 20 years is too short of a timeframe to get to the built form map.	4/16/2018
407	0.1	/topics/land-use-built-form/	It doesn't seem like the built form map meshes with the land use map. For example, on the land use map, E 46st starting west of Hiawatha is an urban neighborhood, but on the built form map it is treated like a goods and services corridor. Similarly, on the land use map, Nicolet Ave has a big break in the goods corridor, but the break is not there in the built form map. In general, the built form map suggests a much more dense Minneapolis than the land use map. Minneapolis should clarify the vision and correct the maps. Personally I think that the solution is somewhere in the middle, skewed towards the land use map. I think 20 years is too short of a timeframe to get to the built form map.	4/16/2018
408	0.1	/topics/land-use-built-form/	Tagging streets that are adjacent to transit routes with Interior 3 and Corridor 4 proposals is unfair and should be removed from this plan. This will open up a developer feeding frenzy and significantly degrade the neighborhoods. There is plenty of potential multi-lot development on the transit routes themselves.	4/17/2018

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409	34	/policies/affordable-housing-preservation/	<p>No kidding, but your "action steps" are anything but. What does it mean, exactly, to "create and strengthen strategies to retain naturally occurring affordable housing?" In Armatage and its surrounding communities, houses used to be relatively affordable 1.5 stories and ramblers with access to some of the best schools in Mpls. In the 18 years we've live here, more and more houses are being purchased by builders, demolished and rebuilt into huge homes of 3,000 sq. ft, or more. Frankly, living next to a fourplex would be little different to living next door to a 3,000 sq. ft. house. It appears that the Council has preferred milking these properties for the enormous property tax potential rather than focusing on keeping these homes available to families who don't have high incomes. The yearly rise in property taxes truly do price out families on fixed incomes who already live here (so no "minimization of displacement of existing residents") and certainly don't allow for someone living on a minimum wage to move in (you surely haven't help maintain the housing stock here).</p> <p>When we paid thousands of dollars to the city to get a waiver to put on a front porch, we were told to build in our backyard, yet builders have had free rein to build houses that completely overshadow any original housing stock, including filling up entire backyards with house and putting on front porches.</p> <p>Our neighborhood has lost its economic and social diversity due to the council's lack of interest in affordable housing, so some specifics would be appreciated. There's not much to comment on here apart from the complete lack of action over the past 10 years.</p>	4/17/2018
410	20	/policies/transit/	<p>Please do not use Bryant Ave. as a major transportation route, Lyndale is for that. It's a mere 2 blocks away, is already designed to be motorized vehicle friendly. Bryant should be a bike route only.</p>	4/17/2018
411	0.1	/topics/land-use-built-form/	<p>This is Brian Crotteau 4605 Aldrich Av S, owner single family home. I appreciate the work being done to better plan for future development in the city, but have to vigorously object to your plans to turn my block from single family homes into small apartment developments. The 4600 block of Aldrich is single family homes, and your images of zone 3 show it as entirely covered with apartments. This is a direct threat to my property, which I have invested in significantly in over the years and we do not want our block turned into apartments and condos. You should go back to the plans and eliminate changes that would kick residents out of their homes, this is unacceptable.</p>	4/17/2018
412	0.1	/topics/land-use-built-form/	<p>I'm writing in opposition to my block, 4600 Aldrich So., being included as an Interior 3 Built Form area. It is very upsetting that the city would encourage destruction of blocks of single family homes to make way for condos and apartments. This is a threat to the stability of Minneapolis and to the personal investments we on the block have made to our homes and to the health of our neighborhood. I plan to attend the meetings and to persuade you to alter the plans. This is unacceptable.</p>	4/17/2018
413	0.1	/topics/land-use-built-form/	<p>These Interior 3 districts, when used as transition zones as shown here, are the most problematic of all the proposed changes. They turn quiet single family blocks into potential blocks dominated by apartments and condos, wiping out the investment people have made when they purchased and improved homes on these quiet blocks. 3 story, multi-lot apartment buildings are not a transition to smaller single family homes, which people spent more to purchase on these blocks given that they were not on transit routes or commercial streets. Changing the zoning on these streets will cost homeowners hundreds of thousands of dollars in lost value and drive disinvestment. Homeowners have a reasonable assumption that their investment will not be jeopardized by a radical rezoning such as this using the past 100 years as precedent.</p>	4/17/2018
414	0.1	/topics/land-use-built-form/	<p>These Interior 3 districts, when used as transition zones as shown here, are the most problematic of all the proposed changes. They turn quiet single family blocks into potential blocks dominated by apartments and condos, wiping out the investment people have made when they purchased and improved homes on these quiet blocks. 3 story, multi-lot apartment buildings are not a transition to smaller single family homes, which people spent more to purchase on these blocks given that they were not on transit routes or commercial streets. Changing the zoning on these streets will cost homeowners hundreds of thousands of dollars in lost value and drive disinvestment. Homeowners have a reasonable assumption that their investment will not be jeopardized by a radical rezoning such as this using the past 100 years as precedent.</p>	4/17/2018

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415	0.1	/topics/land-use-built-form/	These Interior 3 districts, when used as transition zones as shown here, are the most problematic of all the proposed changes. They turn quiet single family blocks into potential blocks dominated by apartments and condos, wiping out the investment people have made when they purchased and improved homes on these quiet blocks. 3 story, multi-lot apartment buildings are not a transition to smaller single family homes, which people spent more to purchase on these blocks given that they were not on transit routes or commercial streets. Changing the zoning on these streets will cost homeowners hundreds of thousands of dollars in lost value and drive disinvestment. Homeowners have a reasonable assumption that their investment will not be jeopardized by a radical rezoning such as this using the past 100 years as precedent.	4/17/2018
416	0.1	/topics/land-use-built-form/	The interior 3 transition districts are the most damaging part of the plan as they can completely change blocks that are not on existing transit or commercial streets. We never would have purchased and renovated our home had it been on a street with this type of zoning.	4/17/2018
417	20	/policies/transit/	Build out the Rapid Bus system and a streetcar system across the city. Especially the Midtown greenway rail project to connect people fast from the chain of lakes to hiawatha between SWLRT and Hiawatha LRT.	4/17/2018
418	11	/policies/skyways/	Don't let the skyways expand any further! Tweaking what we already know is bad won't bring people back to our bleak, downtown streets.	4/17/2018
419	11	/policies/skyways/	The City doesn't own the vast majority of skyways and cannot force standard signs or hours. Start tearing them down because they've wrecked downtown.	4/17/2018
420	11	/policies/skyways/	Stop wasting tax dollars on skyway expansion to City-owned buildings like the new office building. Don't allow any more retail on skyway level anywhere.	4/17/2018
421	15	/policies/transportation-and-equity/	The City doesn't enforce their own sidewalk clearance ordinance requiring them to be clear of ice and snow within 24 hours of a snowfall. Yet, they declare "Snow Emergencies" to ensure that cars can move and get stored quickly. Is that equitable?	4/17/2018
422	16	/policies/environmental-impacts-of-transportation/	What is the climate impact of the City actually owning and operating thousands of car parking stalls in big, ugly parking maps? Sell them or tear them down and use tax dollars for better places to walk, bike, or take transit.	4/17/2018
423	18	/policies/walking/	Do something about unshoveled sidewalks!!!	4/17/2018
424	20	/policies/transit/	We need transit that is actually faster and more convenient than driving, and Metro Transit only wants to provide that to people in the suburbs. We need subways, bus tunnels, and dedicated transit lanes- not more LRT to un-walkable places in the suburbs.	4/17/2018
425	0.1	/topics/land-use-built-form/	I am horrified at the proposal to turn my house and block into an apartment complex. My house is proposed to be corridor 4. I live on a block of 1920's craftsman bungalow or 2 story homes. An apartment building would ruin my home's access to sun as the lots are small and I appreciate having homes similar size to mine. We bought our home in this area to have a single family home close to the city, but quiet neighborhoods. Please do not endorse this plan. I'm at 4605 Aldrich Ave S. Please.	4/18/2018
426	16	/policies/environmental-impacts-of-transportation/	A quick question on letter "E" above - just wondering if there is more information on what type of fee or incentive would induce more people to use public transit and zero-emissions vehicles. Is there some type of policy in the works regarding this?	4/18/2018

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427	16 /policies/environmental-impacts-of-transportation/	<p>Please remember issues of equity and safety when disincentivizing driving and driving alone, especially for women with children, and use a less punitive word/approach. Development intensity needs to come first, before there's an emphasis on punishing people who already struggle with mobility. Job hours and day care/school hours don't align, and the burden of transporting children to school, doctor appointments, and to places that meet other needs (grocery stores, pharmacies, etc.) falls disproportionately on women. For women who need to do all of this, and work, and be at work for specific amounts of time, pick children up at different times at different schools and daycares, and don't want to be waiting at multiple bus stops with unpredictable children after dark or during winter months, driving can help them be successful, get better jobs, and be independent (if they have access to driving in the first place, which is a big assumption). Lugging groceries and multiple children and strollers on buses or via bikes is also difficult, especially during winter months, in a medium-to-low-density winter city like ours. Planners are informed people, and I am sure you know success and mobility are intertwined, and that mobility using a car cannot be dismissed completely. But the way this is phrased suggests making life harder for people who already struggle. I hope you will think of using words that represent the real needs people have, that balancing--or whatever word or approach fits--instead of disincentivizing, could be a more inclusive and equitable way to address the need to rely less on autos. Maybe people should buy less so there are fewer large polluting trucks on the road instead? I know it's outside the purview of the comp plan, but my point is there are so many other ways.</p> <p>For context, I am a privileged woman with children who lives near my workplace and uses alternative transportation for much of the year. Without access to a car I would lose my job, and I actually have options that so many people, especially women with children, don't. Thank you for considering a broader perspective on your word choice and approach.</p>	4/18/2018
428	16 /policies/environmental-impacts-of-transportation/	<p>Please remember issues of equity and safety when disincentivizing driving and driving alone, especially for women with children, and use a less punitive word/approach. Development intensity needs to come first, before there's an emphasis on punishing people who already struggle with mobility. Job hours and day care/school hours don't align, and the burden of transporting children to school, doctor appointments, and to places that meet other needs (grocery stores, pharmacies, etc.) falls disproportionately on women. For women who need to do all of this, and work, and be at work for specific amounts of time, pick children up at different times at different schools and daycares, and don't want to be waiting at multiple bus stops with unpredictable children after dark or during winter months, driving can help them be successful, get better jobs, and be independent (if they have access to driving in the first place, which is a big assumption). Lugging groceries and multiple children and strollers on buses or via bikes is also difficult, especially during winter months, in a medium-to-low-density winter city like ours. Planners are informed people, and I am sure you know success and mobility are intertwined, and that mobility using a car cannot be dismissed completely. But the way this is phrased suggests making life harder for people who already struggle. I hope you will think of using words that represent the real needs people have, that balancing--or whatever word or approach fits--instead of disincentivizing, could be a more inclusive and equitable way to address the need to rely less on autos. Maybe people should buy less so there are fewer large polluting trucks on the road instead? I know it's outside the purview of the comp plan, but my point is there are so many other ways.</p> <p>For context, I am a privileged woman with children who lives near my workplace and uses alternative transportation for much of the year. Without access to a car I would lose my job, and I actually have options that so many people, especially women with children, don't. Thank you for considering a broader perspective on your word choice and approach.</p>	4/18/2018
429	47 /policies/housing-maintenance/	This policy is linked under the Heritage Preservation section but none of the action items directly relate to preservation. Recommend adding an action item or a more detailed explanation in the narrative about how this directly relates to heritage preservation policies.	4/18/2018
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431	47 /policies/housing-maintenance/	This policy is linked under the Heritage Preservation section but none of the action items directly relate to preservation. Recommend adding an action item or a more detailed explanation in the narrative about how this directly relates to heritage preservation policies.	4/18/2018
432	6 /policies/pedestrian-oriented-building-and-site-design/	There should be a more nuanced means of dealing with off-street parking minimums (k). Maybe some neighborhoods can handle the street-parking demand that can create, but not all of them.	4/18/2018
433	0.1 /topics/land-use-built-form/	A look at the built form map makes it look like the neighborhoods on Lowry Hill and west of Hennepin are getting special treatment relative to the east side of the street. Why doesn't the route 25 bus merit Corridor treatment? I think it's less frequent service, but nonetheless, the expensive, exclusive neighborhoods are exactly where adding unit to share land costs can increase accessibility.	4/18/2018

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434	0.1	/topics/land-use-built-form/	Further guidance on the massing of buildings allowed in the residential categories could help reduce concerns. I see lots of people jumping to conclusions about building size based on the allowed number of units. "Small-scale residential structure" sounds like buildings in keeping with existing structures to me, but it seems not to be enough to reassure people they aren't getting something massive next door to their house just because it would now be allowed to be more than one unit.	4/18/2018
435	36	/policies/innovative-housing-strategies/	What kind of tools are you talking about? some examples? How would regional dialogue and collaboration help expand affordable housing?	4/18/2018
436	1	/policies/access-to-housing/	What areas of the city is housing not allowed? What is a traditional sized" lot? What should parking requirements be? How big is a fourplex? What percentage of a lot can it take? Is that percentage one of the zoning laws that would be changed, but that would be allowed under a new plan?What would a typical unit in a fourplex sell for? Would it be cheaper than an old single family house?	4/18/2018
437	0.1	/topics/land-use-built-form/	While I support the idea of density, there needs to be a deeper assessment about the houses that could be torn down in support of this. I would be interested in a larger question about the value of in-tact neighborhoods, and neighborhoods are usually built block by block. I live at 46th and Aldrich and my block could be completely torn apart by this. The value of our property would make it impossible for the apartments built to be affordable and would not address the issue of racial and economic disparity at all. Rather, it would destroy beautiful homes and tight-knit blocks. I have just moved my parents across the street because of how incredible our neighborhood and the neighbors are. I think that the housing stock and the investment in these homes is worth a larger conversation about the quality of Minneapolis. Finally, with school cuts, the idea of driving more density and cutting public school budgets is not understandable at all.	4/18/2018
438	18	/policies/walking/	1) Would like to see equity called out more specifically to ensure that policies/activities occur in north Minneapolis with the greatest health disparities and walking amenities compared to other parts of the City. 2) Need more walking amenities and "destinations" in north Minneapolis. 3) Support more buffers and curb extensions in Minneapolis. 4) Would like policy/activity that addresses the pedestrian challenge caused by tree roots that upend sidewalks making travel difficult for pedestrians and people with disabilities. 5) Would like specific policies/activities related to increasing non-motorized greenways in Minneapolis such as a north Minneapolis greenway and others in NE and north-south greenway(s) in south Minneapolis.	4/18/2018
439	19	/policies/bicycling/	Enough with the bike lanes!!! Every time the city adds more bike lanes it creates a traffic nightmare. This can easily be seen near Childrens hospital. This new traffic disaster seriously impacts families trying to get care for their sick children, it seems like a terrible policy, and ignores the fact that the greenway is only 2 blocks from those bike lanes. If the city really wants to take action on climate change I would suggest installing EV chargers in more areas.	4/19/2018
440	20	/policies/transit/	What about winter? Minneapolis does almost nothing now to ensure sidewalks and bus stops are shoveled. It is April 19, and I can hardly walk to my bus stop or climb over 3-foot snow mounds to get on the bus. Roads are clear, though.	4/19/2018
441	20	/policies/transit/	Metro Transit apparently doesn't have \$ to increase frequencies, improve bus stops, or remove snow at bus stops. Until that service gets upgraded, riding buses will remain undesirable.	4/19/2018
442	17	/policies/complete-streets/	During a Minneapolis Snow Emergency, the first priority is clearing streets to move and store cars. The lowest priority appears to be ensuring that sidewalks, pedestrian ramps, and bus stops are clear of snow. In fact plows make the corners and bus stops worse after they go by creating giant mounds.	4/19/2018
443	38	/policies/affordable-housing-near-transit-and-job-	The plan to increase density along high traffic corridors is much too aggressive. These are often single family areas with small multi-family buildings scattered between. To upend this with 4+ story buildings (up and down the stree per the illustrations) is very disruptive to the current residents who have already chosen to live in these convenient transit friendly areas. The city should not be picking winners and losers in this way. Also the threat of eminent domain to take property against the will of the owners for large scale development is very concerning.	4/19/2018

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444	43	/policies/housing-displacement/	It's very telling that this policy explicitly excludes communities that the city doesn't care about - specifically those boring, white, middle class single family homes who would be disrupted by the aggressive upzoning to large multi-family buildings against their neighborhoods. The city leaders makes it clear in what they say verbally and in this document that disrupting these neighborhoods, these families, is a "feature, not a bug" of the plan, and their discomfort or disadvantage is of no consequence. I find that very offensive. I find it offensive how the city thinks their concerns don't matter and and if they complain they should be criticized for racial bias, or anti density, or something. Yet, when the North side neighbors raise these concern they get the following 6 points above.	4/19/2018
445	23	/policies/coordinated-development-strategy/	Focus on North Minneapolis. You have a large swath of the city with many vacant lots, empty homes - fill them! City seems so focused on pushing high density into stable parts of the city instead of fixing the unstable parts of the city.	4/19/2018
446	70	/policies/ecology-and-habitat/	These policies sound like great efforts to start taking the protection of our environment and natural resources more seriously. But the phrasing of the introductory paragraph here mistakenly makes it seem as if the protection of biodiversity in Minneapolis is a goal separate and apart from improving the city "from a human perspective." Language and presentation matters, and even if the policies here are sound it's CRITICAL that residents reading this page understand that supporting biodiversity is not just about being kind to other species for their sake and as an afterthought...The health of every human being in the city is thoroughly intertwined with the health of the city's plants and animal life. Trees, plants, birds, insects, etc. support US in so many ways that we are only just starting to understand as these species are becoming endangered. Every patch of grass helps collect storm water and prevent runoff. Trees on the street cool our houses down in the summer and save us money. The list goes on. Both our actions AND our words should reflect how central our natural resources are in our lives as urban residents. Educating people about this should be a priority, starting with how we frame and write about our ecology and habitat. Thank you for reading.	4/19/2018
447	0.1	/topics/land-use-built-form/	<p>The treatment of what the city considers "transit corridors" is way too aggressive. This is in two dimensions. Firstly these streets today mostly have single family, small multi-family, and 3 story buildings with some commercial. Going taller than that is not compatible with the neighborhoods away from downtown (e.g. south of 36th). So 3 story multi-family fine, but the 4+ with a wink to even taller is very concerning.</p> <p>secondly, these streets are going through neighborhoods. they have healthy corner intersections, where development should be prioritized. For example 50th street has a density bump at Bryant, Penn, Xerxes - but between them mostly not. Treat those intersections differently than the in-betweens, where your 4-plex zoning would be fine.</p> <p>thirdly, these corner nodes as drawn out are too big, For example 50th and Bryant, the plan threatens the livability of Aldrich, Colfax, south to 51st and north to 49th. This should be a much more localized impact, so limited to 1 side of the block facing the corner...</p> <p>lastly - where is the retail? It's not clear at all you have thought about the critical commercial role of these nodes - we need grocery stores, hardware stores, coffee shops, restaurants, dentists, hair salons - I don't see any recognition of that along these streets.</p>	4/19/2018
448	0.1	/topics/land-use-built-form/	<p>The treatment of what the city considers "transit corridors" is way too aggressive. This is in two dimensions. Firstly these streets today mostly have single family, small multi-family, and 3 story buildings with some commercial. Going taller than that is not compatible with the neighborhoods away from downtown (e.g. south of 36th). So 3 story multi-family fine, but the 4+ with a wink to even taller is very concerning.</p> <p>secondly, these streets are going through neighborhoods. they have healthy corner intersections, where development should be prioritized. For example 50th street has a density bump at Bryant, Penn, Xerxes - but between them mostly not. Treat those intersections differently than the in-betweens, where your 4-plex zoning would be fine.</p> <p>thirdly, these corner nodes as drawn out are too big, For example 50th and Bryant, the plan threatens the livability of Aldrich, Colfax, south to 51st and north to 49th. This should be a much more localized impact, so limited to 1 side of the block facing the corner...</p> <p>lastly - where is the retail? It's not clear at all you have thought about the critical commercial role of these nodes - we need grocery stores, hardware stores, coffee shops, restaurants, dentists, hair salons - I don't see any recognition of that along these streets.</p>	4/19/2018

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449	0.1	/topics/land-use-built-form/	<p>The treatment of what the city considers "transit corridors" is way too aggressive. This is in two dimensions. Firstly these streets today mostly have single family, small multi-family, and 3 story buildings with some commercial. Going taller than that is not compatible with the neighborhoods away from downtown (e.g. south of 36th). So 3 story multi-family fine, but the 4+ with a wink to even taller is very concerning.</p> <p>secondly, these streets are going through neighborhoods. they have healthy corner intersections, where development should be prioritized. For example 50th street has a density bump at Bryant, Penn, Xerxes - but between them mostly not. Treat those intersections differently than the in-betweens, where your 4-plex zoning would be fine.</p> <p>thirdly, these corner nodes as drawn out are too big, For example 50th and Bryant, the plan threatens the livability of Aldrich, Colfax, south to 51st and north to 49th. This should be a much more localized impact, so limited to 1 side of the block facing the corner...</p> <p>lastly - where is the retail? It's not clear at all you have thought about the critical commercial role of these nodes - we need grocery stores, hardware stores, coffee shops, restaurants, dentists, hair salons - I don't see any recognition of that along these streets.</p>	4/19/2018
450	68	/policies/energy-efficient-buildings/	<p>1. Action-step 68-d could go much further in codifying environmental stewardship of the built environment. Buildings receiving city financing should be *required* (rather than encouraged) to meet energy efficiency standards exceeding those of privately-financed projects (akin to what is already being done in Saint Paul with B3 and SB2030).</p> <p>2. In addition to the existing goal of 80% CO2 reduction by 2050 - the City should establish a goal for complete carbon-neutrality (net zero). This cannot be achieved by energy efficient design alone, and would accelerate the implementation of on-site renewable energy production in order to meet reduction milestones.</p>	4/19/2018
451	1	/policies/access-to-housing/	<p>Do not support e. Single family homes and neighborhoods are very important. This is so in terms of investment in property, maintaining value, neighborhood character and safety. I have owned homes in both areas allowing multi-family units and that don't. In 11 years owning a home next to and near multi-family dwellings, I suffered two robberies, one involving a gun. I sold the home and made absolutely no money. In 25 years in a neighborhood allowing only single family homes I have had 0 incidents. The platitudes for this concept are different from what the reality is. I know from personal experience. I am absolutely against this part of the plan.</p>	4/20/2018
452	1	/policies/access-to-housing/	<p>In order to create more affordable housing, care needs to be taken that higher density is not just a goal in itself, but that specific measures are taken to keep that housing affordable, especially when the free market is involved.</p>	4/20/2018
453	33	/policies/affordable-housing-production/	<p>I would like to see more specifics regarding steps d. and e.</p>	4/20/2018
454	0.1	/topics/land-use-built-form/	<p>The idea of having combined lot apartment buildings on Interior 3 transitional streets is a terrible one. These are quiet, small, non-transit or commercial streets and should remain zoned Interior 1. Multi-lot apartment buildings on the streets would completely change the character of block after block, and even the potential to build them would drastically lower property values and discourage additional investment.</p>	4/20/2018
455	0.1	/topics/land-use-built-form/	<p>The idea of having combined lot apartment buildings on Interior 3 transitional streets is a terrible one. These are quiet, small, non-transit or commercial streets and should remain zoned Interior 1. Multi-lot apartment buildings on the streets would completely change the character of block after block, and even the potential to build them would drastically lower property values and discourage additional investment.</p>	4/20/2018
456	33	/policies/affordable-housing-production/	<p>When fancy new apartments were built near an older apartment it's rent went up \$100 in one year without any improvements to the building. Building luxury apartments decreases the availability of affordable housing. I propose that all new apartment buildings include 25% affordable units. Another idea is the creation of affordable condos so people have a reasonable mortgage that won't go up. Turning renters into owners gives them some housing stability.</p>	4/21/2018
457	37	/policies/mixed-income-housing/	<p>Yes, build more affordable housing throughout the city, and integrate affordable units into all new apartment and condo buildings. If lower income people can buy their units it gives them more sustainable housing security. There are a lot of people who eventually want their own home where they can garden or raise kids or feel a part of a community. Given the shortage of starter homes, I suggest that the city buy up some rental houses and convert them back into owner-occupied houses and duplexes. That would stabilize neighborhoods that were hurt by the recession.</p>	4/21/2018

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458	4	/policies/access-to-commercial-goods-and-service	Everyone needs a full service grocery and hardware store nearby. However it is not possible for everyone to walk or take public transportation to work. My daughter used to walk to work, but her company merged and moved out beyond the suburbs, while her husbands work was in the other direction. The other daughter takes public transportation to multiple jobs while her husband commutes to another town.	4/21/2018
459	5	/policies/visual-quality-of-new-development/	Include and require green space setback and storm water management in the form of rain gardens. Trees and native plants are better than just grass. Encourage the inclusion of coffee shops or retail at the front of the bottom floor or a common space with large windows to make the building feel like a part of the community and increase safety.	4/21/2018
460	77	/policies/park-access/	Another important way to improve access to parks is to use a "built form" category that is one more populous than the surrounding neighborhood, allowing in-demand park-facing locations to have space for more families and people. This is also an important equity opportunity, because apartment-building dwellers have less access to green space, they tend to be lower-income, and they tend to be people of color and indigenous people. Suggestion: allow more housing on parcels facing neighborhood and regional parks throughout the city.	4/21/2018
461	82	/policies/aging/	e. Expand innovative housing options that provide in-home living support and add housing space for people who are happy to rent a room or access low-cost housing in exchange for assisting older individuals. This also provides income for "house rich, cash poor" seniors.	4/21/2018
462	6	/policies/pedestrian-oriented-building-and-site-de	K: Do not eliminate minimal requirements for off street parking. I do prefer to walk or take public transportation, but it is not always possible. Daughter works in Minneapolis and takes public transportation to three jobs, but her husband commutes to Rodgers MN. Other daughter used to walk to work till her company merged with one in Lakeville while her husbands work is in the other direction. When I was young you could buy furniture, fabric, hardware and books downtown. Now you need to travel to the burbs for them. We no longer have a nearby grocery and the corner store sells only snacks and grab-and-go.	4/21/2018
463	7	/policies/public-realm/	Add more boulevards with trees and native plantings along sidewalks and developed areas. These create a buffer from the street and make areas more inviting.	4/21/2018
464	8	/policies/public-safety-through-environmental-de	Good.	4/21/2018
465	9	/policies/open-spaces-in-new-development/	Yes, please include these amenities. Adding rain gardens and trees is better for the environment too. Whenever you add hard surfaces you need to consider storm water management. Native plants and pollinator gardens help.	4/21/2018
466	11	/policies/skyways/	Skyways are an amenity in downtown. They allow comfortable navigation from store to store in winter and a view of the street during events like parades or other downtown events.	4/21/2018
467	13	/policies/landscaping/	Yes, please. We need rain gardens and native plants and trees along with organic practices.	4/21/2018
468	14	/policies/tree-canopy-and-urban-forest/	Yes, but also consider plant diversity. Then whole blocks of trees were lost to Dutch Elm and later Ash Borers. We should plant a diversity of trees along with gently scooped out boulevards for rain gardens or native plants.	4/21/2018
469	17	/policies/complete-streets/	I prefer to walk, but most of us need cars. Please do not cut off street parking. When one spouse works in the city and can walk to work, but the other needs to commute a long distance out of town where there is no public transportation it is not practical to not have a car. There is stress in long commutes across town too. A lot of things that used to be a few blocks away or downtown are now located in the suburbs.	4/21/2018
470	19	/policies/bicycling/	Offer free bike lessons for children starting in school along with bike safety and helmets.	4/21/2018
471	20	/policies/transit/	I use public transportation, but stopped going to Rosedale when I had to transfer in a area with very little foot traffic and evening service was cut. The more I have to transfer, the less I want to go. Please minimize transfers on by highway ramps and extend hours.	4/21/2018
472	21	/policies/freight/	Safety is very important. Keep speeds to a limit through our neighborhoods, and provide safety fences and no trespassing signs to keep people off tracks except at official safety crossings.	4/21/2018
473	22	/policies/downtown-transportation/	Urban should not mean no trees or plants. There is too much concrete. Yet people going to a show downtown or having dinner may need to park. WE like Theatre in the Round and used to park in the nearby ramp. When I volunteer there I take the bus, but not at night. Because the adjacent new housing didn't include enough additional off street parking, people attending a show at TRP or the Southern are often out of luck.	4/21/2018
474	23	/policies/coordinated-development-strategy/	f? Ask neighborhoods before you decide to destroy them. Better to transform an unused or decrepit problem area into an amenity for the community. A full service grocery? A cultural museum? A nature preserve with an educational element? Library? CoOp? A public magnet school? Try a better bus route before tearing down housing. Give amenities the Community would like an incentive.	4/21/2018

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475	24	/policies/shared-mobility/	We like to bike and walk, but still need to drive. Do not assume everyone can get around without a car. Some people have limited mobility, need to travel longer distances to work or carry more than they could on public transportation. All through grades 1-12 my Mom got up at 4:00 am to catch a bus to work and returned tired for dinner time. So I was on my own, made my own breakfast and walked to school. Forget any homework help or school conferences. She fell asleep.	4/21/2018
476	26	/policies/vision-zero/	More cross walks and pedestrian crossing signs. When people renew their drivers licenses educate them on new rules or give them a refresher. No driving while using medical pot. Limit alcohol consumption for drivers.	4/21/2018
477	31	/policies/creative-workers/	h. We can ALL benefit from more diverse teachers and master crafters of all kinds. However it is important to integrate such programs. How can anyone thrive in a multicultural society if they only know people just like them? We all need to learn about all cultures to foster understanding.	4/21/2018
478	32	/policies/arts-in-community-development/	Yes, but make them accessible to all people. Let us get to know each other and appreciate all the cultures here. Integrate.	4/21/2018
479	41	/policies/tenant-protections/	Limit the amount a landlord can raise rent in one year. Require affordable units in developments with increases only as much as inflation of wages. Help low income people buy an apartment or part of a duplex for housing and community stability.	4/21/2018
480	46	/policies/healthy-housing/	Educate on pollution concerns like radon and other vapors. Discourage use of scented products. Encourage use of house plants for air quality.	4/21/2018
481	47	/policies/housing-maintenance/	Convert rentals to owner occupied houses and duplexes.	4/21/2018
482	49	/policies/educational-and-economic-access/	Expand free public school preschool. Use public magnet schools to help integrate communities. Free two year college or trade schools	4/21/2018
483	51	/policies/healthy-pre-k-development/	Teach new parents how to encourage learning and creativity in their little ones. If parents cannot read they can tell stories and talk to babies about the world around them.	4/21/2018
484	53	/policies/quality-of-life/	Add nature parks and trails to neglected industrial areas.	4/21/2018
485	59	/policies/downtown/	Bring back book stores and shopping destinations. Make the new YMCA also YWCA a healthy hub. How about a healthy family food establishment with a daytime dance floor for all ages?	4/21/2018
486	61	/policies/environmental-justice/	Do this in schools too. When kids have a conflict have a class meeting to discuss what they could have done different to avoid conflict. If someone destroys property they have to clean it up.	4/21/2018
487	67	/policies/climate-resilient-communities/	rain gardens for pollinators too	4/22/2018
488	70	/policies/ecology-and-habitat/	Reduce the area of lawns in public parks and boulevards by encouraging the use of native plants and rain gardens. A park that is mostly ball fields could have a nature path around it with native plants.	4/22/2018
489	73	/policies/stormwater-management/	Convert lawns and cement areas to natural areas wherever possible with rain gardens, pollinator gardens and native plants.	4/22/2018
490	76	/policies/new-parks/	Yes, please! Nature is renewing and would take the edge off our industrial stress.	4/22/2018
491	77	/policies/park-access/	Need Nature trails.	4/22/2018
492	78	/policies/park-design-and-programming/	I would love the addition of Nature Play areas and nature trails to parks that are only ball parks. We like circular seating for gathering as a community or for cultural events. I'd like to see more all-ages programing like dance or creative collaborations.	4/22/2018
493	82	/policies/aging/	Make it possible for residents who want to stay in their homes and/or communities to do so. Everyone needs to shovel their walks and corners so the elderly can get out.	4/22/2018
494	83	/policies/people-with-disabilities/	ADA compliance. No exceptions. I saw a new caf�� put in a new floor that required a step up instead of a ramp. I hate this new fad of tall tables which discriminates against people in wheelchairs. All new busses should accommodate walkers and wheelchairs.	4/22/2018
495	84	/policies/public-safety/	Ban bump stocks and assault style weapons. Universal background checks with wait times. People who have been violent or abusive should lose the right to guns. Gun registry. Ask why if the want to buy a lot of guns. Guns for hunting only. Use of stun guns rather than bullets if possible.	4/22/2018
496	85	/policies/access-to-health-social-and-emergency-s	Study how the narrowing of streets effects emergency response.	4/22/2018
497	1	/policies/access-to-housing/	I would like to strongly support this policy. I live in an area where very large single-family homes are being built, a 3- or even 4-unit building would not actually be out of scale with the buildings being built, often on speculation, and sometimes sitting empty for long periods of time. This would allow us to redevelop our lot to provide us an income stream, and/or to have our parents live close enough to help them while still maintaining some privacy.	4/22/2018
498	83	/policies/people-with-disabilities/	Reducing parking has a negative impact on our disabled neighbors. Please make sure future greenways plans still provide people with access to their homes.	4/22/2018
499	51	/policies/healthy-pre-k-development/	Please spend wisely. Some places like WI have had 4 year K for 34 years. There is no data I am aware of that it has had any positive impact vs MN that did not have a similar program in place. That is we are not looking at MKE has a economic success story.	4/22/2018

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500	46	/policies/healthy-housing/	Again how is the paid for? I like having bike storage onsite. Maybe help with ordinance waivers for bike storage areas.	4/22/2018
501	64	/policies/food-businesses/	This makes a lot of sense! Financing programs should be taxpayer neutral. I would add had odor control may be necessary as neighbors may not want to live near a sauerkraut facility.	4/22/2018
502	65	/policies/urban-agriculture-and-food-production/	Odor control may be important for livability for neighbors depending what is make. no to H- develop the land for tax base. Use schools parks libraries and backyards for community gardens. We have public space already.	4/22/2018
503	84	/policies/public-safety/	We need to do something different, no violence is acceptable.	4/22/2018
504	9	/policies/open-spaces-in-new-development/	They have to be safe and designed to reduce crime.	4/22/2018
505	6	/policies/pedestrian-oriented-building-and-site-de	k) Keep parking at least one space per unit n) so little parking at grocery stores? o) for sick people, drive thru pharmacy help us all. When I had the flu, I wished one was nearby as there were babies in line with me. gas stations should not be signaled out. P/Q) is this legal? Why does the city hate cars? For families with multiple daycare drop offs, people who work on homes and need tools, they need cars. Please do not make it harder to work and pay taxes.	4/22/2018
506	12	/policies/lighting/	make sure safety is first, good goals.	4/22/2018
507	26	/policies/vision-zero/	Never want to see anyone hurt. Please make sure only accidents are counted in the statistics, suicides should be separate. I think they are lumped together now (There should be another goal to have suicides zero in Mpls also.) g. People in vehicles are dying more than other groups so having them last via Complete streets policies is strange-more lives can be saved if that group safety is worked on first.	4/22/2018
508	19	/policies/bicycling/	Please consider the implementation of the bike lanes on 26th and 28th Streets when planning future bike transit planning. These bike lanes are a disaster. I drive or bike to work (depending on the weather and my schedule) using this corridor. When biking, I find the Midtown Greenway to be a much safer and calmer route vs 26th or 28th Streets. Traffic has become much more congested and confusing for drivers with the bike lanes making it much less safe for bikers. A better alternative would have been to make a less traveled street such as 27th Street a bikeway or just use the current Midtown Greenway.	4/22/2018
509	19	/policies/bicycling/	Please consider the implementation of the bike lanes on 26th and 28th Streets when planning future bike transit planning. These bike lanes are a disaster. I drive or bike to work (depending on the weather and my schedule) using this corridor. When biking, I find the Midtown Greenway to be a much safer and calmer route vs 26th or 28th Streets. Traffic has become much more congested and confusing for drivers with the bike lanes making it much less safe for bikers. A better alternative would have been to make a less traveled street such as 27th Street a bikeway or just use the current Midtown Greenway.	4/22/2018
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511	17	/policies/complete-streets/	I am strongly in favor of this policy!	4/23/2018
512	20	/policies/transit/	Public transit is the future. However, if we want people to move from their cars and start using buses and light rail, we must make sure that the public transit is reliable, fast and safe.	4/23/2018
513	0.1	/topics/land-use-built-form/	We purchased a home and invested substantially in a large renovation specifically because the home was not on a transit route or near larger multi-family dwellings. To now change zoning on a small side street such as Aldrich and jeopardize our investment is unconscionable. Interior 3 zoning has no place 47 blocks away from downtown on quiet residential streets.	4/23/2018
514	0.1	/topics/land-use-built-form/	The building size and style for the roads south of 36th st that the city considers transit ways are much too aggressive. Linden hills Parkwaay for example has a long stately procession of beautiful single family homes reminiscent of Summit avenue or other notable residential streets - and the plan calls for 1 side of the street to be taken over by 3 story apartment buildings! The plan should not be pushing taller than 3 story buildings that far from downtown and not outside very tightly defined corridors and intersections where we have a bit of commerce and multi-family development now. Leave the uptown sized buildings in uptown.	4/23/2018

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515	1	/policies/access-to-housing/	Offer surplus property that is ideal for housing development for free to those developing a building that is used for affordable housing creation. (The city shouldn't charge fair market value for affordable housing only to have the developer come back and ask for that same amount in subsidy from the city's affordable housing funds)	4/24/2018
516	1	/policies/access-to-housing/	Offer surplus property that is ideal for housing development for free to those developing a building that is used for affordable housing creation. (The city shouldn't charge fair market value for affordable housing only to have the developer come back and ask for that same amount in subsidy from the city's affordable housing funds)	4/24/2018
517	0.1	/topics/land-use-built-form/	Interior 2 should support small infill housing off of the alley but with more square footage than currently allowed. Should allow home owners to subdivide their lot to allow an ADU type of unit to be owned by someone else. Look at Seattle. The small ADUs and townhouses are almost all individually owned units.	4/24/2018
518	0.1	/topics/land-use-built-form/	Allow for more density near 50th and France. East side of Ewing should be Interior 2 or 3.	4/24/2018
519	0.1	/topics/land-use-built-form/	Interior 2 in CARAG and ECCO seems too low. It's so close to major urban nodes with groceries, restaurants, etc. Also, allow lots to be subdivided into townhouses or rear ADUs without having to condo the site. Townhouses = easier.	4/24/2018
520	17	/policies/complete-streets/	I love the idea of a Complete Streets policy, but it will need a huge mind-shift to really make this happen. Parks and Public Works prioritize clearing streets for cars, not pedestrians, when the snow falls. Green Line stops are inaccessible from the sidewalks, cars park in the bike lanes. Almost every action belies this heirarchy.	4/24/2018
521	48	/policies/data-driven-decisions/	I support this policy and action items. The discourse and policy proposals around housing are very often driven by how they make us feel, not how much positive impact they are likely to have. Inclusionary Zoning makes activists and electeds feel better, but has proven to ultimately slow the pace of new housing construction. Insisting on Mixed income projects (50/50) would be logical if the city had a monopoly on buildable lots, but in reality Minneapolis is competing with other, more wealthy cities for projects, especially outside of downtown. Whether it makes us feel good or not, affordable developers know affordable housing (and the 17 funding sources required) and market rate developers know market rate, so forcing one to do the other plays to their weaknesses, is inefficient and not necessarily best for the end user. Lots of people are being shut out of good housing choices, not just poor people, and we need to build all types of housing as fast as we can.	4/24/2018
522	80	/policies/development-near-metro-stations/	(sorry just testing: my Dad is having trouble commenting and I'm trying to reproduce his problem.)	4/24/2018
523	17	/policies/complete-streets/	Complete streets need to include things like marked crosswalks. Bumpouts without crosswalks are a waste of money and cement. They may get cars to slow down slightly but they don't tell them that they need to let pedestrians cross the street. This is especially important on busy streets like 38th or Bloomington/Chicago/Nicollet.	4/25/2018
524	20	/policies/transit/	City should work more with Metro Transit on basic stuff like bus stop design (making sure no parking zones are big enough, there are signs and trash cans and benches at stops, making sure sidewalks are wide enough). This basic stuff makes the difference in whether or not a bus system is usable day to day.	4/25/2018
525	18	/policies/walking/	Winter sidewalk maintenance needs to be a city priority. We don't expect individual property owners to plow the streets. If we want Minneapolis to be a walkable city we need to make sure that sidewalks are usable during the winter too.	4/25/2018
526	22	/policies/downtown-transportation/	Narrowing streets and improving the public realm/sidewalks would go a long way towards making downtown more walkable. As is, it feels like you're supposed to drive there. More cross-downtown protected bike lanes are needed too.	4/25/2018
527	63	/policies/food-access/	Minneapolis is the center of the food coop movement in the United States. These stores are community owned and build wealth here in Minneapolis. The city should build on this knowledge and energy to support start up food coops in low-income communities instead of attracting big chains to them that are less economically sustainable. Food coops traditionally focus on expensive organic food but they can just as easily stock cheaper staples for lower-income communities.	4/25/2018
528	1	/policies/access-to-housing/	No R 4 zoning where it is now R1 or R2. High density will ruin Mpls single home neighborhoods!	4/25/2018
529	79	/policies/healthy-youth-development/	Much of this work is being done in neighborhoods and communities across Minneapolis with little acknowledgement and funding opportunities. This policy area should incorporate the voice of youth development program leaders to develop collaborative strategies that promote positive and healthy development for youth, young, adults, and their families. Furthermore many of the programs that support this work across Minneapolis have been experiencing increased financial hardship due to the changing landscape of philanthropy in the non-profit sector and limited funding provided through government grants which is a barrier to providing safe and stable opportunities for youth, their families, and support systems across Minneapolis. It is time that the City create a financial agenda to support out-of-school time programs with demonstrated success on achieving the goals outlined in this policy. This work cannot solely be left to the Youth Coordinating Board, Ignite After school, and the many partners they collaborate with. Funding is key!	4/25/2018

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530	14	/policies/tree-canopy-and-urban-forest/	e. Encourage downtown businesses to "adopt a sidewalk" and plant and nurture trees throughout downtown.	4/25/2018
531	59	/policies/downtown/	j. Encourage the planting and nurturing of trees along streets in the downtown corridor.	4/25/2018
532	7	/policies/public-realm/	Public Works relies on Special Services Districts (SSD) to maintain upgraded public realm improvements. However, SSD are viable only in areas with lots of commercial properties. So, there is not a way to implement streetscape improvements elsewhere in the city including benches, trash cans, banners, sidewalk snow clearance, etc.	4/26/2018
533	53	/policies/quality-of-life/	My neighborhood association is the reason my community has lots of events and interesting place-making improvements. The City currently funds these organizations and should continue to do so in the future.	4/26/2018
534	56	/policies/supporting-small-businesses/	Elsewhere in this document there is a focus on creating new development incentivizing replacing older buildings with larger, denser structures. However, small business owners generally don't appear able to afford locating in brand new buildings.	4/26/2018
535	59	/policies/downtown/	Downtown streets are generally awful places to spend time because traffic moves very quickly, there's almost no retail anymore, and the City keeps promoting expansion of the skyway system. Stop allowing the Downtown Council & BOMA to perpetuate that situation. Narrow streets, plant some trees, and tear down skyways and parking ramps.	4/26/2018
536	59	/policies/downtown/	The areas around MCTC and St. Thomas are deserted and bleak outside of daytiem hours. Promote the construction of student housing to liven it up and keep people downtown.	4/26/2018
537	77	/policies/park-access/	Fantastic!	4/26/2018
538	80	/policies/development-near-metro-stations/	The existing Blue Line is adjacent to an awful, divided highway- Hiawatha Avenue. It is designed solely to move lots of cars at high speeds and needs to be completely rebuilt to make stations comfortable for human beings. The Blue Line extension continues this awful situation by locating LRT down the middle of Olson Highway. There is a complete disconnect from this policy and reality on the ground.	4/26/2018
539	80	/policies/development-near-metro-stations/	The proposed Blue and Green Line extensions literally run through parkland serving few Minneapolis citizens on their way to un-walkable places in the suburbs. Perhaps, we should locate Metro lines where people already live rather than places they might go to in the future?	4/26/2018
540	82	/policies/aging/	The VOA Southwest Senior Center used to provide senior services in my neighborhood, but closed due to lack of support. Perhaps, the City and County need to look into becoming more involved considering that our population is aging fast and services are disappearing?	4/26/2018
541	83	/policies/people-with-disabilities/	The City needs to ensure sidewalks are clear of ice and snow in the winter if people with disabilities are going to live independently.	4/26/2018
542	33	/policies/affordable-housing-production/	My neighborhood of Central and the Hiawatha-Lake street light rail station (which used to be a major park and ride hub until the parking lot was closed to commuters) has seen an increase in the numbers of vehicles trying to park there and in traffic congestion around these areas. Although it can be good to encourage more biking, walking, and public transportation, please recognize that many of us are aging, and we cannot bike or walk to where we need to go. Some of us still need our cars, so when buildings are added to neighborhoods that are already becoming congested, please adhere to the requirements for off street parking that are currently in place.	4/26/2018
543	17	/policies/complete-streets/	Please consider that not everyone feels comfortable biking in the city. Also, as a 62 year old woman with arthritis in my knees, I am just not able to walk or bike all the time (I do try to sometimes, but as I get older, I think that will become less and less possible.) For many elderly residents, a car represents freedom and independence for as long as we can safely drive. Please do not take away our parking places. Also, my experience is that the park and rides have parking that is really far away from where you need to get to get on the train.	4/26/2018
544	1	/policies/access-to-housing/	Upzoning to allow fourplexes will be great! We own a triplex that was originally built as a single family home (plus servants quarters) in 1893. We want to protect the unique aspects of that home, while also being able to build a one or two unit structure behind it that is energy efficient and allows us to spread out fixed costs to more tenants. Upzoning is a critical step to making that a reality and allowing us to bridge the historic with the new!	4/26/2018

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545	19	/policies/bicycling/	<p>I'm sure that there are regulations about how wide bike lanes need to be, but I am honestly fine just having a 4-6' lane without needing the extra bollards and buffer. I do understand the intent that biking should be safe for everyone (and not just someone who is quite comfortable biking, like myself). At a minimum, though, there has to be some way to roll these projects out without pissing off the driving community. I enjoy 26th and 28th street, but the animosity that I have endured when discussing it with friends who drive has not been great for my cause of trying to encourage them to bike more. They take it personally.</p> <p>As a year round biker, the bollards also cause problems because the City then needs to send special plows for the bikeways. This often leads to just awkward piling in the lanes because car lanes are plowed more frequently. Maybe the compromise is actually to have city plows just plow closer to the curb so the bike lane is also covered by that plowing pass? Aside: the off street bike path plowing has been amazing for the past few years!!! A lot of compliments to the City for that. That would be my main plug for more off-street bike routes - not having to worry about cars tramping down the snow and driving all over the place makes bike trails like the Greenway lovely to ride on in the winter.</p> <p>That was a lot of rambling. Overall, I like bikes and I bike year round. I just wish there was a better way to share the existing structure. Have a bike lane but also somehow keep the driving lanes and parking. Maybe just have narrower lanes like in Europe? Or have the City annex more of the boulevard so we could widen everything? That seems costly and long-term, but I wanted to spit ball.</p>	4/26/2018
546	20	/policies/transit/	<p>No on-street parking should be free unless all transit service is comprehensive and free. Our transit system needs a lot more investment and there isn't any incentive to do that as long as driving is easy and (perceived as) cheap. If you have to pay to park everywhere, driving becomes less attractive and more pressure is put on improving the transit system. Let's make that happen. It's a travesty that we didn't get rail to run through Uptown. We can't change that now, but we can still make the most of our transit system everywhere in Minneapolis and help move towards our climate goals by not making driving an attractive option. Part of me wants to have a car fee to enter the city, similar to London. Another big picture goal would be that I would love to have Minneapolis somehow annex the first tier suburbs (St Louis Park, Plymouth, Hopkins, Edina, Minnetonka). The tax incentives that they can offer to lure business out of the city just continues to cause sprawl and regional planning issues. Bring them under the Minneapolis umbrella and we can actually have a solid regional planning group that isn't hamstrung.</p>	4/26/2018
547	0.1	/topics/land-use-built-form/	<p>PLEASE convert these maps to PDF so we can download and/or print them. They are impossible to use for group discussion and good analysis. NOT good citizen access.</p>	4/26/2018
548	1	/policies/access-to-housing/	<p>I am absolutely against higher density housing zoning to replace residential or 2-family housing. The parking and traffic congestion is already an unpleasant problem in my neighborhood (57th and Nicollet, with trips to 54th and Lyndale to library and Walgreens). I am a senior citizen and must drive to most destinations. Your proposed policy is agism! You want to eliminate cars! Who says Minneapolis has to supply more housing, there are plenty of suburbs where housing is available. Sally DuFour, 5655 Nicollet</p>	4/27/2018
549	0.1	/topics/land-use-built-form/	<p>I am concerned about the urban neighborhood zoning. I'm mostly concerned because the definition does not really sound urban to me, but more suburban. I would like to see more mixed used zoning throughout the city, at the very least 50% of the city should be zoned for mixed use. This would create walkable neighborhoods and a city that everyone can enjoy. Limiting mixed use to certain areas of the city will hurt the city and our ability to meet our equity, environment, and transit goals because so many people in the city will be unable to walk or bike to work, the grocery store, or to just get a coffee or something. In the final form of this plan, I would like to see much more mixed use in the city. I too would like to see more zoning for 10-20 story buildings. We often, as a species, cannot contextualize the future very well, nor do we like to think of negative things. This combined really limits our view of climate change as a serious matter, even though I know the city views it as such. Anyway, climate change is about 150 years ahead of schedule as the ocean current that creates our weather is slowing down and may even stop before 2040. This would be disastrous and cause rapid arctic melt, increasing sea levels and creating even more climate refugees. This is the reason I want to see more 10-20 story zoning because I fear that the 4plex proposal (which is great!) is not going to be enough in the future as people flee the coats as the sea rises.</p>	4/28/2018
550	9	/policies/open-spaces-in-new-development/	<p>The relationship of these publicly accessible private spaces to the larger street, sidewalk, and alley system is important - where these spaces are and where they are not. The connectively of these spaces (eg the Midtown Greenway Promenade) are maybe the most import aspect of these spaces. Plaza for plaza sake should be avoided. Should also look into requiring public easements for these spaces depending on development details, maybe through PUD - Kronzer</p>	4/28/2018

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551	13	/policies/landscaping/	Developments should get some level of credit to Site Plan review standards for plantings (trees) in the public realm. Policy should allow for using trees in stormwater control - Evapotranspiration. Green walls have not lived up their promise, only a few successful examples in the last 8 years - Kronzer	4/28/2018
552	1	/policies/access-to-housing/	Sorry cut off. I strongly oppose building in single family neighborhoods four plexes The four plexes will add parking problems where none exist now. We should protect our neighborhoods farthest from Downtown. Currently my neighborhood is Diverse and is replacing housing with single family homes. We should attract more diversity by providing homeownership help to low income and middle class residents.	4/29/2018
553	66	/policies/air-quality/	Fire Pits. Eliminate them. NOW. They have no place in a dense city and are currently one of the most easily eliminated pollution sources. Fine them heavily enough to fund other initiatives and keep property taxes down.	4/29/2018
554	43	/policies/housing-displacement/	Please remember that homeowners have sacrificed to be able to get their homes, and continue to sacrifice in order to keep them. Many homeowners' incomes have decreased in recent years and property taxes have not decreased, but instead have increased dramatically. Relief is needed or residents who are homeowners at this time will be displaced.	4/29/2018
555	0.1	/topics/land-use-built-form/	Neighbors have told me that our area along Bryant Ave by 50th street is targeted for high density apartment buildings. If I wanted to live in Uptown, I'd move there. Bryant Ave, despite having a bus, is not a high transit street, it's where we live.	4/30/2018
556	0.1	/topics/land-use-built-form/	<p>This is overall great. A few spot concerns:</p> <ol style="list-style-type: none"> 1) The transit corridor districting doesn't look to the future where the blue and green lines will be extended. Probably that also applies to the BRT lines, but I haven't looked. 2) You're asking for buildings to have smaller upper floors than lower ones and discouraging overhanging balconies. I disagree with both of these, they are part of vibrant cities. 3) Interior 2 doesn't really have a reason to exist. it's basically interior 1, as written. 4) Corridor 6 should be at least 2.5 stories. 5) Urban Neighborhood should welcome small mixed use options. 6) Production and Processing neighborhoods should allow housing, targeted to workers of those fields. Why prohibit housing? 7) Kenwood needs to be interior 3 at the very least, given transit access on Hennepin, amenities on Hennepin, and access to the lakes. This should be an neighborhood for car-free or car-light, and more people should be able to enjoy. 8) Even in Interior 1 areas in the far north or south, there need to be places where large multifamily buildings can be built to house people, particularly seniors, who want to leave their single family homes but still live in their familiar neighborhood. Corridor 4 could extend a block further into the neighborhoods. Accessibility may be an issue with triplexes and fourplexes. <p>* My biggest dream: replace the 4 square blocks of highway from 16th st to 10th st in the heart of the city with housing, allowing Elliot Park to be reconnected.</p> <p>I do like wording of the guidance for increasing height limit. Overall this is a good plan and don't let the people who oppose everything get you down.</p>	4/30/2018
557	7	/policies/public-realm/	This is really vague! I want that framework in part a. to exist already!	4/30/2018
558	37	/policies/mixed-income-housing/	Just as the city must have tools to promote affordable housing in amenity-rich areas, the city must also have tools to incentivize the creation of market-rate housing in areas of concentrated poverty and low-income housing, so as to not further concentrate poverty.	5/1/2018
559	43	/policies/housing-displacement/	The city is home to a great many vacant lots, unused former industrial land, parking lots, crumbling single-story storefronts, and other underutilized space that currently has no residential use. One way to preclude housing displacement is to allow and incentive the building of new housing where no housing currently exists.	5/1/2018
560	5	/policies/visual-quality-of-new-development/	Point g (apply design standards...consistently across city) is very important, as we want all areas of the city to be build in a way that demonstrates pride in the community. Too many homes and buildings in areas of town with less income are built with shoddy design and materials.	5/1/2018

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561	5	/policies/visual-quality-of-new-development/	Related to point c. (durable materials), in addition to durability, the city should promote materials that are sustainably manufactured and/or harvested. Both ensure our city is built in a way that reduces our impact on our earth's resources.	5/1/2018
562	0.1	/topics/land-use-built-form/	I am very enthusiastic about the change of zoning that will allow greater density on most residential parcels by right. Yes, our city will look different in 2040 than it does now, but it MUST look different in order for it to be a city full of diversity. Fears of full street parking must be addressed with better transit, biking and walking infrastructure. No homeowners will/should be forced to sell their homes, fears of large developers Manhattanizing the city can be addressed with programs that allow individual homeowners to consider opportunities to add units to their properties.	5/1/2018
563	0.1	/topics/land-use-built-form/	I own a single family home in the Seward neighborhood. Next door is a duplex built in the 1800s, and it is much smaller than many single family homes now being built throughout the city. Several doors down the other direction is an apartment building built in the 60s or 70s. I LOVE the diversity of the built form on my street, and throughout the neighborhood. Old houses mingle with homes built in the 1970s, with some new modern style homes in the mix. Duplexes, triplexes, single family homes, old storefronts that are now homes, etc. I am completely for a built form that allows for greater density, and which allows for a diversity of types of buildings throughout our neighborhoods.	5/1/2018
564	28	/policies/msp-airport/	I support the Minneapolis Airport Policy for 2040 and will make my comments at one of the May Open Houses planned for the neighborhoods.	5/1/2018
565	1	/policies/access-to-housing/	Thanks for bringing light to the connection between historic redlining and modern exclusionary zoning. We can only move forward and make positive change when we recognize that current policy restricts access to safe and stable housing for more people. I am excited to see movement beyond "high density on frequent transit lines" (which are often in areas of higher pollution, fewer parks, etc.) to allow a diversity of housing structure types across the city. I am excited to support this!	5/1/2018
566	80	/policies/development-near-metro-stations/	This is great. We should promote the most dense development next to our greatest transit investments. We should also restrict parking by limiting the number of spaces allowed so that our transit stations are welcoming to people more than to cars.	5/1/2018
567	42	/policies/expand-homeownership/	What can the city do to increase the supply of condo and multi-family ownership options? Despite demand, regulations and laws have limited new options from being built. How can we help meet the demand for condos?	5/1/2018
568	0.1	/topics/land-use-built-form/	Love this. Our zoning is in real need of simplification, and more people must be allowed to call Minneapolis home. By increasing use and the number of neighbors, our city will become more walkable and livable for everyone. This is great!	5/1/2018
569	6	/policies/pedestrian-oriented-building-and-site-de	Please also work to reduce the number of curb cuts as sites are redeveloped and/or set maximum number of cuts per block (or standards accord to land use, zoning, etc.). A maximum of 2 cuts per block, in the spirit of alleyways, is appropriate and could even be marketed as historic for the NIMBY crowd. I am EXTREMELY excited to see a plan to eliminate off-street parking requirements city-wide. This is the #1 best thing we can do to help make our city more people friendly and to encourage walking, bicycling, and transit use. This can also make our land use more efficient and our new buildings more affordable. Eliminate parking requirements now!! Prioritize people!!!	5/2/2018
570	20	/policies/transit/	Please work to give transit vehicles priority over private autos. A bus with 50 people should never be delayed by a car with only 1 or 2 people. I envision buses skipping traffic at intersections via a priority signaling system and transit only lanes on main corridors (like Hennepin Ave from Douglas to Lake, please). Transit only lanes should be 24 hours so as to lessen speeding and reckless driving during non-rush periods and reduce confusion.	5/2/2018
571	18	/policies/walking/	We need municipal snow removal for pedestrian routes! Snow removed at the same time as streets are plowed with attention to all crossings! Let's work on this - involve all parties like residents who want to be part of the solution, property management companies, city public works, businesses and local organizations, etc. As ride services continue to grow and people choose multiple modes over individual ownership, there should be a greater focus on safe and legal drop-off and pick-up zones. Such zones should be considered and possibly required for new developments over a certain size.	5/2/2018
572	25	/policies/innovations-in-transportation-and-infras	Use technology to get rid of "beg buttons" where pedestrians have to ask permission to cross the street.	5/3/2018
573	18	/policies/walking/	Make walking comfortable and desirable. It generally sin't now because Minneapolis streets are awful places with fast-moving cars, boring street frontages, and left up to property owners to maintain. Cars remain the top priority.	5/3/2018

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574	19	/policies/bicycling/	Bikeways are great, but are not useful during the winter, when they continue to block traffic without use; redundant bikeway (such as 26/28, 1-3 blocks from the greenway) remain unused as commute options. As the working mother of 3 small children, I cannot bring my kids to school or daycare only by biking- I must have a reasonable alternative.	5/3/2018
575	17	/policies/complete-streets/	if biking and transit are "second," it appears they are listed as equal priorities. However, public transit is clearly not a priority for the city, despite being a more feasible year-round option than biking.	5/3/2018
576	33	/policies/affordable-housing-production/	simply increasing density does not increase affordability, as evidenced by the uptown area, a dense but extremely expensive area of the city. It is not clear how you will increase diversity of housing, at a time when all new construction appears homogenous and there is very little incentive to provide adequate affordable housing.	5/3/2018
577	68	/policies/energy-efficient-buildings/	rather than "encouraging" sustainable design (which, if not cost effective or profitable, will not be used) it should be a requirement of new construction. formal regulations without variances should be enacted.	5/3/2018
578	1	/policies/access-to-housing/	As to e), I'm a resident home-owner in one of these areas (Waite Park). I fully support the proposal. It's becoming clear that the meager supply of starter-homes is not enough to meet the demand for living in the outer neighborhoods of Minneapolis. More people should be able to live in all neighborhoods of the city. 3 and 4 unit building don't really deviate a great deal from some of the large single-family homes being built throughout the city. Much like the ADU ordinance, this policy change would likely be barely noticeable to existing residents once enacted. There are already thousands of non-conforming duplexes, triplexes and fourplexes that blend in seamlessly with rows of single-family homes. Let's simply legalize what we basically already have.	5/3/2018
579	5	/policies/visual-quality-of-new-development/	So far the city has done an awful job with their building requirements. Everything is the same boring box clad in multiple sidings, which makes them all look the same and all look awful. Get your fingers out of the design process! Also, almost all of these horrible structures have windows that don't open at all, or only a very small portion opens. Way to add to climate change by requiring everyone to use air conditioning when it's warm.	5/4/2018
580	18	/policies/walking/	The city should consider clearing public sidewalks, just like it clears streets for cars. Too many residents do not clear snow from public sidewalks and the city is not doing enough to punish them. Higher, faster fines if you aren't going to do it.	5/4/2018
581	34	/policies/affordable-housing-preservation/	The city has been ripping down 'naturally affordable housing' for well over a decade. I see absolutely no change in direction here. Our leaders keep offering variances for the condo monstrosities, but they are not affordable for most people. QUIT RIPPING DOWN OUR NEIGHBORHOODS!! Not only do they not make housing more affordable, they make those neighborhoods worse for those still living there.	5/4/2018
582	42	/policies/expand-homeownership/	What are these "current racially restrictive housing policies"? You say it like there's still something out there on the books - what is it? The barriers are not racial, they are financial. Quit pretending they are the same thing. Policies should not be specific to different races; that's the very definition of racism.	5/4/2018
583	47	/policies/housing-maintenance/	Your action steps sound like code for even more housing regulation. We are so ridiculously over-regulated as it is. Feel like a permit is required to do anything. Pretty soon we'll need one to wash our windows or paint. Your permit requirements and their costs drive homeowners to do work under the table. Your goal of safety (or is it really about more money?) is backfiring.	5/4/2018
584	78	/policies/park-design-and-programming/	Don't ruin our parks. They are meant to be a respite from urban living. Don't ruin them under the guise of 'being inclusive'. It's a green space; there's nothing biased about nature. Have already been disappointed by the allowance of amplified music outside of bandstand areas. It's not peaceful and has driven me away on more than one account.	5/4/2018
585	14	/policies/tree-canopy-and-urban-forest/	You should start by discontinuing the plan to wipe out every ash tree in the city, regardless of whether or not it has EAB. Parks should do their homework on what happened with the American chestnut and not follow the exact same plan, which was realized to be a huge mistake. And why waste money on downtown trees? Where is there even a mature boulevard downtown tree? Practically no where because they will all die or get ripped out for the next new construction. Quit deluding and patting yourselves on the back for planting new trees there.	5/4/2018

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586	20	/policies/transit/	<p>You need to create good public transportation BEFORE you restrict cars. Your current plan (thanks lisa fender bender)of choking cars out of streets by creating dead lanes and bike lanes is asinine. Making our commutes miserable is not going to change my use of a car. Why you ask? Because of the following:</p> <p>Public transit is currently not very reliable, fast or safe. I am not going anywhere remote or sketchy via rail or bus because I don't want to put my safety at risk, especially at night.</p> <p>Despite traffic congestion, it is still easily 2-3 times faster to go by car. And, there are many places the bus doesn't even get close enough to. As it is now, I've already curbed a fair amount of activities due to the headache of parking and unwillingness to use public transport. That won't change with more restrictions; I'll just do less in Minneapolis.</p> <p>And just remind yourself of how much more smog is now being produced by all those cars that sit idling on one lane streets because they have been reduced by an entire lane for a handful of bikers. These stupid protected lanes are way wider than necessary and create problems for: people trying to parallel park on one lane roads (but you don't care about drivers at all, I forgot), delivery drivers trying to park briefly, pedestrians crossing the street over the newly created snow hump where the sticks are, and emergency vehicles who are now trapped by all that traffic.</p>	5/4/2018
587	70	/policies/ecology-and-habitat/	<p>Sorry, but you just cannot have a healthy ecosystem in an overly populated, dense environment. There is nothing healthy about increasing the density of Minneapolis. I already notice the serious degradation of natural areas due to the sheer amount of people using them. People are deleterious and adding more of them automatically increases: foot traffic, disturbance via presence and noise, light pollution, smog (via transit, stupid bonfires, smoking) lees permeable space due to all the buildings and pavement, dirtier water, loss of light due to the ridiculous heights and density of new buildings. What's going to grow when all our neighborhoods are dominated by 6+ story buildings that also crowd the entire lot alley to sidewalk?</p> <p>Wild areas need to be left wild, not 'managed' by some expert.</p>	5/4/2018
588	42	/policies/expand-homeownership/	<p>Home ownership is suffering due to ever increasing property taxes and home prices. Add to that how Minneapolis is making it less attractive to buy here. I already my suburban flight because I am afraid to buy a home that will lose its zoning protection. By that, I mean, I am now afraid of what the city will allow to be built next to me. Not sure what is safe from high rise buildings with multiple units any more.</p> <p>Apparently nothing, as the city consistently disregards its own zoning laws and is now looking to loosen it legally. I am not going to invest in a property that is later going to lose its value (both monetarily and personally) due to the later addition of tall buildings, renters, density/crowding, noise, lack of parking.</p> <p>And again, quit playing the politically correct race card. Home ownership among non-whites is about income. You aren't going to solve it by treating symptoms, you need to address the cause, which is low income.</p>	5/4/2018
589	12	/policies/lighting/	<p>While LED's may be efficient, they are also very harmful to nature because of the light spectrum. I am dismayed that they are being used more for street lighting. They are also very harsh and increase night blindness. The new ones I've seen at south Minneapolis intersections are way too bright! They need to be considerably dimmer. This is very rude and unnecessary to all the homes they shine into.</p>	5/4/2018
590	18	/policies/walking/	<p>You need to do something about the overall poor clearing of public sidewalks. Too many residents and businesses do not do a timely or complete clearing (some nothing at all). Either the city needs to take care of it like they do streets, or much swifter and stiffer penalties/enforcement need to be enacted. I continue to be disgusted by the city's ability to troll around dolling out citations for unmowed grass, peeling paint, broken windows, junk cars and other cosmetic issues; but to get a sidewalk cleared, some citizen needs to report it. None of the first infractions are in any way a safety or mobility issue, but snow is. That is ridiculous and I think it's because it's easy to generate money via the previous infractions, but the city actually spends money clearing snow.</p>	5/4/2018
591	19	/policies/bicycling/	<p>Protected bike lanes are a bad idea. I am a biker; I don't like them. Too many bike lanes are inordinately wide.</p>	5/4/2018
592	83	/policies/people-with-disabilities/	<p>Get rid of those awful talking street crossing things. They are way too loud. No one should be able to hear that in their yard, and currently I can hear some of them half a block away. More noise pollution for the city. They are obnoxious and talk whether someone is even there, let alone a blind person.</p>	5/4/2018

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593	20	/policies/transit/	Ditch all ideas about adding street cars. If they had been left in place that would be one thing, but they are gone. Don't get on the nostalgia trend train. I've sat in on the committees trying to bring them back. It's a stupid idea. Street cars are completely inflexible. When an accident happens they cannot go around. The tracks are a safety hazard for bikers and walkers. They are ludicrously expensive. Their required platform for loading is invasive. It would wipe out a lot of boulevard space (ie, personal landowner property) just to meet ADA requirements. They will be louder than rubber on asphalt. This city doesn't need any more noise.	5/4/2018
594	53	/policies/quality-of-life/	Minneapolis is ruining its quality of life aspect with its determination to increase density exponentially. Years ago I visited Chicago and thought it was a fun city - to visit. I recognized right away what made me never want to live there: It was way too crowded and congested. Congested with people and buildings. All buildings that, even in residential areas, were too crowded and close to each other and the streets. The whole place seemed dark and cavernous. Minneapolis is hell bent on becoming a big, cosmopolitan city. Always trying to be like the cool cities. That line of thinking is embarrassing and immature. We have a special city that has done an excellent job of balancing big city life with nature and feeling personable. Why is the city council trying so hard to ruin a good thing?	5/4/2018
595	29	/policies/creative-sector-economy/	It is not the city's job to make sure that a set quota of non-whites become creative people. Enough with race being mentioned in every policy that spews from the council's mouth.	5/4/2018
596	15	/policies/transportation-and-equity/	This online format of the comp plan is innovative yet incomprehensible. A for effort, but I can't tell what's even happening without seeing a good old-fashioned PDF.	5/4/2018
597	1	/policies/access-to-housing/	How does this approach tie back to or relate to Equity?	5/5/2018
598	33	/policies/affordable-housing-production/	<p>I am Leon Wallace, a resident in St. Annes. My efficiency Apt is all I can afford without Sec. #8 & I demand more Affordable Hsg Choices for Seniors like me (62+). I am 76 Yrs of age & single.</p> <p>Welcome to the Cora McCorvey Community Center for older adults, located at 1015 4th Ave N, Mpls. 55405. I am Leon Wallace, a retired real estate broker with over 30 years of real estate experience serving North Mpls. I am retire & 76 years of age. I am currently a member of Redeemer Lutheran Church on 1800 Glenwood Ave N, Mpls. I accepted the Lord Jesus Christ as a member of the old Zion Baptist Church, before the current church was constructed. I was a teenager, when the current church was constructed.</p> <p>I am extending the invitation for a representative of your church to assist me in organizing a non profit Senior Housing Developer of Affordable Housing.</p> <p>It is my intention to organize a community based non profit organization to represent seniors in contacting our Minneapolis City Leaders to designate a Senior Retirement Community @ the South end of the Heritage Park Community between Olson Hwy, Van White Blvd & Glenwood Ave N.</p> <p>I would propose that we seniors (62+ & our representatives organize a non profit development Corp. to develop affordable senior Hsg in the proposed Heritage Park Senior Community. It is my belief that a cooperative ownership of senior housing would provide for the most affordable housing for seniors in North Mpls. This is not about profit or capitalization, this would be a ministry of providing desirable housing choices for seniors in North Mpls.</p> <p>I have presented the concept to Council Person Ellison & to our Mayor Frey. They have expressed their interest, but not offered any assistance. I would suggest that we seniors need to advocate for our own housing needs. The only two residential senior housing in the proposed Heritage Park Community is the Commons & the Feeney Manor (independent living & assisted living owned by Mpls. Public Hsg.) Both units have over 5 years waiting lists for seniors who need immediate housing. This is totally unacceptable, since our seniors are forced to seek housing in other surrounding cities away from their community. Providing affordable housing choices for our seniors must become a priority.</p>	5/5/2018
			I welcome your response & communications. God Bless you, Leon Wallace (leon01@q.com) 612-521-5581	

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

599	34	/policies/affordable-housing-preservation/	<p>How about preserving Heritage Park south of Olson Hwy to develop an affordable senior retirement community?</p> <p>Welcome to the Cora McCorvey Community Center for older adults, located at 1015 4th Ave N, Mpls. 55405. I am Leon Wallace, a retired real estate broker with over 30 years of real estate experience serving North Mpls. I am retire & 76 years of age. I am currently a member of Redeemer Lutheran Church on 1800 Glenwood Ave N, Mpls. I'm a resident of St. Anne's @ 2323 26th Ave N, living in an efficiency Apt which is all that I can afford without Sec. #8. I demand more affordable housing for seniors like myself.</p> <p>It is my intention to organize a community based non profit organization to represent seniors in contacting our Minneapolis City Leaders to designate a Senior Retirement Community @ the South end of the Heritage Park Community between Olson Hwy, Van White Blvd & Glenwood Ave N.</p> <p>I would propose that we seniors (62+ & our representatives organize a non profit development Corp. to develop affordable senior Hsg in the proposed Heritage Park Senior Community. It is my belief that a cooperative ownership of senior housing would provide for the most affordable housing for seniors in North Mpls. This is not about profit or capitalization, this would be a ministry of providing desirable housing choices for seniors in North Mpls.</p> <p>I have presented the concept to Council Person Ellison & to our Mayor Frey. They have expressed their interest, but not offered any assistance. I would suggest that we seniors need to advocate for our own housing needs. The only two residential senior housing in the proposed Heritage Park Community is the Commons & the Feeney Manor (independent living & assisted living owned by Mpls. Public Hsg.) Both units have over 5 years waiting lists for seniors who need immediate housing. This is totally unacceptable, since our seniors are forced to seek housing in other surrounding cities away from their community. Providing affordable housing choices for our seniors must become a priority.</p> <p>I welcome your response & communications. God Bless you, Leon Wallace(leon01@q.com) 612-521-5581</p>	5/5/2018
600	81	/policies/social-connectedness/	<p>Seniors in North Mpls deserve their own community of affordable housing choices developed around the Cora McCorvey Community Center. We deserves services developed in our community that serves our specific needs & desires. We'll be close enough to the community groups, but we need our own community developed for our convenience,helps to develop a stronger community for 62+ only.</p> <p>I welcome your response. Thanks, Leon Wallace (leon01@q.com) 612-521-5581</p>	5/5/2018
601	81	/policies/social-connectedness/	<p>An affordable senior housing community would help to strengthen & expand the healthy life style for seniors, 62+. This is way a community set aside in Heritage Park, south of Olson Hwy to Glenwood Ave N would give seniors the opportunity to transition from one type of housing to the next, as our needs continue to change. I welcome your response. Thanks, Leon Wallace (leon01@q.com) 612-521-5581</p>	5/5/2018

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602		5 /policies/visual-quality-of-new-development/	<p>Please include an affordable senior housing retirement community in your development choices:</p> <p>Welcome to the Cora McCorvey Community Center for older adults, located at 1015 4th Ave N, Mpls. 55405. I am Leon Wallace, a retired real estate broker with over 30 years of real estate experience serving North Mpls. I am retire & 76 years of age. I am currently a member of Redeemer Lutheran Church on 1800 Glenwood Ave N, Mpls.</p> <p>It is my intention to organize a community based non profit organization to represent seniors in contacting our Minneapolis City Leaders to designate a Senior Retirement Community @ the South end of the Heritage Park Community between Olson Hwy, Van White Blvd & Glenwood Ave N.</p> <p>I would propose that we seniors (62+ & our representatives organize a non profit development Corp. to develop affordable senior Hsg in the proposed Heritage Park Senior Community. It is my belief that a cooperative ownership of senior housing would provide for the most affordable housing for seniors in North Mpls. This is not about profit or capitalization, this would be a ministry of providing desirable housing choices for seniors in North Mpls.</p> <p>I have presented the concept to Council Person Ellison & to our Mayor Frey. They have expressed their interest, but not offered any assistance. I would suggest that we seniors need to advocate for our own housing needs. The only two residential senior housing in the proposed Heritage Park Community is the Commons & the Feeney Manor (independent living & assisted living owned by Mpls. Public Hsg.) Both units have over 5 years waiting lists for seniors who need immediate housing. This is totally unacceptable, since our seniors are forced to seek housing in other surrounding cities away from their community.</p> <p>Providing affordable housing choices for our seniors must become a priority. I welcome your response & communications. God Bless you, Leon Wallace(leon01@q.com) 612-521-5581/2323 26th Ave N,#318, Mpls,MN 55411</p>	5/5/2018
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603	82	/policies/aging/	<p>I am Leon Wallace, 76 yrs of age, living alone in an emergency apt, because I can't afford a 1 br apt without the help of Sec. #8. We seniors in the Northside demand an affordable senior retirement community, with land designated for development of affordable transitional housing for senior within our own community:</p> <p>Welcome to the Cora McCorvey Community Center for older adults, located at 1015 4th Ave N, Mpls. 55405. I am Leon Wallace, a retired real estate broker with over 30 years of real estate experience serving North Mpls. I am retire & 76 years of age. I am currently a member of Redeemer Lutheran Church on 1800 Glenwood Ave N, Mpls.</p> <p>It is my intention to organize a community based non profit organization to represent seniors in contacting our Minneapolis City Leaders to designate a Senior Retirement Community @ the South end of the Heritage Park Community between Olson Hwy, Van White Blvd & Glenwood Ave N.</p> <p>I would propose that we seniors (62+ & our representatives organize a non profit development Corp. to develop affordable senior Hsg in the proposed Heritage Park Senior Community. It is my belief that a cooperative ownership of senior housing would provide for the most affordable housing for seniors in North Mpls. This is not about profit or capitalization, this would be a ministry of providing desirable housing choices for seniors in North Mpls.</p> <p>I have presented the concept to Council Person Ellison & to our Mayor Frey. They have expressed their interest, but not offered any assistance. I would suggest that we seniors need to advocate for our own housing needs. The only two residential senior housing in the proposed Heritage Park Community is the Commons & the Feeney Manor (independent living & assisted living owned by Mpls. Public Hsg.) Both units have over 5 years waiting lists for seniors who need immediate housing. This is totally unacceptable, since our seniors are forced to seek housing in other surrounding cities away from their community. Providing affordable housing choices for our seniors must become a priority.</p> <p>I welcome your response & communications. God Bless you, Leon Wallace (leon01@q.com) 612-521-5581/2323 26th Ave N #318, Mpls,MN 55411</p>	5/5/2018
604	0.2	/small-area-plans/	<p>Why is Heritage Park, south of Olson Hwy to Glenwood Ave N, not included in your small area plans? We seniors need an affordable senior housing retirement community to added to your small area plans. There are 4+ blocks of vacant land & this area must be set aside to provide affordable senior housing choices, for the transition that most seniors experienced during our latter years of life. I welcome your response. Thanks, Leon Wallace (leon01@q.com) 612-521-5581/2323 26th Ave N,#318/Mpls, MN 55411</p>	5/5/2018
605	49	/policies/educational-and-economic-access/	<p>I have heard these strategies for the past 40 years and the results remain the same. What will be different this time to obtain the outcome you desire?</p>	5/6/2018
606	36	/policies/innovative-housing-strategies/	<p>These are just words that have been stated before with no changes. How will this be different this time? I do not see any substantial action in the above strategies.</p>	5/6/2018
607	61	/policies/environmental-justice/	<p>What is the timeline to start the cleanup in the known contaminated sites? Is there a list of organizations who will a part of this strategies? Is this list diverse with various ethnic and age groups? Are the various trade organizations involved in this strategy? They are needed for mentoring and informing students of job opportunities. This can be initiated in elementary school. Reinstate trade information for students in middle as well as high school. Advertisement on the television during the day and not just late at night.</p>	5/6/2018
608	50	/policies/access-to-technology/	<p>Will you be using the local libraries to teach this technology?</p>	5/7/2018

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609	1	/policies/access-to-housing/	<p>This is the most exciting thing in the 2040 plan that could transform the city. We are lagging behind other cities in growth due to being land locked in and almost every city lot currently utilized (with the exception of lots on the Northside).</p> <p>This will allow greater density in all areas of the city which will make our streets more vibrant, our sidewalks more filled with pedestrians and kids playing, and our restaurants and other establishments in business due to the increased local population that adds to additional customers.</p> <p>Plus, it increases the tax base, keeping property taxes in line.</p>	5/7/2018
610	35	/policies/innovative-housing-types/	<p>The City currently has rules that require a basement on new housing. This greatly increases the cost of housing. I personally don't like having a basement and they typically have issues: Flooding, mold, etc....</p> <p>The City also requires an off street parking spot on the property for single family housing. They should get rid of this requirements since this also adds to the cost of housing and not everybody drives a car.</p>	5/7/2018
611	42	/policies/expand-homeownership/	<p>Removing some hurdles such as minimum square footage of housing, requiring single family housing (R1 zoned) as opposed to multi-family housing, only allowing one structure on a single lot unless there is an unit owner occupied with an ADU, and requiring basements all greatly increase the cost of housing.</p> <p>Detroit, Denver, and Portland have tiny house villages. Cost per unit is much less when you share city resources such a lot, water, and sewer.</p> <p>The city can decrease the cost of housing by getting rid of this laws.</p>	5/7/2018
612	19	/policies/bicycling/	<p>I also recommend that the City improves connections between neighboring suburbs. Nicollet Ave. and Portland Ave. at the Richfield border are good examples where a bike lane just ends and starts again 8 blocks down. It is a frustratingly bad design that suggests that people will just stop biking once they get close to city borders.</p>	5/7/2018
613	17	/policies/complete-streets/	<p>I have spoken with my counsel member, Ms. Palmisano about reducing all city street speed limits.</p> <p>People drive too fast adjacent to where pedestrians and bikers are. If somebody drives 30mph, the chances of them killing somebody much greater than at 20mph. There is no reason somebody needs to drive 30mph on the 5200 block of Girard Ave S., let alone on W. 54th St. or Penn Ave S or Xerxes Ave S even if they are feeder streets.</p> <p>A maximum speed limit of 25mph please, other streets should be 20mph or less.</p> <p>I'd like to live to see another day if an inattentive driver hits me.</p>	5/7/2018
614	4	/policies/access-to-commercial-goods-and-service	<p>More density and more amenities please. This looks great! Let's become a real city, not what a Minnpost author stated in the past, Minneapolis reminds me of a 100 year old suburb in New Jersey.</p> <p>Let's be the new Denver, the new Portland, the new Austin. Someplace where people are like, gosh, I should live in Minneapolis. That is is so cool!</p>	5/7/2018
615	14	/policies/tree-canopy-and-urban-forest/	<p>I'd recommend that the city is faster to replant boulevard trees that are taken out.</p> <p>It takes a long time for a boulevard tree to get big and provide a benefit to the neighborhood, so replanting within a year should be the goal.</p>	5/7/2018
616	0.1	/topics/land-use-built-form/	<p>I think increasing density on these major feeder road, W 50th St, W 46th St., Lyndale Ave S, Bryant Ave. S, Penn Ave. S, Xerxes Ave S. makes a lot of sense. And the step down in density makes sense on the adjacent blocks on either side. I'm excited to have more neighbors in the Lynnhurst neighborhood.</p>	5/7/2018

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617	1	/policies/access-to-housing/	I live in one of those "farthest from downtown" neighborhood interiors in a single-family home. I would love to see multi-unit buildings on our block! There's plenty of available street parking in our neighborhood (just like there is most single-family-home neighborhoods), and the lot sizes are enormous. Let's not hog our most desirable neighborhoods for the benefit of the few.	5/8/2018
618	0.1	/topics/land-use-built-form/	With regard to 1800 Fremont Avenue North... Why has the North High School Football Field been added to the proposed "Corridor 6" whereas North High School stays at "Corridor 2"? It does not seem logical to encourage future development on a community asset " that asset being the North High School Football Field. " Ian Alexander (1601 Irving Ave N.)	5/8/2018
619	0.1	/topics/land-use-built-form/	Please consider changing Irving to incorporate the North Minneapolis Greenway into this proposal: https://www.google.com/search?q=city+of+minneapolis+north+greenway&rlz=1C9BKJA_enUS731US731&hl=en-US&prmd=nmiv&source=lnms&tbn=isch&sa=X&ved=0ahUKEwj187SQufbaAhVEyYMKHQaHBigQ_AUIEygD&biw=1366&bih=909#imgrc=tA7ZVPjwzzlbkM :	5/8/2018
620	1	/policies/access-to-housing/	I live in Howe and I do agree with the overall goal of increasing housing density to address the supply issue. I live in an area that would be impacted by allowing small-scale residential structures to be converted into 4 unit dwelling units. I disagree with allowing unlimited multiunit housing in my neighborhood. Perhaps allowing up to 2-4 units per block would be a good compromise. Additionally, any new construction should blend in with the unique neighborhood we live in. I do not want to live next to a cheaply built new construction building that looks like it should be in the suburbs. In conclusion, I think the number of allowed multi-dwelling units in single family neighborhoods be limited per block. Additionally, the building code for these new construction units should insure they blend into the neighborhood.	5/8/2018
621	51	/policies/healthy-pre-k-development/	I encourage grand parents and other support persons be involved in these strategies.	5/8/2018
622	91	/policies/heritage-preservation-outreach/	Have specific ethnic groups, owners of designated historic properties notified of this policy? How will this goal be evaluated? Counting numbers of persons? Action results of preserved historical information?	5/8/2018
623	33	/policies/affordable-housing-production/	We need to prioritize housing for those at 30, 50 and 80% of median income with priority for those at 30%!	5/8/2018
624	34	/policies/affordable-housing-preservation/	We should establish a rule that a landlord selling an affordable building, especially multi-family, needs to inform the city before selling so that it does not go to a developer who refurbishes and then leaves the tenants out in the cold since they cannot afford the new rent!	5/8/2018
625	30	/policies/arts-and-cultural-assets/	(re: f) The city planning department's current RFP process and structural biases results in bland, risk-adverse public art. Because the planning department is staffed by folks with a background in planning and architecture, they see proposals that look like the work they've done or seen from architects as more polished and professional than submissions from artists, who might not have the same academic background or ability to make a highly polished proposal. It would be far better to get some bad results, potentially divisive messages, and poor performance from actual artists than to get standardized, dull, design-blog-ready tripe from like-minded "creatives." Art is more than an instagramable experience. That's why public art is so hard to do, and the city isn't doing a very good job.	5/8/2018
626	18	/policies/walking/	POLICY 18: Walking NRRC's proposed action steps: 1.Enforce development standards that encourage walking such as curbside store fronts. Minimize or eliminate development policies and proposals that encourage driving and parking, and parking lots.	5/8/2018

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627	43	/policies/housing-displacement/	<p>POLICY 43: Housing Displacement</p> <p>NRRC's proposed action steps:</p> <ol style="list-style-type: none"> 1.The City will increase available down payment assistance for home purchasers of low-and-moderate-income home buyers. 2.The City will increase available down payment assistance for home purchasers of peoples of color, indigenous people, vulnerable populations, the elderly and people with disabilities. 3.The City will collaborate with legal services to pass stricter rule to protect vulnerable home purchasers from toxic contract for deed contracts. 4.The City will improve the housing standards of new builds to promote longer quality and sustainability. 5.The City will use State emergency assistance funding to help residents pay delinquent property taxes. 6.The City will provide legal resource materials to residents receiving code violations from the City of Minneapolis to protect against excessive violations and fees. 7.The City will provide rehab resources, available with neighborhood organizations, to residents receiving code violations. 	5/8/2018
628	49	/policies/educational-and-economic-access/	<p>POLICY 49: Educational and Economic Access</p> <p>NRRC's proposed action steps:</p> <ol style="list-style-type: none"> 1.City will develop and engage with a support group that will engage and foster dialogue with the school board and the schools. 2.The City will repurpose or reopen closed schools. 3.The City will repurpose the 44th precinct to a community space. 	5/8/2018
629	56	/policies/supporting-small-businesses/	<p>POLICY 56: Supporting Small Businesses</p> <p>NRRC's proposed action steps:</p> <ol style="list-style-type: none"> 1.The City will research and evaluate the availability of land and unused buildings in North Minneapolis that could be developed into a boutique commercial corridor for businesses such as coffee shops, flower shops, small grocery stores, and book stores. 2.The City will evaluate current zoning policies and design standards that make redevelopment in North Minneapolis overly burdensome. 3.The City will evaluate current zoning and design standards that support boutique commercial corridors and encourages walking. 4.The City will provide technical assistance to neighborhood organizations to help said organization balance costs and benefits of development policies and proposals. 5.The City enhances funding to support redevelopment and repurposing abandoned buildings and industrial sites; and blighted buildings for economic development. 	5/8/2018
630	1	/policies/access-to-housing/	Thank you for allowing greater housing supply and diversity to be built in Minneapolis. Without more options, I would not be able to afford to live in Minneapolis as costs continue to rise.	5/8/2018
631	29	/policies/creative-sector-economy/	Help Maintain affordable studio arts space by creating a Land Trust (low property tax advantage) for arts buildings.	5/8/2018
632	30	/policies/arts-and-cultural-assets/	Use Art programming to help begin dialouge between communities. Police and Black folks. Immigrant and established communities. Native Peoples and everyone.	5/8/2018
633	1	/policies/access-to-housing/	What is going on now is very sickening in terms of options for affordable housing. I am a Millennial and a county worker and I can barely afford a one bedroom apartment in/near downtown Minneapolis. I currently live in a studio and honestly I was disgusted that "luxury" efficiencies are being built in the neighborhood I live in (Elliot). I am glad there is a plan that will address these housing problems I just honestly hope I don't have to wait until I am 51 years old (my age in 2040). I know these things take time but can there be a push for these so-called luxury apartments to set aside affordable one bedroom apartments/housing for folks like myself and more? I mean seriously, I don't need extra costly maid services (one of the unnecessary services those luxury apartments offer) I can wash and take care of my home myself and I'm trying to rent an affordable one bedroom NOT a hotel room.	5/9/2018

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634	80	/policies/development-near-metro-stations/	Please don't ruin our beautiful city this way. This is so short sighted. Our lakes and parks will not be able to sustain the pollution and water use that these buildings will produce. We already have issues with a building polluting the Isles canal. This makes me want to run back to the suburbs.	5/9/2018
635	5	/policies/visual-quality-of-new-development/	Much of the new development in Minneapolis is quite ugly and often looks the same. These "Action Steps" are already in place and don't seem to have much effect. Design standards need to be put in place.	5/9/2018
636	22	/policies/downtown-transportation/	Downtown streets are awful places to walk and bike because the streets are mostly one ways and very wide, which promotes fast moving and noisy traffic. Outside of Nicollet Mall, the streets lack boulevards trees and streetscape to make them interesting. Narrow streets and convert them to two-ways, and work towards a bus tunnel to get buses out of traffic.	5/9/2018
637	23	/policies/coordinated-development-strategy/	This is a bunch of Planning jargon that means little. Not clear what this means.	5/9/2018
638	26	/policies/vision-zero/	Motor vehicles are the only mode killing and inuring people, and this Policy should state that obvious fact. People walking don't hurt any other road users.	5/9/2018
639	27	/policies/transportation-partnerships/	Hennepin County controls the most dangerous streets in Minneapolis for walkers and bikers, but the City allows them to design awful roadways. Forget about the funding and decommission Hiawatha Avenue as a ineffective freeway. Get MNDOT out of having control over awful streets like Central and University Avenues NE. Cover the freeways.	5/9/2018
640	49	/policies/educational-and-economic-access/	Since the transit system in Minneapolis is so mediocre, people are disadvantaged by not having access to jobs if they can't drive or cannot afford a car. People are forced to have cars at a cost of thousands of dollars a year. The City's existing policies continue this situation.	5/9/2018
641	53	/policies/quality-of-life/	This policy seems to ignore the fact that Minneapolis has 70+ neighborhood associations, which are heavily responsible for making the quality of life better through events, art activities, and community-based improvements.	5/9/2018
642	32	/policies/arts-in-community-development/	Thanks for sharing these policies. Together they present an exciting road map. I would offer a suggestion for consideration that we substitute the term "creative placekeeping" for "creative placemaking". While creative placemaking is certainly widely understood and has entered the parlance of city planners, people in the creative sector and general audiences more widely, it can suggest a sort of "layering on" of culture- making something where perhaps there already are assets. Sarah Bellamy of Penumbra Theatre has suggested "creative placekeeping" points to the strengths already inherent in a place, and invites us to think of those assets as meriting protection, nurturing and investment. For your consideration- thank you. Nina Clark, Minneapolis, ninaclark.mn@gmail.com	5/9/2018
643	66	/policies/air-quality/	Why does the City own parking ramps, which provides cheap parking and promotes driving? Sell and/or tear down those awful structures and stop building more parking facilities. Air quality won't improve unless walking, biking, and transit become more convenient and efficient.	5/9/2018
644	67	/policies/climate-resilient-communities/	Minneapolis has a winter climate. Why doesn't the City then make sure it is safe, convenient, and desirable to walk in the winter? The sidewalk network remains covered in snow, ice, and water for months out of the year, while every effort is made to clear streets for motorists. There is a huge gap in logic with this Policy.	5/9/2018
645	80	/policies/development-near-metro-stations/	There are no "strengths" to having Blue Line stations next to Hiawatha Avenue. Traffic moves fast creating a noisy and polluted environment, as well as makes it unsafe and undesirable to cross the highway. Add an Action Step where the City will look into de-commissioning Hiawatha as a highway making it a place for people. Plus, Hiawatha doesn't even function well for motorists because of all the traffic lights.	5/9/2018
646	83	/policies/people-with-disabilities/	Currently, Public Works does the bare minimum to ensure public facilities like streets are accessible for people with disabilities. For example, it will take 80 years for Minneapolis to replace pedestrian ramps, and there is little effort made to remove barriers in the sidewalk, widen non-compliant sidewalks, or ensure sidewalks are clear of ice and snow.	5/9/2018

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647	35	/policies/innovative-housing-types/	<p>Right now the city require surveys and variances just to do replacement work on my street Up to \$4000 to get a no. I hope the new policies revise most of this. New buildings should not dump water on their neighbors (from drains etc) and should have parking or a pledge that they not drive a car. A fourplex, like a large single family home, should be designed to be an asset to the block, and respect surrounding buildings. Have the city remove barriers for all landowners and not just fourplex owners.</p> <p>Here a way to increase affordability-lower property taxes! This whole city plan did not take into account cost. My big problem with this plan, thoughts were good but process very flawed. Ask people what they want, they give you a dream list. Then ask what they will trade for it or pay it- you get a different answer. You did not ask the payers in the system. Property tax, state and sales tax are already high enough. I know retiring here will be impossible. It would be nice to have affordable housing set up with a priority for people who paid in the system and can no longer afford their Mpls homes. Sign me up.</p>	5/9/2018
648	0.1	/topics/land-use-built-form/	<p>One thing that keeps coming up in conversations I'm having around land use is the loss of neighborhood retail over the past several decades, and potential for displacement of small neighborhood businesses and services. It would be good to see more land use of the type of "Neighborhood Mixed Use" to account for this: providing places for businesses to move around in neighborhoods, and allow new businesses for vital services to move in.</p> <p>In Prospect Park I can think of a couple examples: we didn't have a grocery store for the longest time, and we do now. A local daycare agency moved out of the building that was reconstructed for that, and was fortunate to find a place in the area. There aren't many spaces for them if they need to move again (fortunately for them, future land use designations include mixed use in the area).</p> <p>In CARAG, I'm aware of an instance where something is designated with "Interior 2", but there is a small convenience store in the basement of an apartment building: when I lived in the area I went there all the time when I needed miscellaneous small things. It would be great if more neighborhoods like this had that opportunity, and I think a way toward this is maybe allowing some types of businesses by right in Interior 2.</p>	5/9/2018
649	0.1	/topics/land-use-built-form/	<p>The 2040 plan would call for some rather dramatic zoning changes on my block and the surrounding area -- potentially dramatically changing the character of my residential block by allowing large 3-story multifamily complexes on the 4500 block of Aldrich, and 4 stories to the west on Bryant. This kind of density just isn't appropriate for this neighborhood.</p> <p>The single family homes and duplexes on my block come alive each spring with beautiful gardens and trees and kids playing in front and back yards. I can't imagine a sprawling condo or apartment complex next door. It doesn't make sense. I'm concerned this zoning change to Interior 3 could damage what people love most about our quiet, family-oriented neighborhood. I believe it should be zoned Interior 1 to maintain the assets that drew my family and my neighbors to this (terrific!) block.</p> <p>Sincerely, Erin Burns</p>	5/10/2018
650	38	/policies/affordable-housing-near-transit-and-job-	<p>This is very good. Anything the city can do to promote and develop affordable housing in dense, desirable areas is great. A percentage of affordable units per project could allow developers to waive any needed variances or increase height and floor area ratio even more than is currently permitted.</p>	5/10/2018
651	2	/policies/access-to-employment/	<p>We need to give local transit routes that serve job centers, especially downtown, more priority and greater frequency on our city streets. We should have more bus-only lanes (both 24 hour bus-only and peak-time bus-only) on streets like Hennepin and Central. For transit to be a viable option for more people, buses cannot be held up by single-occupancy (or possible future zero occupancy) vehicles.</p>	5/10/2018
652	17	/policies/complete-streets/	<p>I am very proud of the city's Complete Streets policy and am excited to see it implemented. All street projects throughout our city must consider optimal use for future generations. I love the prioritization triangle - and I hope it is upheld in the redesign of Hennepin Ave through South Minneapolis by giving Hennepin 24 hour bus-only lanes and protected bicycle facilities with a strong connection between downtown and uptown.</p>	5/10/2018

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653	20	/policies/transit/	We need to give local transit routes more priority and greater frequency on our city streets. We should have more bus-only lanes (both 24 hour bus-only and peak-time bus-only) on streets like Hennepin and Central. For transit to be a viable option for more people, buses cannot be held up by single-occupancy (or possible future zero-occupancy) vehicles. Give transit full priority! The city should lobby the Met Council for streetcar on the Midtown Greenway and really start to think big picture by planning a transit tunnel through downtown (eventually rerouting downtown LRT through the CBD at least). Multiple lanes on both 94 and 35W should convert to full-time MNPass lanes, and revenue should be used to help mitigate freeway impacts on the neighborhoods it cuts through.	5/10/2018
654	19	/policies/bicycling/	Bicycling is the most efficient way to move the greatest number of people through our city and it must be a greater focus going forward. Bicycle storage facilities in new housing should be required to be easily accessible from street level (not in the center of an underground car parking garage), and short-term parking near all sorts of business entrances must be increased. The easier bicycling becomes, the greater the mode share we will see.	5/10/2018
655	11	/policies/skyways/	No new skyways. No skyway expansion. No new connections except from existing skyways to the street level. Prioritize directions to street level over directions through skyway system. No new commercial spaces at skyway level. Make the streets great by moving retail and people to the street level!	5/10/2018
656	10	/policies/street-grid/	Why do all streets, especially in lower-density residential areas need to be built exactly the same way with room for parking on both sides of the street + two driving lanes? They could be narrower, have parking bump outs with rain gardens, and more space for boulevard trees... They could also curve or angle to make them less square and perhaps slow traffic.	5/10/2018
657	1	/policies/access-to-housing/	I support these policies in general and in particular as a resident of SW Minneapolis on a block affected by proposed policy 5, I would comment that I would welcome thoughtful additional housing up to 4 units in residential neighborhoods, particularly as planned near such commercial nodes as 50th and Bryant, 50th and Penn and 46th and Bryant. Not only do I believe this is sensible change from a density, diversity and economic development perspective, but as I age out of my single family home I would appreciate more rental/condo options in my existing neighborhood. Wood Kidner 4926 Colfax Ave S	5/10/2018
658	81	/policies/social-connectedness/	I like the idea of physical innovative art events to bring diverse people together to experience the city. open streets minnesota, minnesota lights (the one that creates art exhibits with light and new technology and goes from 9 p to sunrise. I think we are missing thinking about cross generational activities, supported (i\$) mentoring relationships between adults and teens, even something along the lines of a street doing boulevard free gardens for harvest by everyone on the street or lasting art projects (stepping stones, handprints of neighbors, story telling booths). Also new media connections in addition to actual physical connections	5/10/2018
659	82	/policies/aging/	I think finding ways to help elders stay in their homes with support services facilitating their needs and home maintenance is essential.	5/10/2018
660	1	/policies/access-to-housing/	What about co-housing designed area that access green space and elder services, potentially schools and daycare..what about creating a model co-housing design in a large currently under resourced area and creating a beautiful model or hub for a new housing kind of thinking. But it has to be beautiful and not just another high rise badly maintained with a common space.	5/10/2018
661	81	/policies/social-connectedness/	D, E, and F actions steps seem the most important to me. Creating green spaces for people to congregate, community centers for teenagers especially, and community events like Open Streets or in Seward the King's Fair where people get out and meet each other.	5/11/2018
662	20	/policies/transit/	Policies and action steps need to be more explicit that the city will play a role in financially supporting transit capital investment and operations. The city currently spends in excess of \$100 million every year in capital and operating budgets maintaining streets, traffic lights, police operations, plowing, and more - the vast majority of which benefits drivers in personal vehicles. This amount includes spending on projects where ownership and finances are spread across multiple jurisdictions (ex Hennepin County, MnDOT) - proving we can partner with larger government entities from a management and budget perspective. The city should spend a justifiable amount on transit as well.	5/11/2018

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663	0.1	/topics/land-use-built-form/	<p>General comments on both the land use and built form map proposals:</p> <p>Built form guidelines for neighborhood interiors (1 & 2 - the vast majority of the city still in this proposal) speak of 1-4 units structures, but typically only on a standard lots (or a small number of combined lots), and only up to 2.5 stories. While this is a broad policy and built form proposal, it is still very limiting. 4 units on a standard lot, given our standard narrow/deep format, very much limits housing typologies. Row houses, townhomes (of varying styles, including - yes - Seattle's four- and six-pack style, Houston styles, and more), small buildings with 5-12 units of smaller size (ex. micro-units, studios, and small 1BR units) all are ruled out by this definition, as is anything larger than 2.5 stories. The Comprehensive Plan Draft does nothing to justify why 4 units or 2.5 stories is acceptable whereas 5 is not backed by research, data, national and international peer-reviews, economics, or otherwise. We can do better.</p> <p>The Interior 1 & 2 designation also pays no attention to economic feasibility of different lot types in different parts of the city. By nature this proposal picks easily-drawn lines (ex. A block off a transit corridor, south or north of a given street, etc) to designate different intensity levels. But existing structures, conditions, uses, and demand (given proximity to anything but a transit corridor) all factor into what is possible for a lot's redevelopment. In many parts of the city, even Interior 1 & 2 will still guarantee that most lots only option for redevelopment is a larger, more expensive single family home.</p> <p>Intensity "transition" is still a wrongheaded goal in this Comprehensive Plan draft as it was in the last one. A person in a single family home is no more deserving of the light and air provided by a more "compatible" (or similar) structure than a person on the ground level of an apartment building. By intentionally choosing to designate larger structures to go next to larger structures, we guarantee people in multi-family housing have worse views, less sunlight, and less air than people who can already afford to have 4 detached walls with windows, a backyard, and more interior space per resident. That's wrong.</p> <p>Land use separation and segregation continues to be a struggle in the proposal. While it is true that demand for retail or other commercial uses may not exceed current commercial structure capacity in many parts of town, it is also true that small, locally-owned businesses are being priced out of many nodes and corridors. This proposal should be at least as bold regarding commercial uses as it is regarding residential intensity expansion: allow more types of low-impact commercial uses in every district in the city. Germany and Japan have excellent models - limiting the allowed commercial gross floor area in residential zones, as well as putting limits around use based on daily needs of residents, which can still include restaurants, shops, and small offices.</p>	5/11/2018
664	1	/policies/access-to-housing/	<p>- Multi-family housing of densities discussed along transit routes should not be limited only to those transit routes. Whether this is closer to the core where densities/heights are 4-6+ stories or a little further out where built form along transit route</p>	5/11/2018
665	0.1	/topics/land-use-built-form/	<p>WE DO NOT WANT FOURPLEXES IN OUR NEIGHBORHOOD!</p> <p>As homeowners that have paid their taxes on time for nearly two decades and have spent time and money to improve our house and to keep up the neighborhood, we feel under siege and unfairly treated by this self judging tone about our city's past and know-it all plan for the city's future. Since when has it become a bad thing to own a single family home in Minneapolis? We have lived for the last eight years next to a rental property, which was rented mostly by young,often low income people (the folks you so desperately want to have more of) , which more often than not did not respect their neighbors and did not help the quality of life. We could hardly stand it, living next to a house with four renters and we fail to see how a multi family dwelling is supposed to improve the situation. And if your plan is just to create more living space, there is no guarantee that it will be more affordable. All it would do would be to degrade the quality of life for everybody but not make things more affordable. Maybe you should stop feeling guilty about the past and start caring about the people that already live here and that pay your bills through their taxes. Keep up the roads, parks, schools, fire and police and don't spent all your time dreaming up ideas how to make life more complicated for everybody else. This plan will ultimately hurt the low to middle income homeowners, as their houses will become targets for speculators to buy up and replace with your multi family dwellings! STOP IT!</p>	5/11/2018
666	0.2	/small-area-plans/	<p>Where is the Shoreland Overlay District included? Seems like who ever wrote this plan has decided to eliminate what is a major environmental protection and State Law from this Comp Plan.</p>	5/11/2018
667	0.1	/topics/land-use-built-form/	<p>The purposeful elimination of single family housing will be destructive to raising families in Minneapolis. 4 family units on one 40 foot wide lot is not a better quality of life. The illustration provided looks much worse then what exists on the blocks they want to upzone.</p>	5/11/2018

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668	1	/policies/access-to-housing/	I strongly disagree with allowing multi family housing to be interspersed, ad how, in single family neighborhoods. We bought our home in the neighborhood because it was single family and we pay a tremendous amount in taxes to do so. This should not be able to be changed without a vote by those of us who have made an investment in the neighborhoods and pay the taxes associated with that. Increased density, along with the decrease of single family neighborhoods, will only force people to the suburbs, thus reducing your tax base and reducing diversity.	5/11/2018
669	0.1	/topics/land-use-built-form/	<p>It is absurd that the 49th block of Aldrich Ave S. is considered for Corridor 6, this is a very quiet street with no mass transit. Dropping 6 story apartment buildings on this block will destroy the community on this block. The minute this street is rezoned there will be developers building high end condos that will increase traffic along this street while still out-pricing any other people who could not afford to live in the area anyway.</p> <p>There are already high density housing along 50th street in the form of apartments above ground shops. If anything there should be more of this built around the high capacity streets of 50th, Bryant and Lyndale.</p> <p>Bus stops are easily accessible from any spot on Bryant and Lyndale via 50th street. Residents of rental properties above retail will be within several stops for a minutes walk.</p> <p>Adding Aldrich to become high density is beyond incompetent planning.</p>	5/11/2018
670	91	/policies/heritage-preservation-outreach/	This is nice, but you haven't been able to handle what you've already got! Deal with what's on your table already before you spread yourselves even thinner. The city is a prime partner (could even consider it criminally negligent) with multi-national corporate scammers Canadian Pacific Railway in the planned neglect of the city-designated Historic Shoreham Roundhouse. Also (and this applies to many portions of this draft and to city activities): Stop dividing people by calling out certain groups for special attention at the exclusion of others. Bring us together, don't keep separating us! (For this policy, the history lies in the history, not in the person who happens to notice it and talk about it in 2018. Tell people: "It's not all about ME ME ME.") We have lost sight of the civic good, the over-all wellbeing of everyone (not just certain "group-thinks") in Mpls as we rush to make amends for past mistakes. In this rush, the city has become racist in its efforts to be anti-racist. The city has become exclusionary in its efforts to become non-exclusive. The city is divisive in its efforts instead of understanding what One Minneapolis really means! We've swung around so far we have come full circle in being divisive, racist, and unfair. Just replaced one target with another.	5/11/2018
671	92	/policies/identify-and-evaluate-historic-resources/	This is half right. But the other half, for many historic resources, is to work to make them viable in some way, if not already so, not to just study/evaluate, identify them. For instance, you've studied the city-designated and federally eligible Historic Shoreham Roundhouse. Then you dropped the ball by not being more proactive and assertive here in bringing about much-needed community revitalization on a key corridor where the collateral blight is a true growing embarrassment to the city of Mpls. Worse every year. Instead, this could be historic preservation AND economic revitalization on 18 acres - many jobs could be created here. Where is CPED?? But you have neglected this for decades and missed many opportunities. Talk about an underrepresented community!	5/11/2018
672	93	/policies/stewarding-historic-properties/	This is so important and so correct! Do it! Break the city staff's (and city council's) habit of neglecting historic properties, allowing too much demolition, having low-brow visions for certain communities like Northeast, and being the weakling pasty for large multi-national corporations like Canadian Pacific Railway. Wise up, city of Mpls -- CP Rail does us no favors and brings no benefit to the city -- no employment at Shoreham, no property taxes, nothing but blight, haz-mat danger, noise, decreased property values, and arrogance. This policy needs to be strong enough to "encourage" (require!) CPED to grow a pair. Before it's too late.	5/11/2018
673	94	/policies/heritage-preservation-regulation/	A through E are too vague to know what you are trying to get at here. Need clearer language. This current verbage could be weaseled around. Revise guidelines HOW? Modify zoning HOW? Make them easier to ignore by bad owners/developers? Stronger? Shouldn't you be following the fed guidelines ... or even stronger? This almost reads as anti-preservation. Fix this.	5/11/2018

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674	95	/policies/heritage-preservation-financial-incentive/	This is a good start. How about adding financial assistance to community members/groups too small to tackle the onerous federal process of historic designation when a bad property owner stands in the way and bring about demolition by neglect? This ultimately would be a carrot at the end of a stick for a potential redeveloper, too (having federal designation, that is). Also, there should be consequences for companies that purposely work towards demolition of their historically designated buildings by neglecting them. For example, fine Company X for failure to maintain their buildings much as you do with homeowners. You are NOT doing this now, and you know where. (Learn that you too, Mpls, can stand up to a railroad -- other cities are doing it in certain circumstances. Join us in the 21st century.)	5/11/2018
675	96	/policies/heritage-preservation-recognition/	OK	5/11/2018
676	97	/policies/heritage-preservation-legislative-advoca	ok	5/11/2018
677	58	/policies/business-districts-and-corridors/	Add G: Support Mpls' existing neighborhood organizations and fully fund them, since they have been key partners in this sort of work, including allocating funds to such projects. The city fails to recognize the importance of its neighborhood organizations on many front, such as this one.	5/11/2018
678	7	/policies/public-realm/	But don't forget public safety while doing so. Some of these "public realm enhancements" are dangerous to peds and drivers alike -- i.e., seating boxes in the street out of the blue, or blocking sidewalks so people can't get by. Maybe it will require additional staff to actual patrol and enforce. Right now seems sort of willy-nilly, and you can't tell is the "enhancement" is legal or just someone feeling "it ain't illegal unless you get caught."	5/11/2018
679	16	/policies/environmental-impacts-of-transportation	I don't have car - I use mass transit - but I am surrounded by homes where residents in one house own 3 or 4 vehicles per household and they are not going to give up their vehicles! Is mayor and city council members going to give up their vehicles?	5/11/2018
680	53	/policies/quality-of-life/	Delete "D". That's already done by many other private entities; taxpayers don't need to pay the city to do it too. Also, it's very cheesy, boring and "junior high school-ish." Grow up, Mpls. And stop trying to be Portland or Seattle. Be Minneapolis. Also, so far I see a theme in this draft: The city neglects an aging population. Age-ist policies on no parking, cutting down on cars, etc. Being told to ride your bike or take transit when you are an elder or taking care of elders is unrealistic and age-ist. This is driving people out of Mpls to suburbs that are now cashing in on Mpls' anti-car tunnel vision. Look around! They are more welcoming to certain groups, such as elders. I am one now -- I notice this issue daily and will need to make decisions soon on whether I really want to remain in an unwelcoming, unbalanced city that is too gritty and difficult to be in. Mpls does not respect its elders at all!	5/11/2018
681	1	/policies/access-to-housing/	Neighborhoods away from downtown that consist almost entirely of single family housing should remain that way! Multifamily structures will create instability in the neighborhoods by creating more renters and absentee owners who have less stake in the neighborhood. At this point, it doesn't matter if there were restrictive covenants in the beginning. Don't destroy the things that make it a great city!!!!	5/12/2018
682	4	/policies/access-to-commercial-goods-and-service	Don't understand exactly what is being proposed here	5/12/2018
683	6	/policies/pedestrian-oriented-building-and-site-de	"prioritizes walking first, followed by bicycling and transit use, and lastly motor vehicle use". This is an unrealistic policy and should be removed from the city's priority completely. This is Minnesota, with bad weather for over half the year! Pretending that cars are not the dominant form of transportation is just plain ignorant. Making it more difficult to get around in a car will force everyone but young, single people out of the city! This is from someone who used to bike over 5 miles to work downtown when I was younger.	5/12/2018
684	8	/policies/public-safety-through-environmental-de	I like it	5/12/2018
685	10	/policies/street-grid/	I like it!	5/12/2018
686	12	/policies/lighting/	I like it!	5/12/2018
687	15	/policies/transportation-and-equity/	Not sure what these action items entail.	5/12/2018
688	16	/policies/environmental-impacts-of-transportation	It's OK to try to encourage people to use public transit or non-motorized means of getting around, but you should not be penalized for using a car. Seniors and family's need to use cars. Almost EVERYONE needs to use cars in bad weather, which in Minnesota means most of the time!	5/12/2018
689	17	/policies/complete-streets/	This is Minnesota. We have a winter. We have newborns and senior citizens, families and disabled people. It is not realistic to think that people are going to walk or bike everywhere. Get real.	5/12/2018
690	17	/policies/complete-streets/	"Complete Streets" should NEVER have become city policy. If put to a vote, I'm sure it would never pass.	5/12/2018

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691	18	/policies/walking/	It's fine to enhance safety for pedestrians, but don't do it in ways that make it more dangerous for cars, like narrowing traffic lanes and creating more traffic jams by eliminating traffic lanes.	5/12/2018
692	19	/policies/bicycling/	Create more bicycle boulevards and remove as many bike lanes from busy streets as possible. Bicycle boulevards would be designated on residential streets that do not normally have through traffic. Parking could remain on both sides of the street. Bicycles would share space with cars. Through traffic for cars could further be discouraged by reducing speed limit to 20 or 25, mini traffic circles place in intersections, etc. Bike travel could be improved by allowing bicycles to yield at stop signs, rather than stop. Streets could be plowed along with snow emergency routes. With this plan, residents on the street would probably request their street be made into a bicycle boulevard, rather than fight against it!	5/12/2018
693	26	/policies/vision-zero/	Pedestrians should be encouraged to use common sense before attempting to cross the street with a lot of vehicles coming.	5/12/2018
694	41	/policies/tenant-protections/	Do not force landlords to accept Section 8 or you will have nothing but large corporate landlords.	5/12/2018
695	35	/policies/innovative-housing-types/	I recommend looking into the Nightingale model of innovative housing development. http://nightingalehousing.org/ . It would also be a good to explicitly promote (and perhaps subsidize) edible landscapes and edible rooftop gardens to be included in development projects with food deserts - like North Minneapolis.	5/12/2018
696	12	/policies/lighting/	I live across the street from Lake Harriet upper campus public school. The security lighting at night is over the top. There are way too many high intensity lights on, and the school could cut those in half and still have adequate lighting. Plus they could save money. There are also classroom lights on all night which seems so wasteful. In my home I have all the shades pulled and still wear eyeshades. I would love the city to work with all schools and businesses to reduce night lighting. Everything doesn't have to look like a car dealership. Night lights also upset biological rhythms of animals. I raise Monarchs and bring them inside and make sure that they have a dark place to sleep.	5/12/2018
697	1	/policies/access-to-housing/	Please stop using historic discrimination and other injustices as a justification for selling out our City's neighborhoods to real estate developers, this is offensive.	5/12/2018
698	15	/policies/transportation-and-equity/	There is virtually NO effective Mass Transit options in Minneapolis. Besides the light rail lines (just 2) the bus options are horrible. There is no effective way to get from a home in Southwest Minneapolis to anywhere in the metro area. We are almost seniors. It is absurd to think that we should WALK downtown, or BIKE downtown (this is MINNEAPOLIS, NOT MIAMI). So, at least in Southwest Minneapolis, we do not have any REAL access to transit.	5/12/2018
699	17	/policies/complete-streets/	As someone approaching being a Senior, I find this policy discriminatory. Living in Southwest Minneapolis, WALKING to downtown is not an option. Walking virtually ANYWHERE isn't possible for half the year. Bicycling? Absurd. How are 60 year olds supposed to bicycle downtown or to Uptown or ANYWHERE in the winter? And we have NO REAL MASS TRANSIT. To go to anywhere to appreciate what Minneapolis has to offer, there is no way to do that without a car. Oh, you can take the bus downtown to dinner and a show but by the time it's over, it would take 1-2 transfers and 1-2 hours (minimum) to get back home. This whole policy should be geared to ALL residents, not the younger, urban professionals willing to live in box-like apartments around town. This policy CLEARLY DEMONSTRATES contempt for people who have lived their lives in the city.	5/12/2018
700	18	/policies/walking/	Your policies can sometimes be mutually exclusive. On the one hand you are proposing to increase density of housing along 50th St and the Avenues along it. That increases the need for MORE street width and MORE lanes for traffic. However, in this policy you call for narrowing of streets to slow traffic. How in the world to you propose for us to get out of our houses? Traffic on 50th already seems at capacity, especially during morning and afternoon rush hours. What in the world will you do if multiple family homes start popping up, increasing density even more? Sidewalks along 50th are horrible and are one step from traffic in the street. The city has not shown it is capable of keeping what we currently have up to the standards it should be. I can only imagine how bad it will become with more and more people living along the route.	5/12/2018

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701	20	/policies/transit/	<p>Minneapolis needs to get this right before anything else. And the city is NOT on the right track. Mass transit is virtually non-existent in most of the city.</p> <p>The "Action Steps" listed above do not constitute a "plan." A "plan" would have concrete actions. Not "partner with," "Actively Shape and Define," "Support." These are NOT real plans. They are "feel good" verbs that provide NO REAL plan on how to move forward.</p> <p>The current bus system is unusable for residents in Southwest Minneapolis outside of daytime work hours. It doesn't go where we need it to go, WHEN we need to get there. Going to downtown isn't bad during the day, but to go anywhere else in the city is impossible. And coming back from downtown after work hours, or any activity in the evening is almost impossible. It requires hours on buses, switching buses, etc. Late at night. That is nuts.</p> <p>A large part of the Southwest Minneapolis is a mile or more from either Crosstown, Hwy 100, or 35W. Walking to those major thoroughfares is not viable. It's too far and you may have heard there is the winter season here.</p> <p>The metro area can't even get it together to get a light rail built in the Southwest Metro. The lawsuits are ridiculous. So, hopes of light rail around the city are 30-50 years away at the rate this is going.</p> <p>NONE of your other housing or transportation plans will work until you implement a better mass transit system.</p> <p>There are NO real plans to improve the system. You say "it's prioritized." What does that mean? That is not a PLAN. "Build more shelters by bus stops." Really? That's the answer? SMH.</p> <p>You just seem to want to shove more people on buses, spending hours and hours getting to and from destinations. That is not a great plan.</p>	5/12/2018
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702	1	/policies/access-to-housing/	<p>I live on Oliver Ave. S., and the thought that you would allow a 4-plex to go up next to me is absolutely crazy. Not just because I wouldn't like it, but because the city does NOT have the infrastructure in place to be able to handle something like that. The city needs to PREPARE for something like this, not just start ALLOWING it.</p> <p>Here's a simple example: the city has no regulations on trash and recycling bins. They litter the alleys. Now you want to add MORE units? There is no room for more bins.</p> <p>The city sanitary sewers will NOT be able to handle the increased run off from the elimination of grass and yards.</p> <p>There is no parking NOW for vehicles of residents and visitors to local restaurants and there is no parking plan to address that.</p> <p>The city is not currently able to keep sidewalks clear in the winter and keep access open to bus stops year-round. The city also doesn't enforce snow removal within 24 hours. If you can't keep access to transit stops open NOW, it will even be worse if more and more people need to use that transit stop.</p> <p>Speaking of transit, there is no effective mass transit to handle moving people around outside of the 10-12 hours during the day, and only to downtown.</p> <p>You say that 50th St is where more people should be able to travel. The street is already at capacity. The streets, such as 50th St., are clogged with traffic NOW, with no solution on the horizon.</p> <p>But, the city council and Mayor are ready NOW to put multiplexes next door to me? Without having thought through and having any plan TO PAY FOR the improvements that are necessary before you allow such building? The cart is in front of the horse...</p> <p>I bought my home 28 years ago and have seen prices for homes like mine go up and up. The city even increased the assessed value of home on my block an average of 16% this year. So THIS TYPE OF HOUSING is CLEARLY desired by people in Minneapolis. Your plans will drive home prices DOWN.</p>	5/12/2018
703	45	/policies/leverage-housing-programs-to-benefit-c	The intent here is good. I think that these "priorities" need to have teeth. For example, re: hiring etc. and local businesses owned by people of color - make these requirements to receive the permits and zoning approvals for development projects. Require any development project to have a community benefits agreement attached to its applications.	5/13/2018
704	23	/policies/coordinated-development-strategy/	Include community residents in any planning and development strategy by generating a community benefits agreement.	5/13/2018
705	44	/policies/comprehensive-investments/	The voice of residents needs to drive this comprehensive approach. Enlist neighborhood organizations to poll residents and generate a specific set of goals and actions that they see will benefit them.	5/13/2018
706	14	/policies/tree-canopy-and-urban-forest/	e. Ensure that city tree-trimmers are professionally trained and sensitive to aesthetic issues. For instance, tree-trimmers should avoid "lolly-popping" trees. f. When maintaining sidewalks in older neighborhoods such as South Mpls, care will be taken to minimize cutting of major tree roots. If needed, side walks will be routed around major tree roots rather than endangering the tree itself.	5/13/2018
707	5	/policies/visual-quality-of-new-development/	Rear and side wall consistententry is counter to the more impactful goal of housing affordability. Please remove.	5/13/2018
708	19	/policies/bicycling/	Consider bike lane removal during the winter when there is 1% use. Stop Æ if they build it, they will comeÆ bike lane policies. Re-examine vehicle traffic impacts and bike lane usage- what is an appropriate impact to remove a bike lane?	5/13/2018
709	0.1	/topics/land-use-built-form/	Having very clear well enforced policy will be key to success. I agree will creating and maintaining affordable housing in sw Mpls but I fear that more of the same monster housing will be the end result. Builders in Fulton will be looking for profit so will tear down a home that maybe small but affordable. Replacing it with a four plea of luxury rentals. This is just another way to redline and create disparities. The inspector of plans and building donÆ™t seem to be able to keep up with the building currently so policy isnÆ™t enforced. I am not in favor of the current plans for density building and land use due to the disparities they will create.	5/13/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

710	43	/policies/housing-displacement/	<p>In my community, gentrification is the single biggest concern. The "action steps" need concrete behaviors attached to them. These concrete behaviors begin and are centered around the current residents and their involvement with development and investment decisions. To me, the way to ensure residents' involvement is through a door knocking campaign and community meetings. Neighborhood organizations can do this. CANDO did an excellent resident campaign which led to a community benefits agreement that was directed at the Seward Coop. This process should be required for any development and enforced through permitting and zoning processes.</p>	5/13/2018
711	13	/policies/landscaping/	<p>The raw data of comments collected so far include many references to green spaces. Citizens clearly see the need for them, not just in parks and at the lakes but on individual properties. This is important, in light of the new zoning proposals for increased high rises near and around downtown and activity centers as well as for the ability to build fourplexes on every block in the city. I am happy to report that the plan includes policies for preserving old and planting new trees as well as for creating attractive, larger and environmentally sound landscapes (Policy #13). The accompanying pictures for this policy, however, show buildings with only a few feet of landscaping and no boulevard. To date, my observation of new structures that have gone up around the city in general and in my neighborhood in particular, the developers are granted any possible variance from the current regulations for set backs, allowing them to use pretty much the entire plot of land for their structures. Should the policies listed in this plan be adopted, I expect to see an end to the current tendency of both the Planning Commission and the City Council to grant variances that significantly reduce setbacks. (I witnessed one meeting in which setbacks for a structure were reduced from several feet to 6 inches). Furthermore, in a recent interview with Kerry Miller, Lisa Bender specifically mentioned that she thinks current setbacks are too big, thus indicating that , whereas this policy seems to support setbacks, the goal, or at least CM Bender's goal, appears to be to reduce them. How will the City be accountable to this ideal when our CM President seems to object to it and when faced with pressures from developers to use every space for their structures?</p>	5/13/2018
712	6	/policies/pedestrian-oriented-building-and-site-de	<p>I like the fact that plan includes several policies related to architecture, that would create regulations and requirements designed to lead to a variety of architectural styles, interesting structures, attractive use of materials. Most of this is all positive, at least in theory. I am concerned, however, about the implications of strategy #G: "apply design standards" regardless of market conditions and community characteristics. I like the idea of holding builders to a high standard in spite of market demand. This policy, as well as policy #13 on landscaping, would appear to be different from the way things seem to operate currently, in that developers are given leeway to do what works for them financially in spite of its potential negative impact, both visual and otherwise, on the community. So I wonder about whether the City will hold itself to this standard. And I worry about a policy that will ignore community characteristics. Currently, a large portion of the many many new buildings already created, for example, on Lake Street and Excelsior Boulevard, look very similar and have drastically changed the look of the area, often, if not usually, for the worse.</p> <p>To my eye, most of the new and planned structures are very unattractive. Beauty, of course, is in the eye of the beholder (though I've never met a single architect who actually thinks blocky buildings with a cheap looking variety of materials that don't really go together is attractive), but I think one would have difficulty debunking the idea that having a city filled with buildings all with the same general look built around the same general time is not as compelling as buildings that vary in both period and style and that reflect the unique character of a city. One way to mitigate this, mentioned in the plan (Policy #95), is to preserve beautiful old structures and use them to meet current needs. As with the policy regarding green spaces, implementing this policy would require a huge change from current and past practices in Minneapolis. One group works tirelessly to preserve some of the old, historical and often beautiful buildings from being destroyed in the name of progress. And often they lose that battle, in one case because the City Council knowingly allowed the developers to lie about the condition of the building in order to get permission to destroy it. Here are two links to articles describing this situation: http://healyproject.org/the-truth-will-out-ii-more-lies-that-brought-down-2320-colfax-avenue-south. https://healyproject.org/an-open-letter-to-minneapolis-city-council-regarding-the-orth-house-demolition/</p>	5/13/2018

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713	1 /policies/access-to-housing/	<p>The stated purpose of the new zoning proposals is to try to help correct the negative effects of the history of racist practices such as redlining and federal regulations that contributed to the poverty that keeps many areas in the city segregated by race and class even today. This is a valid concern and efforts should of course be made to level the playing field regarding who can live where in the city. The related concern is the decreasing availability of affordable housing in the city, both for the very needy and, I would add, for those who are not wealthy enough to live in the more expensive new buildings that are currently being built. I am concerned that the City is moving more and more to a place that caters to primarily young people, who are happy to live in 400 square foot spaces and wealthy people who can afford these rising prices and that gives lip service to catering to the very poor. No concern is expressed, and, as far as I can tell, no policy developed, to ensure that those who are not poor enough to apply for assistance and not wealthy enough to buy mega mansions and ritzy new apartments and condos will still be able to live in Minneapolis and raise their families here.</p> <p>Along Lake Street, small "micro" apartments (aka "studios") are being rented to the tune of \$1200 for a 375-400 square foot space. This article: https://www.rentcafe.com/average-rent-market-trends/us/mn/minneapolis/ shows that the current average rental rate in Minneapolis is \$957 for 508 ft.² or \$1.88 Per square foot. These new rates are 37% higher than current ECCO rates (which consists of over 70% renters and where the argument for new development is to give more people the ability to afford to live in the neighborhood) and 42% higher than elsewhere in Minneapolis.</p> <p>In a recent program on MPR with Kerry Miller, CM Bender stated that, whereas people assume that the new buildings themselves are the reason for the currently rising rents, there are other factors at play and that we need even MORE buildings to address the problem. Another expert on the show did mention that it is cheaper for developers to build smaller structures, such as fourplexes rather than tall buildings and that this should mean rents can be lower. This sounds reasonable to me. However, this plan also assumes a lot of tall buildings in various parts of the city, so what about the influence there?</p> <p>In addition, WE CANNOT IGNORE THE INFLUENCE OF NATIONAL AND INTERNATIONAL SPECULATION. Although the standard argument is that more places to live will inevitably lead to lower prices, the evidence shows otherwise. This article, http://livableballard.org/density-debate/ is an informative report about what has happened in Seattle due to a push for density and concurrent construction. Extremely dense cities, such as New York and Hong Cong have prohibitively high rents, except in segregated slum areas—a condition we at least say we do not want in Minneapolis. An article in Colliers Magazine, a publication for real estate investors, considers the Twin Cities an area that is ripe for speculation. It shows that the cost of housing in Minneapolis (income to housing cost ratio) is identical to the national average and significantly lower than large cities such as Denver, San Fransisco, Phoenix and Seattle, indicating that there is room to come in and buy and</p>	5/13/2018
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Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

714	45 /policies/leverage-housing-programs-to-benefit-c	<p>An article in <i>Comers Magazine</i>, a publication for real estate investors, considers Minneapolis an area that is ripe for speculation. It shows that the cost of housing in Minneapolis (income to housing cost ratio) is identical to the national average and significantly lower than large cities such as Denver, San Francisco, Phoenix and Seattle, indicating that there is room to come in and buy and flip properties to raise rents. https://www2.colliers.com/-/media/Files/UnitedStates/Markets/Minnesota/Minneapolis-St-Paul/Research/2017-Year-End-Apartment-Minneapolis-St-Paul-Market-Report-Colliers.ashx?la=en&hash=3246F8973FDB1FB91567AC9DE56A1A12B24C9563&la=en&hash=3246F8973FDB1FB91567AC9DE56A1A12B24C9563</p> <p>See below a direct quote from the article:</p> <p>“As the market continues to mature into a more desirable and monitored national investment buyer marketplace, we will likely see sales volume remaining high in coming years, irrespective of macro market conditions. This will likely partially be a result of shorter hold periods for many national buyers, versus the long-term buy and hold strategy of local buyers.</p> <p>Because of the increase in shorter hold periods, product will have a faster turn-over rate, which will keep market prices competitive and investment bidding active. The overall surge in demand for all classes of multifamily product in the Twin Cities market should continue to drive an increasing volume of sales.”</p> <p>These people do not have our city’s best interest in mind. Not only does this speculative activity make housing more expensive, it also goes against the desires expressed on the 2040 site by many who complained about having outsiders making decisions about the character of the city and, in particular, absentee landlords who have no investment in his or her own building, much less in the larger community. As an example of very current practice, whereas the Sons of Norway Development was designed by a local firm (Ryan), the project is financially backed by Weidner Apartment Homes, a national and international speculator that often buys up properties before they even go on the market, squeezing out local developers who might be interested.</p>	5/13/2018
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Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

715	45	/policies/leverage-housing-programs-to-benefit-c	<p>This policy refers to City-funded housing programs but I haven't found a policy that states that the City should in fact fund some. The idea of expanding affordable housing by granting tax subsidies and other benefits to developers who devote 20% of their structures to affordable housing is being proposed by CM Cam Gordon's affordable housing committee https://lms.minneapolismn.gov/RCA/2301. Whereas this idea could be quite beneficial, it also has some problems. First, building owners are only required to keep those prices low for 10 years. What happens after that? Why not make it permanent? Second, given that speculators are targeting these same properties, it's hard to know whether this gift from the City is enough of an incentive, compared to the high prices the developers currently can charge for rent, especially in desirable areas of town. Finally, I object to the City using taxpayers' money to encourage big money developers, many of whom are both national and international speculators, to build in our city. If these benefits are to be granted, there should be a way to make sure those who get them are local and committed to the community.</p> <p>Some have mentioned the idea of introducing something like the old Urban Homestead program, where the City sold homes for \$1 to people who can then get help and resources to renovate them. When the City did this before, back in the 70's, those who bought the houses were required to live in them for 10 years. This ensures a commitment to the community and to the wellbeing of the house they were fixing up. It also gave new owners support to learn skills that could benefit them and the community over the long haul. I saw comments on the 2040 site about helping the people in the neighborhood develop their own communities, helping people with access to jobs (skills in renovation are transferable), and not giving the city's resources to corporate interests. Such a program would meet all of those goals. And with regard to mitigating against the effects of the racist policies listed above, it would give people who otherwise would have no ability to own a house and begin to accumulate wealth that way to do so.</p>	5/13/2018
716	82	/policies/aging/	<p>One comment I have on this is the literal ageism I've seen among members of the City Council and their supporters in the sense that, when a long time resident expresses concern about the impacts of the changes in the city, they are dismissed as irrelevant, old and probably racist people. There seems to be contempt, rather than respect, for the wisdom they may have developed that could benefit their communities. Therefore, I question whether action step #c reflects a genuine desire.</p>	5/13/2018
717	56	/policies/supporting-small-businesses/	<p>I couldn't agree more with the sentiment behind this goal. However. I notice that what's REALLY happening is a proliferation of big-chain stores and restaurants in place of local ones. Uptown is a case in point. where density is currently (not including buildings now or soon to be under construction) at 12000 people per square mile http://www.southwestjournal.com/news/biz-buzz/2018/02/victorias-secret-closes-landlord-seeks-unique-retail/. This should be good for business. However, the same article states that small businesses can no longer afford to stay there due to the fact that the rent is \$2 more per square foot than elsewhere in the city. A visual analysis of the area will tell you that the businesses that are benefitting from all this density are the large corporate chains. Who's to say that those same chains won't move into other more dense areas, pushing out local businesses? Nothing in the plan speaks to actively prioritizing small business over corporations. What will the City do to actually protect small businesses?</p>	5/13/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

718	17	/policies/complete-streets/	<p>CM Lisa Bender has explicitly stated that the goal is to make the congestion so bad that people will finally give up and stop driving. Another theory is that by building density next to public transit, more people will start using it. The Council is certainly reaching its goal of creating enormous unpleasant and unhealthy congestion. Whether a significant number of people will be able to now start walking, biking or busing instead remains to be seen. A University of Minnesota study that found that making even dramatic changes in land use, such as density actually doesn't affect peoples' transit decisions http://www.cts.umn.edu/Publications/ResearchReports/reportdetail.html?id=627. So, as laudable as the attempt might be, I'm afraid that cars are far from going the way of the Dodo Bird in a 3000 square mile metro area, where people often commute a long way to work, where the weather is extremely cold and icy several months of the year, where we have disabled and elderly who can't use other forms of transportation effectively, where young families may have to transport kids to daycare and schools that are not conveniently located next to either work or home. A more practical goal than that of eliminating cars would be to encourage the development and widespread use of electric cars and to bring back the car-sharing program that we briefly enjoyed in the city.</p> <p>It's worth noting, with not a little bit of irony, that CM Bender recently confessed that, now that she has the job of City Council President, she had to "reluctantly" buy a car because she needs to travel around for her job! One might ask why her situation is suddenly important enough to warrant the need for a car while so many others' transportation needs are scorned and dismissed by her and her supporters.</p>	5/13/2018
719	20	/policies/transit/	<p>This all sounds great I really like the idea of making more dedicated bus lanes BUT. But my observation to date is that, in the effort to make the city better for bikers, it has made it much much worse for those who take mass transit. A major reason that people resort to using their cars is the lack of a functional mass transit system. The inclusion of bike lanes on major arteries make the already inadequate system far worse. There's no way a bus, stuck in the now single lanes of traffic on major arteries, due to the existence of bike lanes, can go fast, in spite of goals, listed above, to create high frequency bus routes. I see action step #d calls for dedicated bus lanes, which I wholly support. But the current practice and, as far as I know, the future plan, is to continue to build bus lanes along major arteries rather than creating bus lanes for those streets and putting the bus lanes on side streets.</p> <p>Changing this plan would have several advantages. First, the bikers could have safer, quieter, less polluted, and more pleasant routes. Second, the buses could actually move faster, again, a major source of concern for those who commented on the site. And third, by giving the cars a space to go, albeit a more limited one than they previously enjoyed, without the buses stopping traffic every few blocks, things will be a bit easier for those who need to use them and pollution from idling might be reduced at least somewhat.</p>	5/13/2018
720	20	/policies/transit/	<p>I'm not sure where I saw this--it doesn't seem to be listed here, but somewhere I heard that actions to discourage car use include such things as eliminating the requirement for on-site parking on new buildings, prohibitions against building new gas stations, auto repair businesses and park and ride lots. I applaud the effort to move the culture of the city away from over dependence on cars, given their contribution to pollution. I do, however, find it baffling that one would prohibit ways for people to park and ride. If the goal is to get people onto transit, isn't it better to make the transit easier to get to for all commuters, especially those who would otherwise drive their cars further??</p>	5/13/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

721	17	<p>/policies/complete-streets/</p>	<p>What, exactly, is the goal here? To make functional, environmentally friendly forms of transportation available to the greatest number of people or to make a politically charged, ideologically-based decision that satisfies a small section of the population while (seemingly purposefully) causing the majority to suffer unnecessary consequences? There are ways to accommodate all of these forms of transportation without pitting bikers and walkers against those who must take their cars and those who use mass transit.</p> <p>CM Lisa Bender has explicitly stated that the goal is to make the congestion so bad that people will finally give up and stop driving. Another theory is that by building density next to public transit, more people will start using it. The Council is certainly reaching its goal of creating enormous unpleasant and unhealthy congestion. Whether a significant number of people will be able to now start walking, biking or busing instead remains to be seen. A University of Minnesota study that found that making even dramatic changes in land use, such as density actually doesn't affect peoples' transit decisions http://www.cts.umn.edu/Publications/ResearchReports/reportdetail.html?id=627. So, as laudable as the attempt might be, I'm afraid that cars are far from going the way of the Dodo Bird in a 3000 square mile metro area, where people often commute a long way to work, where the weather is extremely cold and icy several months of the year, where we have disabled and elderly who can't use other forms of transportation effectively, where young families may have to transport kids to daycare and schools that are not conveniently located next to either work or home. A more practical goal than that of eliminating cars would be to encourage the development and widespread use of electric cars and to bring back the car-sharing program that we briefly enjoyed in the city.</p> <p>It's worth noting, with not a little bit of irony, that CM Bender recently confessed that, now that she has the job of City Council President, she had to "reluctantly" buy a car because she needs to travel around for her job! One might ask why her situation is suddenly important enough to warrant the need for a car while so many others' transportation needs are scorned and dismissed by her and her supporters.</p>	5/13/2018
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Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

722	19 /policies/bicycling/	<p>...an for bike lanes. They make it safer for everyone. But putting those lanes on main arteries rather than side streets appears to be counter productive in every way. For starters, there's no way a bus, stuck in the now single lanes of traffic on major arteries, due to the existence of bike lanes, can go fast, even if it's an express bus of some type, as proposed in Policy #20. Not only that, but also in order to let passengers on and off at the curb, buses are forced to either cross the bike lanes or stop in the middle of traffic so passengers can walk across the bike lanes. This creates a danger for both those who bus and those who bike.</p> <p>I propose making the dedicated lanes on major arteries for buses, rather than bikes and building the bike lanes on side streets rather than main arteries whenever possible. A significant case in point is the creation of bike lanes on 26/28th Streets given the well traveled dedicated bike path on the Greenway, a mere block and a half away. When CM Bender justified this decision by stating that the Greenway was "too far away" I was hard pressed to see the logic, given the fact that we're talking about able bodied people who are encouraged to use biking as their major form of transportation and that, certainly for some large portion of the bikers, the Greenway would actually be closer. Furthermore, the resulting congestion on 26th and 28th Streets have caused significant problems for the emergency vehicles that use these straight shot routes to and from the hospital.</p> <p>My proposed change in the plan would have several advantages. First, the bikers could have safer, quieter, less polluted, and more pleasant routes. So they might actually use them. Furthermore, a look at the effect of the current bike lanes is informative. As one who travels many of the corridors that have bike lanes (26/28 Streets, Portland, 36th Street to name a few) I can safely report, as can every other person I have spoken to, that there is rarely a bike in these lanes, even in the warm months of the year. And bikers to whom I've asked the question consistently report that they would prefer to ride their bikes on side streets. Nonetheless, the current plan "starting this summer" is to add two 6 foot bike lanes to Hennepin Avenue and, as I understand it, ultimately to extend these lanes for the length of the avenue. I hear that there is ALSO going to be an experiment to have dedicated bus lanes during rush hour. Great plan, but would you then also have bike lanes that--as in many areas--are blocked in such a way that neither cars nor buses can use them at any time?</p> <p>Second, the buses could actually move faster, again, a major source of concern for those who commented on the site.</p> <p>And third, by giving the cars a space to go, albeit a more limited one than they previously enjoyed, without the buses stopping traffic every few blocks, things will be a bit easier for those who need to use them and pollution from idling might be reduced at least somewhat.</p>	5/13/2018
723	0.1 /topics/land-use-built-form/	<p>This is ridiculous. I live on a street of all single family homes. You're going to rezone my street so you can build a bunch of 4 story buildings? This is total and complete BS. I will be attending the open houses and doing everything I can to ensure that this plan is defeated.</p>	5/13/2018
724	15 /policies/transportation-and-equity/	<p>The city needs to guard against becoming "family unfriendly" by over-emphasizing transportation (and zoning/land use) policies that are disproportionately based on accommodating the desires of some outspoken healthy younger people--e.g.s. bicycle riders, those realistically able to conveniently access and rely on mass transit for all their transportation needs, et al--at the expense of the needs of families with children with far-flung activities, seniors, those with health-related mobility limitations and others who, realistically, will be highly dependent on private cars for the foreseeable future. Among other things, this means requirements for adequate off-street parking for all new buildings--and multiple occupancies--should be retained, particularly in view of the amount of snow and the 5-month duration of winter here, something inescapably without parallel in Seattle, Portland or Denver. Policies to encourage greater use of mass transit and other car alternatives--particularly while the current very limited mass transit system is improved and expanded-- should be based solely on the "carrot" of low-pricing, convenient schedules, attractive facilities, etc., rather than the "stick" of increasing the inconvenience of those reliant on cars.</p>	5/14/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

725	17	/policies/complete-streets/	<p>The city needs to guard against becoming "family unfriendly" by over-emphasizing transportation (and zoning/land use) policies that are disproportionately based on accommodating the desires of some outspoken healthy younger people--e.gs. bicycle riders, those realistically able to conveniently access and rely on mass transit for all their transportation needs, et al--at the expense of the needs of families with children with far-flung activities, seniors, those with health-related mobility limitations and others who, realistically, will be highly dependent on private cars for the foreseeable future. Among other things, this means requirements for adequate off-street parking for all new buildings--and multiple occupancies--should be retained, particularly in view of the amount of snow and the 5-month duration of winter here, something inescapably without parallel in Seattle, Portland or Denver. Policies to encourage greater use of mass transit and other car alternatives--particularly while the current very limited mass transit system is improved and expanded-- should be based solely on the "carrot" of low-pricing, convenient schedules, attractive facilities, etc., rather than the "stick" of increasing the inconvenience of those reliant on cars.</p>	5/14/2018
726	20	/policies/transit/	<p>The city needs to guard against becoming "family unfriendly" by over-emphasizing transportation (and zoning/land use) policies that are disproportionately based on accommodating the desires of some outspoken healthy younger people--e.gs. bicycle riders, those realistically able to conveniently access and rely on mass transit for all their transportation needs, et al--at the expense of the needs of families with children with far-flung activities, seniors, those with health-related mobility limitations and others who, realistically, will be highly dependent on private cars for the foreseeable future. Among other things, this means requirements for adequate off-street parking for all new buildings--and multiple occupancies--should be retained, particularly in view of the amount of snow and the 5-month duration of winter here, something inescapably without parallel in Seattle, Portland or Denver. Policies to encourage greater use of mass transit and other car alternatives--particularly while the current very limited mass transit system is improved and expanded-- should be based solely on the "carrot" of low-pricing, convenient schedules, attractive facilities, etc., rather than the "stick" of increasing the inconvenience of those reliant on cars.</p>	5/14/2018
727	6	/policies/pedestrian-oriented-building-and-site-de	<p>The city needs to guard against becoming "family unfriendly" by over-emphasizing transportation (and zoning/land use) policies that are disproportionately based on accommodating the desires of some outspoken healthy younger people--e.gs. bicycle riders, those realistically able to conveniently access and rely on mass transit for all their transportation needs, et al--at the expense of the needs of families with children with far-flung activities, seniors, those with health-related mobility limitations and others who, realistically, will be highly dependent on private cars for the foreseeable future. Among other things, this means requirements for adequate off-street parking for all new buildings--and multiple occupancies--should be retained, particularly in view of the amount of snow and the 5-month duration of winter here, something inescapably without parallel in Seattle, Portland or Denver. Policies to encourage greater use of mass transit and other car alternatives--particularly while the current very limited mass transit system is improved and expanded-- should be based solely on the "carrot" of low-pricing, convenient schedules, attractive facilities, etc., rather than the "stick" of increasing the inconvenience of those reliant on cars.</p>	5/14/2018
728	22	/policies/downtown-transportation/	<p>The city needs to guard against becoming "family unfriendly" by over-emphasizing transportation (and zoning/land use) policies that are disproportionately based on accommodating the desires of some outspoken healthy younger people--e.gs. bicycle riders, those realistically able to conveniently access and rely on mass transit for all their transportation needs, et al--at the expense of the needs of families with children with far-flung activities, seniors, those with health-related mobility limitations and others who, realistically, will be highly dependent on private cars for the foreseeable future. Among other things, this means requirements for adequate off-street parking for all new buildings--and multiple occupancies--should be retained, particularly in view of the amount of snow and the 5-month duration of winter here, something inescapably without parallel in Seattle, Portland or Denver. Policies to encourage greater use of mass transit and other car alternatives--particularly while the current very limited mass transit system is improved and expanded-- should be based solely on the "carrot" of low-pricing, convenient schedules, attractive facilities, etc., rather than the "stick" of increasing the inconvenience of those reliant on cars.</p>	5/14/2018

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729	23	/policies/coordinated-development-strategy/	<p>The city needs to guard against becoming "family unfriendly" by over-emphasizing transportation (and zoning/land use) policies that are disproportionately based on accommodating the desires of some outspoken healthy younger people--e.gs. bicycle riders, those realistically able to conveniently access and rely on mass transit for all their transportation needs, et al--at the expense of the needs of families with children with far-flung activities, seniors, those with health-related mobility limitations and others who, realistically, will be highly dependent on private cars for the foreseeable future. Among other things, this means requirements for adequate off-street parking for all new buildings--and multiple occupancies--should be retained, particularly in view of the amount of snow and the 5-month duration of winter here, something inescapably without parallel in Seattle, Portland or Denver. Policies to encourage greater use of mass transit and other car alternatives--particularly while the current very limited mass transit system is improved and expanded-- should be based solely on the "carrot" of low-pricing, convenient schedules, attractive facilities, etc., rather than the "stick" of increasing the inconvenience of those reliant on cars.</p>	5/14/2018
730	24	/policies/shared-mobility/	<p>The city needs to guard against becoming "family unfriendly" by over-emphasizing transportation (and zoning/land use) policies that are disproportionately based on accommodating the desires of some outspoken healthy younger people--e.gs. bicycle riders, those realistically able to conveniently access and rely on mass transit for all their transportation needs, et al--at the expense of the needs of families with children with far-flung activities, seniors, those with health-related mobility limitations and others who, realistically, will be highly dependent on private cars for the foreseeable future. Among other things, this means requirements for adequate off-street parking for all new buildings--and multiple occupancies--should be retained, particularly in view of the amount of snow and the 5-month duration of winter here, something inescapably without parallel in Seattle, Portland or Denver. Policies to encourage greater use of mass transit and other car alternatives--particularly while the current very limited mass transit system is improved and expanded-- should be based solely on the "carrot" of low-pricing, convenient schedules, attractive facilities, etc., rather than the "stick" of increasing the inconvenience of those reliant on cars.</p>	5/14/2018
731	25	/policies/innovations-in-transportation-and-infras	<p>The city needs to guard against becoming "family unfriendly" by over-emphasizing transportation (and zoning/land use) policies that are disproportionately based on accommodating the desires of some outspoken healthy younger people--e.gs. bicycle riders, those realistically able to conveniently access and rely on mass transit for all their transportation needs, et al--at the expense of the needs of families with children with far-flung activities, seniors, those with health-related mobility limitations and others who, realistically, will be highly dependent on private cars for the foreseeable future. Among other things, this means requirements for adequate off-street parking for all new buildings--and multiple occupancies--should be retained, particularly in view of the amount of snow and the 5-month duration of winter here, something inescapably without parallel in Seattle, Portland or Denver. Policies to encourage greater use of mass transit and other car alternatives--particularly while the current very limited mass transit system is improved and expanded-- should be based solely on the "carrot" of low-pricing, convenient schedules, attractive facilities, etc., rather than the "stick" of increasing the inconvenience of those reliant on cars.</p>	5/14/2018
732	38	/policies/affordable-housing-near-transit-and-job	<p>Care must be taken to avoid making Minneapolis "family unfriendly," by such measures as, for example, impairing the quality of long-standing single-family residential neighborhoods by allowing developers to construct dense, multiple dwellings. For example, at the proposed 21st Street station of the SWLRT.</p>	5/14/2018
733	35	/policies/innovative-housing-types/	<p>The city should avoid becoming perceived as "family unfriendly" if it were to adopt multiple-occupancy policies--in the name of "density"-- which would impair the character of long-established single-family neighborhoods. The location of such neighborhoods--relatively near the downtown center, the lakes and elsewhere--has traditionally been one of the distinctive features of the City, and a major draw for families relocating here from elsewhere. It is often overlooked that these single-family neighborhoods existed during the years when the population of the City was much higher than it is today. That additional population--much of it occupying much more affordable housing--was accommodated by apartment buildings (largely since torn down) located in appropriately zoned, denser neighborhoods. Rather than accommodating developers' understandable commercial desire to build in areas that are already attractive--regardless on the impact on current residents--they should be given incentives to build in the truly underdeveloped areas of the City.</p>	5/14/2018

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734	33	/policies/affordable-housing-production/	The city should avoid becoming perceived as "family unfriendly" if it were to adopt multiple-occupancy policies--in the name of "density"--which would impair the character of long-established single-family neighborhoods. The location of such neighborhoods--relatively near the downtown center, the lakes and elsewhere--has traditionally been one of the distinctive features of the City, and a major draw for families relocating here from elsewhere. It is often overlooked that these single-family neighborhoods existed during the years when the population of the City was much higher than it is today. That additional population--much of it occupying much more affordable housing--was accommodated by apartment buildings (largely since torn down) located in appropriately zoned, denser neighborhoods. Rather than accommodating developers' understandable commercial desire to build in areas that are already attractive--regardless on the impact on current residents--they should be given incentives to build in the truly underdeveloped areas of the City.	5/14/2018
735	36	/policies/innovative-housing-strategies/	The city should avoid becoming perceived as "family unfriendly" if it were to adopt multiple-occupancy policies--in the name of "density"--which would impair the character of long-established single-family neighborhoods. The location of such neighborhoods--relatively near the downtown center, the lakes and elsewhere--has traditionally been one of the distinctive features of the City, and a major draw for families relocating here from elsewhere. It is often overlooked that these single-family neighborhoods existed during the years when the population of the City was much higher than it is today. That additional population--much of it occupying much more affordable housing--was accommodated by apartment buildings (largely since torn down) located in appropriately zoned, denser neighborhoods. Rather than accommodating developers' understandable commercial desire to build in areas that are already attractive--regardless on the impact on current residents--they should be given incentives to build in the truly underdeveloped areas of the City.	5/14/2018
736	1	/policies/access-to-housing/	The city should avoid becoming perceived as "family unfriendly" if it were to adopt multiple-occupancy policies--in the name of "density"--which would impair the character of long-established single-family neighborhoods. The location of such neighborhoods--relatively near the downtown center, the lakes and elsewhere--has traditionally been one of the distinctive features of the City, and a major draw for families relocating here from elsewhere. It is often overlooked that these single-family neighborhoods existed during the years when the population of the City was much higher than it is today. That additional population--much of it occupying much more affordable housing--was accommodated by apartment buildings (largely since torn down) located in appropriately zoned, denser neighborhoods. Rather than accommodating developers' understandable commercial desire to build in areas that are already attractive--regardless on the impact on current residents--they should be given incentives to build in the truly underdeveloped areas of the City.	5/14/2018
737	17	/policies/complete-streets/	IS it possible to identify where a complete streets policy is already in effect. While I understand what is being said, I am having a difficult time visualizing it.	5/14/2018
738	66	/policies/air-quality/	One way to reduce emissions is to educate people o discourage car idling. Minneapolis has an ordinance that most people either don't know about or is ignored. I live near a school. 30 minutes before school lets out, people start parking on several blocks around the school and sit in their cars with the engine running. Multiply this by the number of schools. I have addressed this with the school principal and have gotten nowhere. He said they can't afford signage. I would like the city to address the problem through education: neighborhood publication, television, school parent awareness. I would like to see signs in school areas. That could make a huge difference	5/14/2018
739	82	/policies/aging/	I am retired. The biggest threat to my livability is the rise in property taxes. My neighborhood in SW was a nice mix of older homes. Now my bungalow is the smallest house on the block. Yet my value was raised \$30,000 this year. I have lived here for 33 years and love my neighborhood. But how long can I afford it? How can the city help us stay in our homes? I volunteer with homeless people, belong to an environmental committee, educate the community on pollinators and gardens, teach how to raise Monarchs, volunteer with schools, play concerts at the VA home,etc. I can go on and on about how important seniors are to their communities. We don't want to be priced out of our neighborhoods but I see more and more retirees fleeing to Florida.	5/14/2018
740	20	/policies/transit/	I was recently travelling in Ieland. As I was waiting for a bus, I could see on a monitor exactly which bus was coming, where it was going, and what time it will arrive. Minneapolis needs to help people navigate the bus system.	5/14/2018

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741	19	/policies/bicycling/	Biking is a great idea, but it's not a major mode of transportation for most people. I am retired and in good physical health, but I need my car to get groceries, run errands and get just about anywhere. Biking for me is strictly recreational. The bike lane situation is overkill. The car culture is not going away but is more encouraged by our lifestyles and car technology. I was driving along Blaisdell from downtown yesterday. The street was congested with traffic, there is limited parking, and I saw exactly 2 people using the bike lane. Minneapolis needs to work with the majority. We enjoy getting out to restaurants, shopping, etc. but I won't be biking to go out for dinner. I think this is just another way to chase seniors out of the city.	5/14/2018
742	2	/policies/access-to-employment/	Why is the focus outside of the downtown area only applicable to "non-production" jobs currently served by public transportation since MN is primarily an agriculture state with limited transit options in those ag areas.	5/14/2018
743	5	/policies/visual-quality-of-new-development/	Although some items already exist as standards, I'd like to see more emphasis on the types of building materials used, especially in areas where people of color live and that the materials are ecologically and environmentally safe	5/14/2018
744	12	/policies/lighting/	Require lighting on private land (existing strip and shopping malls) to upgrade their lighting while providing them with financial assistance	5/14/2018
745	26	/policies/vision-zero/	Create "no parking" areas near street corners where vision is limited i.e. the corner of 14th Ave and Fremont Ave N. If you're traveling west on 14th Ave N and come to the Fremont intersection and cars are parked up to the corner on Fremont Ave N, your vision to bus and other traffic on Fremont Ave N (it goes south) is impaired and there are many other corners that have the same challenge.	5/14/2018
746	33	/policies/affordable-housing-production/	It all sounds great, but how will you accomplish these lofty goals	5/14/2018
747	0.1	/topics/land-use-built-form/	I love the idea of allowing 4 Unit infill housing development in residential areas.	5/14/2018
748	62	/policies/contaminated-sites/	Sites should be identified and remediated immediately with no need to wait for a development opportunity	5/14/2018
749	1	/policies/access-to-housing/	How am I supposed to know if a duplex, 3-unit or 4-unit structure is something allowable on my street? I am generally not opposed to multi unit structures on main thoroughfares, in business nodes, but I don't know if I want to live right next to one any more than I want to live next to a garish mcmansion that blocks sunlight, adds to congestion, etc...	5/14/2018
750	1	/policies/access-to-housing/	I fully support more density in all neighborhoods in Minneapolis. I live in two blocks from high rise apartment buildings and I see the vitality and importance of having lots of people living close together. Our neighborhood, Seward, is consistently rated as one of the best neighborhoods to live in across the city, and across the country. Our density along transit allows for businesses to thrive and people from all walks of life to live near one another.	5/14/2018
751	33	/policies/affordable-housing-production/	I applaud the city's focus on households with incomes at or below 30% of AMI and who are at greatest risk of homelessness.	5/14/2018
752	49	/policies/educational-and-economic-access/	Is this anything new or different from past policy? I believe that the Minneapolis Schools have been working on "c" for many, many years.	5/14/2018
753	50	/policies/access-to-technology/	How will you pay for fiber and high speed internet for low income families?	5/14/2018
754	16	/policies/environmental-impacts-of-transportation/	Looking at the chart provided, natural gas and electricity made up 70% of greenhouse gas emissions citywide in 2015. If we want to reduce emissions, this seems like the ideal target. The city should encourage energy-efficient buildings that retain heat (natural gas) and prioritize eco-friendly electricity generation. The hydro plant at St. Anthony Falls should be expanded to power more of our city, and solar should be encouraged when roofing is replaced.	5/14/2018
755	10	/policies/street-grid/	The biggest detractor from the street grid is the freeway systems that have divided our city. Minneapolis should deprioritize interstates and improve connections between neighborhoods that have previously been divided.	5/14/2018
756	51	/policies/healthy-pre-k-development/	The Perry School Project has been known for many years. Who will pay for and implement quality preK and day care?	5/14/2018
757	3	/policies/production-and-processing/	Good ideas	5/14/2018
758	0.2	/small-area-plans/	I would like to see NACDI development plan for franklin ave featured and used for comp plan. thanks	5/14/2018

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759	1	/policies/access-to-housing/	<p>Thus plan makes the assumption that most of our citizens agree with the plan. I am against it and from what I;ve read less than half of the city agrees with it. I do not want 4 plexs built on present single family lots in my neighborhood. I moved here 40 years ago to be in a great part of the city. The basis of this plan is full of errors. We in Minneapolis will drive our cars. Most, (96%0 will not ride bikes or use public transportation. Most in Minneapolis, want our neighborhoods to stay the same. A minority is trying to shove a plan down our throats. Michael Hanson 4001 Ewing Ave. S.</p>	5/14/2018
760	4	/policies/access-to-commercial-goods-and-service	<p>How will you ensure that rent for commercial spaces in areas with high densities will remain low enough to support small businesses (most of which may be specialty businesses) so that they are able to stay in business?</p>	5/14/2018
761	1	/policies/access-to-housing/	<p>I oppose allowing 4-story buildings along all public transit routes. Many of these streets/neighborhoods, including many on and near transit routes, are predominantly traditional single unit family housing and this change will destroy the fabric of several of these strong historic neighborhoods that make Mpls a great city. Further, the notion of not requiring new units to provide parking will create an added strain on neighbors, neighborhoods and livability, especially in winter months.</p>	5/14/2018
762	42	/policies/expand-homeownership/	<p>For me the issue is moving people of color and low income households into housing that is affordable and they can remain in the house over time. Action steps need to describe solutions. One solution is to support land trusts. Another solution is to monitor and evaluate bank performance on home loans. My experience and the experience of others shows that discriminatory lending still occurs. The city, through ordinances and financial leverage can influence banks to do better.</p>	5/14/2018
763	41	/policies/tenant-protections/	<p>The city can and should be the most powerful advocate for tenants' rights. The city, therefore, needs a vehicle that keeps its fingers on the pulse of tenants' issues. This means stepped up house inspections and quick response to tenant generated complaints. The city can actively solicit these issues and then work to resolve them.</p>	5/14/2018
764	40	/policies/homelessness/	<p>Homelessness is a direct measure of systems failures for the individuals and families affected. The demographic composition of people who are homeless is a measure of racism. The proportion of households with children where the parents work is a measure of how the minimum wage and entry level jobs cannot cover the cost of staying alive. The number of mentally ill individuals is a measure of failure in that system. If we want to have an impact on homelessness, we need to fix all the systems that impact families and individuals.</p>	5/14/2018
765	39	/policies/fair-housing/	<p>The Federal Fair Housing Act is over 50 years old and this is still a critical issue. Since developers and landlords practices will necessarily exclude people of color and low income families, the city must create a culture of vigilance and be prepared to aggressively enforce the law. To do this, the city needs to be actively engaged with this process and reinforce actions for affordable housing, Land Trusts and nondiscriminatory lending.</p>	5/14/2018
766	38	/policies/affordable-housing-near-transit-and-job-	<p>This is a nice idea as long as the high density does not sacrifice amenities, healthy living design and existing community culture. The danger is that this strategy is used to displace residents from other locations, promote concentration of poverty and encourage gentrification in non-transit corridors of the city. This could be mixed income housing.</p>	5/14/2018
767	49	/policies/educational-and-economic-access/	<p>It isn't enough to "Recruit and retain a diverse City workforce that reflects the demographics of the city." You have to tie that to the qualifications required for the job, and make it a requirement that the best skilled are hired. This policy doesn't address competency for the job.</p>	5/14/2018
768	60	/policies/intrinsic-value-of-properties/	<p>Make sure this policy includes residential houses. I live in a house built in 1909. We are an undeclared heritage site!</p>	5/14/2018
769	7	/policies/public-realm/	<p>An active, interesting, programmed, accessible and safe public realm is one of the things that will set us apart from other cities - if designed, protected, nurtured it will draw tourism, attract and retain businesses, increase civic pride, stimulate the economy, and engage citizens to walk, amble, connect, gossip, enjoy each other's company and the great outdoors, and look out for each other. These all lead to better economic, personal and mental health. The public realm RULES and must be prioritized in our city's goals and programming.</p>	5/14/2018

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770	78	/policies/park-design-and-programming/	The Commons so far is a bust. The fact that the City chose a night time picture of the park COMPLETELY EMPTY is exactly how it has been conceived and (not) used since its opening in 2016. To revitalize The Commons - our city's shared backyard - we need consistent funding and public/private partnerships to program the daylight hours out of the place: ping pong tables, chess tables, dancing, music, a restaurant, a snack bar, BATHROOMS with running water, better, pollinator-friendly gardens, MORE CHAIRS and TABLES, jugglers, acrobats, indigenous language classes, men's knitting circles, art and story hours, a skating rink with food and hot beverages in the winter, ice sculptures, walking history tours, a pow wow, bird watching, volunteer gardening, a futsal court, a better playground, maker markets, theater, all in the park, all day long, every day. The Commons could be loved and used like NYC's Bryant Park, or London's Gaiety Square, or Houston's Discovery Green, or Chicago's Millennium Park. Secure funding and make it so, Minneapolis! And get the Vikings to pay for their use, engage more partners (HCMC, Hennepin County, MN United, Target, Arctic Cat, Ojibwe and Dakota tribes, veterans, AARP, U of M, etc), and get a GREAT restaurant to set up shop in the park so people come, stay longer, spend their money, and come back, again and again.	5/14/2018
771	51	/policies/healthy-pre-k-development/	MN lacks a comprehensive, compensatory, and consistent evaluation process to determine if children are READY for K. Minneapolis could lobby aggressively on behalf of its citizens, and to mitigate the pernicious achievement gap, to push the state legislature to adopt policies where we can accurately test for readiness, and have data/informational goals to reach for. It is a pell mell mess right now. Use the weight of your population to create change. In the meantime, continue to support Mayor Hodges' language/reading initiatives and support small daycares and businesses that provide quality, early learning to ALL our citizens.	5/14/2018
772	20	/policies/transit/	More light rail (or subway), speed up end-to-end travel time.	5/14/2018
773	19	/policies/bicycling/	keep up the great work on bike lanes. make sure that construction projects consider bikes and have a safe well signed detour as we do for cars	5/14/2018
774	33	/policies/affordable-housing-production/	My growing business is located in NE Minneapolis. We hire a number of recent college graduates every year, in addition to interns. Finding affordable housing in the city is critical to our success, and such places to rent are becoming more difficult to find. Make sure gentrification doesn't erase the inexpensive flats for young people!	5/14/2018
775	1	/policies/access-to-housing/	We need to stop kowtowing to neighborhood NIMBYism. If we let our goals for density be derailed by the folks "who pay a lot of taxes, and who have lived here forever" we will get nowhere. We need density. We need a variety of housing. We need height to support wider set backs, more greening, to facilitate multi-modal transit, and encourage zoning of residential, commercial, art/making, and other enterprises to keep people close to jobs and services. Not everyone wants to, or should, live in a house. Let's create apartments or co/ops that are affordable and flexible - so they may accommodate singles, families, or elders depending on layout/amenities. Multi-generational neighborhoods are preferred. WE need to stop concentrating poverty. We need walkability, architectural integrity, beauty, greening, and joy. Housing needs to be safe - it is the cornerstone of how we live, and how we live well.	5/14/2018
776	6	/policies/pedestrian-oriented-building-and-site-design/	Pedestrian experience, at human scale, should determine and drive ALL design in Minneapolis. We need to STOP designing for and around the automobile. Density, greening, interesting gathering spots, enhancing the public realm, assuring that shop keepers can afford to open shops (shoe stores, catering/incubator kitchens, tutoring services, tax preparers, daycares centers, eyeglass stores, specialty shops, art, etc) and can stay. Gentrification has become a bad word. We need to consider rent control so established commercial and residential owners can afford to stay, even if the neighborhood "improves." This city can and should lead the way nationally for neighborhoods and built environments that support human connectivity, movement, freedom from violence and pollution, add interest and joy, and articulate the value of the human experience. Flowers, trees, public art, access to toilets, water, local food, interesting shops, places to sit down (and lie down if need be), gather and congregate with others will support health, alleviate hostility, highlight difference, generate wealth, nurture civic pride, and encourage all ages, lived experiences, abilities and persuasions to interact. The built environment matters. Let's use it for good, not evil!	5/14/2018
777	15	/policies/transportation-and-equity/	Access to lakes in SW Minneapolis is abysmal, especially to Harriet. This is an equity issue. Cycling is a preferred and economically necessary mode for many low income people. Let's make it safe, accessible, and abundant in the city. Let's support women, young people, elders and people of color to ride and walk. Our public health, and social health, depend on it. Light rail is AWESOME. We need more of it. Be patient and persistent - the new generations demand it, and business is beginning to love it. The old farts who hate anything but their cars will die (probably from heart disease from not enough walking!). We are getting there - steady on, planners, steady on!	5/15/2018

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778	52	/policies/human-capital-and-a-trained-workforce/	Early learning will be THE way Minneapolis reduces its opportunity/achievement gap. Let's make it easy for small daycares to operate. Let's partner with agencies like Minneminds and Think Small to scale what NAZ is doing in more promise neighborhoods across Minneapolis. This is the workforce of the future, and Minneapolis needs a population who has had the benefits of the best early learning experiences possible. That includes safe and affordable housing, clean air and water, access to transit, good schools, food security, plenty of play places and greenspaces, and access to affordable early learning (daycare and preschool) so all our littlest learners are ready for kindergarten, high school, higher ed and beyond.	5/15/2018
779	1	/policies/access-to-housing/	Terrible policy, protect the beautiful old single family homes... promote high density housing only close to Transit corridors, not in the middle of single family housing areas.. you will destroy some of the most beautiful things this city has to offer... terrible policy	5/15/2018
780	1	/policies/access-to-housing/	Zoning is what protects the home owners in a given area from undesirable changes in the residentialcommunity.. like people opening up businesses next to house's, like prevent apartment buildings from going next to your house... people want to know that what they are investing in is protected.. you are creating uncertainty and stress.	5/15/2018
781	0.1	/topics/land-use-built-form/	I own a 2 story town home in an area where you are requiring a minimum of 8 story buildings. My property and quality of life will be severely impacted by the density being proposed. There is already a severe and dangerous shortage of parking in this area around 32nd St W. Even if people do not use theirs cars to get to work, they will still own cars and they must park them. The rents are so high that at 2 or more adults with cars will live in each unit. Developers must be required to provide a minimum of 2 off street parking spots per unit. This is not Manhattan, NY! Furthermore, I worry about my middle and low income neighbors in older buildings that will be displaced by new, high density, and high rent developments.	5/15/2018
782	0.2	/small-area-plans/	People will still own cars, to expect them not to and allow for no off-street parking is just insane....the whole plan is just insane	5/15/2018
783	0.1	/topics/land-use-built-form/	The massive buildup of density so far from downtown because it's on a "transit" line is unacceptable. These changes to 50th, penn, Bryant would devastate desirable neighborhoods for families.	5/15/2018
784	6	/policies/pedestrian-oriented-building-and-site-de	I would like the city to have a non-partisan traffic engineer to oversee, plan and then communicate why to the public. This ensures transparency and choice made that are sustainable and hopefully address everyone.	5/15/2018
785	17	/policies/complete-streets/	I would like the city to have a non-partisan traffic engineer to oversee, plan and then communicate why to the public. This ensures transparency and choice made that are sustainable and hopefully address everyone. Currently it doesn't seem or feel that way	5/15/2018
786	18	/policies/walking/	I would like the city to have a non-partisan traffic engineer to oversee, plan and then communicate why to the public. This ensures transparency and choice made that are sustainable and hopefully address everyone. Additionally, I favor walking then trains as priorities first (trains and walking are partners) then bikes then cars.	5/15/2018
787	0.1	/topics/land-use-built-form/	NO, if the image is anything like you really want NO! the homes in this area are almost 100 years old and are what we moved to on purpose, we didn't move here to have it become another Uptown!	5/15/2018
788	1	/policies/access-to-housing/	There is no way I would support a 4 unit dwelling in linden hills. we are already trying to balance single family homes of normal size to McMansions that push the boundaries of zoning. There are places throughout the city that are more appropriate for multi-family/four dwelling housing.	5/15/2018
789	0.1	/topics/land-use-built-form/	I am opposed to any changes on Franklin or 21st Street west of Fremont. The proposed changes would be detrimental to the character and quality of living of the area thanks Jack Levi 2631 Newton Av S Mpls	5/15/2018

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790	80	/policies/development-near-metro-stations/	<p>Why was this picture of the massive development concept near Lake and Excelsior not shown at any of the Open Houses?!? Plenty of pictures of buses and bikes and trees, but the only picture of this towering monstrosity is a tiny thumbnail on Policy 80 on the website.</p> <p>Why are the city planners hiding this from the public??</p> <p>This whole process seems to be full of subterfuge. Why?</p> <p>Why not allow a true open debate?</p> <p>What are you afraid of?</p>	5/15/2018
791	80	/policies/development-near-metro-stations/	<p>The whole concept of concrete towers over our beautiful lakes has not been publicized.</p> <p>Please allow and extension of the deadline before you scar the landscape over our parks.</p>	5/15/2018
792	0.1	/topics/land-use-built-form/	<p>So you want to have a 4 plex on a 5000' lot without off street parking? That is completely stupid. Thanks for clogging our streets even more.</p>	5/15/2018
793	80	/policies/development-near-metro-stations/	<p>The goal of the 2040 zoning plans for the area north of Bde Maka Ska -- "to encourage a dense mix of housing, employment and commercial goods and services" - is unrealistic and irresponsible. The inevitable increased traffic, congestion, overcrowding and unsightliness of numerous large buildings near a relatively small lake - in an area that is ALREADY plagued by traffic and congestion - would be a nightmare for current residents as well as visitors alike. Why would anyone on a "planning" commission take a jewel like the recently renamed Bde Maka Ska, honoring its Native American history, and turn it into an overbuilt, congested area of urban blight?</p>	5/15/2018
794	80	/policies/development-near-metro-stations/	<p>OMG!</p> <p>This area is already gridlock. Thousands of new apartments, thousands of more cars. This plan is supposed to help global warming?</p>	5/15/2018
795	23	/policies/coordinated-development-strategy/	<p>Listen to the citizenry!</p> <p>Time after time, neighborhood councils will oppose a given development or request a change to more appropriate scale.</p> <p>Rubber stamp from the city planning commission! Every time!</p> <p>Where's our democracy?</p>	5/15/2018
796	5	/policies/visual-quality-of-new-development/	<p>It seems like too many high-rise apartments are going up. I think they should be limited to the downtown area.</p>	5/15/2018
797	1	/policies/access-to-housing/	<p>As a landlord in Minneapolis providing affordable housing, I would love to be able to add more units to my existing triplex. I would jump at the chance to add 1-2 accessory dwelling units to my non-owner occupied property. I live in the neighborhood in which my rental resides and would want to maintain the "neighborhood feel" with these additional units. I think allowing 2-4 unit non-owner occupied properties to add additional units with the understanding that they must blend into the existing housing stock, would help deal with the shortage of housing without damaging the "neighborhood feel." If the ADU program was opened to non-owner occupants, I would definitely participate with my triplex.</p>	5/15/2018
798	43	/policies/housing-displacement/	<p>Shouldn't this be spelled out already as opposed to calling it an ACTION STEP for the future....how can anyone be expected to support this is they don't know what the details are....that is where the devil lives after-all</p> <p>d.Expand programs that support existing homeowners in affording and maintaining their home, with a focus on people of color, indigenous people and vulnerable populations, such as low-income households, the elderly and people with disabilities.</p>	5/15/2018
799	0.1	/topics/land-use-built-form/	<p>I am in support of changing our current ADU ordinance as part of the MPLS 2040 comprehensive plan guideline to allow up to 4 plexes throughout the city. It would be beneficial for both owners and renters to allow non owner occupants the ability to add an ADU to their current 1-4 unit properties. I am an owner of a triplex in Hiawatha and if allowed I would build an ADU on my property that would provide affordable rental housing and off street parking.</p>	5/15/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

800	33	/policies/affordable-housing-production/	How many housing units does Mpls actually need? Based on what stats? Can you specify so we know what there goal is? Otherwise too vague.	5/16/2018
801	35	/policies/innovative-housing-types/	How many units will this create? How many will affordable? How will you measure this?	5/16/2018
802	42	/policies/expand-homeownership/	SW Mpls has lost so many single family homes that were once affordable to developers that are now priced well over \$600000. This also bumps up property taxes for those preserving the original housing stock I see no concrete steps here to preserve and don't understand why more wasn't done previously. All these lots are now lost to folks who would benefit from the great schools in SW Mpls.	5/16/2018
803	15	/policies/transportation-and-equity/	The city has made driving and parking FAR, FAR more difficult! As a result I do not go to Uptown any more. I suggest that if you want businesses to thrive in Minneapolis that you stop making it difficult for people to drive and park. . . .this is aside from the fact that I find the City's recent actions to add bike lanes and eliminate car lanes and park extremely discriminatory!	5/16/2018
804	33	/policies/affordable-housing-production/	Please don't put your trust in developers. They will build their dense projects, but will only attract rich people from other areas, further increasing income disparity. We will be overbuilt, but more stratified than ever. Supply and Demand will work, but on a regional level. The poor will get pushed out to the suburbs.	5/16/2018
805	0.1	/topics/land-use-built-form/	Referring to 19 and 25 E Minnehaha Parkway. These properties are noted to be Corridor 6. Point being made is why not make them Corridor 3. Reason; the property to the immediate East is 35 E Minnehaha Parkway - and that is Corridor 3 and to the west of 19 E is a natural divisor - the alley between 3 East Minnehaha Parkway and the single family homes on the remainder of the block. Especially when viewed in person (or Google maps), it is easy to see the the alley is the obvious break-point for the "Corridor" designations.	5/16/2018
806	0.1	/topics/land-use-built-form/	Referring to Properties 30 - 80 West Minnehaha Parkway. When coloring the map with essentially straight lines it makes sense for these properties to be designated as Interior 3. Practically speaking however, given the one way traffic on that part of Minnehaha Parkway, those properties have NO immediate access to Nicollet Ave. Therefore marking them as Interior 3 rather than Interior 1 makes no sense.	5/16/2018
807	72	/policies/sustainable-water-system-management/	RE: Policy 72, Action Steps i and j.: I suggest dropping "continue" in "i" and making specific reference to at least this key example: "need to remove dead-end water mains" These substandard mains create a water supply that is not currently high quality, that is damaging to home plumbing and laundry, and is less safe. A current remedy of installing automatic hydrant flushers at some dead-ends is costly, wastes water, is only partially effective at best and totally ineffective in the winter. The existing language of i and j is: I Continue providing safe high-quality drinking water while being a steward of public resources and infrastructure. J.Minimize drinking water waste through infrastructure improvements.	5/16/2018
808	5	/policies/visual-quality-of-new-development/	Please, please, please limit the height of development around the Lakes. The Mosaic building in uptown is an eyesore. It looks like a cruise ship looming over Lake of the Isles. Why do you allow such tall buildings and why do you allow them to be lit so brightly at night?	5/16/2018
809	53	/policies/quality-of-life/	What is the value of having our beautiful Chain of Lakes if you line them with development?	5/16/2018
810	0.1	/topics/land-use-built-form/	Hi there, I am one of the homes on the 55xx block of Aldrich Ave. south. My neighbors are very concerned about the proposed changes to our zoning and I have many of the same reservations. However, I am curious to hear someone make a good case for why these changes would accomplish the goals that were presented. Is there anyway to guarantee that residential units built on this stretch will be more affordable than the surrounding single-family homes? If not, then why is this being proposed? I appreciate that density can be a way to accomplish greater accessibility, but that's not necessarily true if luxury condos or apartments are built that block all the sun from my yard, bring more noise, garbage and traffic. Thanks, Ted Duepner 5501 Aldrich Ave. S.	5/16/2018

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811	19	/policies/bicycling/	<p>Prioritize grade & concrete protected bike lanes that connect to other protected bikeways to complete the build-out of an entire bike network.</p> <p>Eliminate the use of sharrows and bike lanes wedged between parked cars and vehicular traffic lanes.</p> <p>Add Leading Pedestrian/Biking intervals to all major intersections in which bikeways intersect.</p> <p>Convert existing bike lanes (between parked cars and vehicular lanes) to protected/grade separated bike lanes.</p> <p>Pilot district-bike parking solutions in downtown/uptown and at major transit stations.</p>	5/16/2018
812	11	/policies/skyways/	<p>Ban the expansion of the skyway system rather than simply confining it.</p> <p>Ban new retail space on the skyway level and require it to be at the street level.</p> <p>Mandate expansion of retail space at the street level and elimination of retail space at the skyway level if buildings complete a renovation/reconstruction over a certain dollar amount.</p> <p>If a building is torn down that is skyway connected - ban the reconstruction of the skyway.</p> <p>Identify action strategy to eliminate skyways downtown.</p>	5/16/2018
813	80	/policies/development-near-metro-stations/	<p>I just saw the plans for the SW LRT rail station development over Bde Maka Ska. I am appalled. Imagine how the Dakota descendants must feel with their Lake desecrated by massive development along the shoreline and sightlines of their sacred lake.</p>	5/16/2018
814	0.1	/topics/land-use-built-form/	<p>I am strongly opposed to develop multi family units within our community where they don't currently exist. I am for diversity and inclusion, but building multifamily housing will disrupt the current environment that makes these neighborhoods great to begin with. The city needs to bolster the section 8 single family dwellings vs building multi units in these neighborhoods w this planned development. We live in these areas to avoid the "busy uptown" feel. Keep zoning consistent and make no changes!</p>	5/16/2018
815	1	/policies/access-to-housing/	<p>Disagree with bullet e as 3 and 4-unit dwellings are too large for the current small size city lots. This would further stress parking and likely depreciate current single family and duplex units in those areas.</p>	5/16/2018
816	18	/policies/walking/	<p>Let's make Plymouth Avenue a walk-able commercial corridor where local residents can purchase goods such as groceries, do dry cleaning, buy plants, get coffee or beer and socialize with neighbors. We would like to see decorative storm water capture systems consisting of well designed permeable pavers and rain gardens. Please focus on thoughtful little initiatives like walk-able community-centric historic markers and shaded rest stops with greenery. We really need garbage cans and recycling bins on every corner possible. Drinking fountains where feasible would be nice. Please plant trees along the sidewalk for sidewalk shade. Allow for vendors with vendor carts. Please raise funding for community watch walking patrols.</p>	5/16/2018
817	43	/policies/housing-displacement/	<p>We need more rental inspectors to enforce rental codes to avoid debacles such as what happened with the Mahmoud Kahn properties.</p>	5/16/2018
818	49	/policies/educational-and-economic-access/	<p>We would like to see the reemergence of our local schools that stand vacant turned into community run schools that would not be regulated by the school board. Please embark on initiatives to promote community run schools on the Northside of Minneapolis.</p>	5/16/2018
819	49	/policies/educational-and-economic-access/	<ol style="list-style-type: none"> 1.City will develop and engage with a support group that will engage and foster dialogue with the school board and the schools. 2.The City will repurpose or reopen closed schools. 3.The City will repurpose the 4th precinct to a community space. 	5/16/2018
820	56	/policies/supporting-small-businesses/	<p>The City will research and evaluate the availability of land and unused buildings in North Minneapolis that could be developed into a boutique commercial corridor for businesses such as coffee shops, flower shops, small grocery stores, and book stores. Plymouth Avenue would be ideal for this.</p>	5/16/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

821	5	/policies/visual-quality-of-new-development/	We support these actions steps and would love to see them implemented on the Northside where many unappealing buildings have gone up in the last few years. Please avoid building new properties too high, as these block out natural light in the community. Along with maintaining the design integrity in a neighborhood, please maintain the quality control for new builds as far as materials so as to make new properties look like other period homes in neighborhoods. We want quality homes built that will stand the test of time.	5/16/2018
822	15	/policies/transportation-and-equity/	Work with transportation officials to work out a light rail plan where the train would go down Broadway in North Minneapolis. Broadway Ave should be a commercially viable high density street that would benefit greatly from these transportation investments. Ideally the redevelopment of this street would decrease slum lord occupants and increase owner occupied businesses and developments.	5/16/2018
823	80	/policies/development-near-metro-stations/	The picture above saddens me.	5/16/2018
824	15	/policies/transportation-and-equity/	Our streets are in horrible shape. I've suffered \$1200 damage from one of your monster potholes. Please fix the streets. I'm too old to bike or walk safely. I need a car. I need to drive to live a useful life.	5/16/2018
825	80	/policies/development-near-metro-stations/	The prohibition of park and ride stations seems unrealistic to the goal of having more blue and green line use. There are many people who wouldn't or don't take the bus but would drive (ex east/West to a blue line stop) and take the train dt or elsewhere. I understand the premise behind the ban, but I believe it's counter productive. Plus an option for park and ride would help eliminate the neighbors near stations having cars parked on their street.	5/17/2018
826	0.1	/topics/land-use-built-form/	Block leaders for 55xx Aldrich Ave S and residents on both sides of the streets are not in favor of 6 stories on Lyndale Ave S on the corridor or connected to this block. Same block residents are not interested in their homes being rezoned on Aldrich Ave South. Max height for Lyndale corridor between 53 and 57 should be 3, in keeping with neighborhood current heights.	5/17/2018
827	0.1	/topics/land-use-built-form/	Superfund cleanup should be considered at 54xx and 55xx Lyndale and Aldrich Ave S needs to be considered when making plans. Both blocks are already being mitigated.	5/17/2018
828	0.1	/topics/land-use-built-form/	Strongly oppose the upper level, 6 story developments noted in the plan.	5/17/2018
829	0.1	/topics/land-use-built-form/	Neighborhoods that have already had traffic calming lane changes are undergoing a siege of drivers using side streets to get to destinations faster and this is causing traffic problems on 1-2 street off traffic calmed streets. This is dangerous for residents in areas. Also, when City is contacted the answer is no changes unless a fatal accident is reported. Totally unacceptable.	5/17/2018
830	0.1	/topics/land-use-built-form/	Disagree with whole plan.	5/17/2018
831	80	/policies/development-near-metro-stations/	I live in the SW Mpls and like to bike to work at North Memorial. But I'm getting older (54 now) and can't bike unless the weather is good. Looking at this picture, I can't imagine trying to drive through all this planned density as shown in the picture. This already one of the busiest intersections in the city with gridlock every rush hour. What is going to happen when you add all of these apartments? These people will still have cars. Not every destination is on the light rail. Not everyone can bike or walk. I think your plan is naive and will have the unintended consequence of extreme gridlock, worse quality of life and increased global warming.	5/17/2018
832	16	/policies/environmental-impacts-of-transportation/	I know this is not the city's jurisdiction, but can we work to get rid of (or to offset) the state's license tab surcharge on electric cars? Also, be sure to consider older people and people with mobility issues who may need to rely on motorized transportation.	5/17/2018
833	80	/policies/development-near-metro-stations/	We don't need a second downtown smack in the middle of our lakes!	5/17/2018
834	80	/policies/development-near-metro-stations/	I don't like the plan in the picture above. It feels oppressive to me.	5/17/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

835	1	/policies/access-to-housing/	<p>Ward 13 Comment: I DO NOT support introducing 2,3, 4-plexes or above as permitted uses into historically Single Family neighborhoods!!!</p> <p>The snow plowing of our streets is already severely substandard (school was cancelled once this year because of it), our schools are overcrowded (our child at SWHS had to drop a class she needed as the school couldn't fit anymore chairs in the classroom and next year they are cutting even more teachers) and our parks (except for the Regional ones) are run down (the fields are poorly maintained and are a detriment to having active children). This document does not adequately describe the impacts (nor future funding strategies) to address these critical public infrastructure needs that directly relates to these goals.</p> <p>The home values (and thus tax revenues) generated by the neighborhoods in this ward continues to climb, which means that consumers desire these areas for what they are. Randomly scattering 4-plexes is a poorly conceived land use strategy that will not strengthen these neighborhoods, nor will it produce affordable housing. It will produce anger and high-value rentals. To produce high-quality affordable housing in our neighborhoods (which I think most people would support - at least I would) - you need to locate it on high quality sites!</p> <p>This one-size fits all approach to land use is beyond idiotic. The City should identify high-level goals and then work with the neighborhoods within the city to develop specific implementation strategies that work for each of those neighborhoods and then hold everyone accountable - including yourselves!</p>	5/17/2018
836	1	/policies/access-to-housing/	<p>I'm a resident of the Waite Park neighborhood, and I totally welcome the initiatives to make more multi-family housing and improve transit access. I live in a single-family home, and I'm dying for more options for retail and transit so I don't need to use my car as much. We use transit now and walk to the grocery store nearby, but our neighborhood could use more walkable destinations and more frequent buses. And I'm happy to have 4-plexes on my block if it means more people have affordable places to live within the city. This is a city, after all.</p>	5/17/2018
837	25	/policies/innovations-in-transportation-and-infras	<p>How about some longer lasting roads? In Germany, roads are built to last 60 years. Contractors are on the hook to repair them for free if they fall below a standard. Our roads and parkways barely make it 4-5 years before they become pockmarked with potholes. Do it right the first time. Listen to your mother.</p>	5/17/2018
838	1	/policies/access-to-housing/	<p>This is misguided social engineering. Single-family homes build wealth for Minneapolitans. Apartments and fourplexes build wealth for out-of-town developers, investors and REITs. Plus they destroy asset value of the adjacent current homeowners. Everyone in Minneapolis ends up poorer. Or maybe that is the goal.</p> <p>Single-family homes and condominiums have to be built to different standards (10 year builder warranty). Apartments do not.</p>	5/17/2018
839	0.1	/topics/land-use-built-form/	<p>Large parts of the area near the Lake St. - Excelsior Blvd. split are designated Community Mixed Use and Transit 30. Neither description takes into account the geographical uniqueness of that area, as one of the few funnels for east-west traffic into and out of Minneapolis. Unlike downtown, which is the destination of most of the morning traffic there and the source of most of the evening traffic there, the Lake/Excelsior split is jammed mornings and evenings by traffic passing through the area. And unlike downtown, there is no bypass loop that removes the bulk of the through traffic from the interior streets. These facts make the Community Mixed Used description inappropriate for the area, and the considerably greater density advocated in the Transit 30 district an extreme aggravation to already over-congested rush hours.</p> <p>Also, the plan makes no distinction between property facing on major streets and those facing on parkland and parkways, specifically the east and west sides of Dean Green between the east and west branches of Dean Parkway.</p> <p>Rodgers Adams rodgea@comcast.net 2950 Dean Pkwy. #1005</p>	5/17/2018

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840	93	/policies/stewarding-historic-properties/	"Require new construction in historic districts to be compatible with the historic fabric," is an existing comprehensive plan policy that has proven ineffective in preventing 26-40 story buildings (grossly exceeding design guideline height maximums) from being recommended for approval by city staff in the St Anthony Falls Historic District. Get more specific. For example, "Strictly require new construction in historic districts to be compatible with the historic fabric, especially in terms of compliance with established height maximums. When demands for density, affordable housing, or other demonstrated community needs increase pressure to ignore this action item in favor of other worthy comprehensive plan action items, facilitate transfers of development rights, rezonings, conditional use permits, and related entitlements to shift incompatible building size, bulk, and scale to parcels outside of historic district and landmark boundaries."	5/17/2018
841	95	/policies/heritage-preservation-financial-incentive	While this policy to establish financial incentives for designated properties is much needed, none of the three action steps do so for designated properties. I suggest a fourth action step that reads like this. "Establish and promote financial incentives for historically designated properties to encourage local designation and to ensure the citizens responsible for maintaining tangible remnants of our city's shared heritage receive assistance to do so."	5/17/2018
842	0.1	/topics/land-use-built-form/	<p>1. The proposed monthly rent of \$1,700 is not affordable for low income families.</p> <p>2. Stating that the rent will go down as the buildings age and become less attractive to the well-off is absurd and offensive.</p> <p>3. Wrecking a nice neighborhood by putting in 6 story buildings that don't fit is also absurd.</p> <p>4. Planning to ruin Minnehaha Creek with more run off is wrong.</p> <p>This looks like a recipe for failure in so many ways.</p>	5/17/2018
843	1	/policies/access-to-housing/	<p>Home ownership is path family wealth for working people. We need more homes and increased density to make housing more affordable but we shouldn't eliminate opportunities for families to buy homes by converting otherwise affordable homes into rental properties.</p> <p>Meanwhile we can't allow the most affordable homes to simply be converted into McMansions. If the choice is between McMansions and multi-unit housing we should favor multi-units.</p>	5/17/2018
844	93	/policies/stewarding-historic-properties/	"Ensure maintenance of properties through regulatory enforcement of City code, specifically as it relates to historic resources," is an existing comprehensive plan policy that has not prevented extreme, human life-threatening deterioration of landmark and historic district properties, like the First Church of Christ Scientist, much less potential historic resources. Focus, and reduce the scope of, this action step until political will and/or regulatory fortitude improve. I suggest this. "Ensure maintenance of properties designated as historic by the city, state, and federal governments through regulatory enforcement of City code requiring maintenance of designated properties immediately upon properties being vacant, boarded, and condemned. Use fines to strongly encourage compliance or change of ownership to a more responsible party. Pause fines when new owners purchase properties. Eliminate fines when new owners abate all issues within three years of the date of purchase, to permit adequate time for utilization of federal and state preservation tax credits, which bring money into Minneapolis's™ economy.	5/17/2018
845	0.1	/topics/land-use-built-form/	This is such an extreme change. It serves only to further segregate the city. There is plenty of affordable housing in Minneapolis. The affordable housing is traditionally located in areas where people of color live. So to keep the city segregated you have released large parcels of land to bring in housing/apartments into the more affluent area. The new dwellings will still be above most people's earnings, which in turn will keep the city separate. We need to encourage people to move to places like Near north Mpls and the likes - not discourage them by putting more slightly less expensive housing in predominantly white neighborhoods.	5/17/2018
846	30	/policies/arts-and-cultural-assets/	I truly believe that creating access to art activities is founded around allowing arts organizations and artist to maintain affordable studios and work space within the city. The rising cost of rent is also pricing out many valuable arts organizations. To keep the access close to wear people are living in working, the space most remain sustainable for these different earning models.	5/17/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

			The City will seek to accomplish the following action steps to promote business clusters using through focusing resources and regulatory policies	5/18/2018
847	57	/policies/cluster-strategy/	Above seems to have a typo, "using through" doesn't make sense	
848	50	/policies/access-to-technology/	Prevent brittle monopolies from taking over ,ensure more than one internet provider per unit is available	5/18/2018
849	0.1	/topics/land-use-built-form/	I'm an East Isles resident and from my perspective, there isn't a tremendous difference between the neighborhoods on the east and west sides of Hennepin in regards to transit access, proximity to Downtown, walkability, etc. I think more of East Isles and Lowry Hill could be zoned as interior 3 and I think there is quite a bit of existing housing that would reflect that zoning already. I'd love a plan that would finally acknowledge that existing housing stock while making it possible for more housing like that to exist in the future.	5/18/2018
850	80	/policies/development-near-metro-stations/	Why even bother with wakes if we are going to surround them with skyscrapers? Just pave them over and build fouxplexes. That will solve our housing shortage. Cheaper too, since no one will want to live in Minneapolis again.	5/18/2018
851	0.1	/topics/land-use-built-form/	I am vigorously opposed to the designation of Bryant Avenue as a Corridor 4 area. The draft allows 4+ story structures on Bryant and 3 story structures on adjacent half blocks (Aldrich/Colfax). Most of the homes in this area are over 100 years old and are well maintained. The character of the area is vibrant and livable precisely because it is not too crowded. The area schools are full. Parking is still manageable. The draft plan envisions a radically different vision of this area which would negatively affect those long term residents who have invested heavily in their homes. Issues such as parking, sunlight, snow removal, noise, underground infrastructure to name just a few will all be negatively impacted. The actual residents in this area are overwhelmingly opposed to this plan as it would alter the very livability we expect. Further, people who want to stay may not be able to afford their taxes once the assessors start assessing based on "highest and best use" for their properties.	5/18/2018
852	14	/policies/tree-canopy-and-urban-forest/	What good is a tree canopy if there is a concrete canopy of apartment towers above it???	5/18/2018
853	17	/policies/complete-streets/	Paving the potholes would be a good start.	5/18/2018
854	16	/policies/environmental-impacts-of-transportation/	I love biking, but cars are still necessary. The city seems to be encouraging gridlock to force people to just give up on driving. Sometimes it may work, but for those who can't bike, they will need to sit in traffic and spew carbon into the air. Minneapolis City Planner-induced global warming. Nice!	5/18/2018
855	1	/policies/access-to-housing/	We already have this. They look terrible and do NOT contribute to the health of the neighborhood! Just look at 50th and 49th and Sheridan Ave S. The properties are not well maintained and the residents come and go without engaging in the community. W 50th Street is already very congested and parking is tight on side streets. It's unrealistic to think more people won't equal more cars. And rental properties never have the same curb appeal or neighborhood engagement of sgl family homes. Why are you putting great city neighborhoods (and your tax base) at risk? I grew up here in the 1970's. We've come a long way. Let's not mess it up!!	5/18/2018
856	33	/policies/affordable-housing-production/	I am especially concerned that we have specific strategies to increase housing for those at or below 30% AMI. One way of doing this is by increasing the Affordable Housing Trust Fund to at least \$50 million per year and to allow subsidies to be used for both rent and operating. I have seen that we have lost some of our lowest cost housing, partly because owners have not invested in these properties that they meet the basic livability standards. We also see properties being sold to investors from other states that are only interested in profits and not in the community or the people in them.	5/18/2018
857	34	/policies/affordable-housing-preservation/	These are nice thoughts but we need more specific strategies as part of this plan. This area has lost about 15,000 NOAH units! How will we meet our goal of providing 3,500 affordable units in the coming decade? One very important strategy would be inclusionary zoning, similar to the Edina policy. What about TIF?	5/18/2018
858	41	/policies/tenant-protections/	A very meaningful policy chance would be to require advance notice of building sales so that nonprofits might be able to have time to put together an offer to purchase units that are going to be sold. I have heard landlords complain about the difficulties of the section 8 voucher program. Perhaps the city could create a new sort of housing coupon that would be simpler to use and attractive to landlords. At the same time, I would like to see greater restriction on abuses by landlords, especially when properties are sold so that fewer tenants are displaced and do not have to face additional screening and/or are eligible for meaningful relocation assistance. Today's Strib had an article about the same tenants being displaced at Normandale Lakes who had already been displaced at Crosstown. We should not allow this to happen in Minneapolis!	5/18/2018

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859	80	/policies/development-near-metro-stations/	<p>What are you thinking!?! Stop the development madness! No second downtown in the middle of our lakes!</p>	5/18/2018
860	5	/policies/visual-quality-of-new-development/	<p>How about following the height restrictions that have already been established by the citizenry? No more rubber stamp variances by the city planning commission! They are ruining the character of Minneapolis.</p>	5/18/2018
861	0.1	/topics/land-use-built-form/	<p>I live on Belmont Ave. in Tangletown. This plan could destroy the nature of my neighborhood and my reason for living in the city. We moved here because we like the idea of living in a neighborhood of well-maintained older homes with sunny lots. We enjoy the proximity to cultural events, and we're proud to part of a diverse and open community.</p> <p>It would be a shame to see houses on Belmont razed and replaced with three-story apartment buildings and faced by 6-story buildings to the east. The sunlight, green space and privacy we are accustomed to would no longer be ours. We currently grow a good portion of our food as well as many bee-friendly flowers, and unpaved ground is good for drainage (to prevent flooding). We've considered putting solar panels on our garage to fuel our electric car, but we wouldn't risk it if the plan is approved.</p> <p>The fact that the plan has four Harry Jones houses rezoned for 6 stories leads me to believe that the character of the actual buildings the map represents was not considered, and it seems a pity to subject solid, beautiful structures to the power of developers. Plus, I don't see a plan to make the potential new housing affordable.</p> <p>I wouldn't mind 2- or 3-story structures on Nicollet " not 6-stories, but the rest of the neighborhood should stay small.</p>	5/19/2018
862	0.1	/topics/land-use-built-form/	<p>I live on Belmont Ave. in Tangletown. This plan could destroy the nature of my neighborhood and my reason for living in the city. We moved here because we like the idea of living in a neighborhood of well-maintained older homes with sunny lots. We enjoy the proximity to cultural events, and we're proud to part of a diverse and open community.</p> <p>It would be a shame to see houses on Belmont razed and replaced with three-story apartment buildings and faced by 6-story buildings to the east. The sunlight, green space and privacy we are accustomed to would no longer be ours. We currently grow a good portion of our food as well as many bee-friendly flowers, and unpaved ground is good for drainage (to prevent flooding). We've considered putting solar panels on our garage to fuel our electric car, but we wouldn't risk it if the plan is approved.</p> <p>The fact that the plan has four Harry Jones houses rezoned for 6 stories leads me to believe that the character of the actual buildings the map represents was not considered, and it seems a pity to subject solid, beautiful structures to the power of developers. Plus, I don't see a plan to make the potential new housing affordable.</p> <p>I wouldn't mind 2- or 3-story structures on Nicollet " not 6-stories, but the rest of the neighborhood should stay small.</p>	5/19/2018
863	19	/policies/bicycling/	<p>Please consider and budget permanent and protected bicycle lanes. Using curbs, raised paths, planters, etc.</p> <p>The "sticks" and painted lines seems temporary (with some in place for many years) and not committed to the increased biking transportation goal. With the permanent and protected bicycle lanes, people would feel more comfortable biking, increasing ridership throughout the city.</p>	5/19/2018
864	75	/policies/waste-reduction/	<p>Please ban plastic bags in grocery stores, at least in the large chains like Target and Walmart.</p>	5/19/2018
865	80	/policies/development-near-metro-stations/	<p>Buildings look waaaaaayyyy too tall</p>	5/20/2018
866	80	/policies/development-near-metro-stations/	<p>Huh?!? Are you trying to destroy our lakes?</p>	5/20/2018
867	80	/policies/development-near-metro-stations/	<p>Why wasn't this picture shown at the open house? Why no open house in SW Mpls? Wouldn't you agree that the whole 2040 process is invalid?</p>	5/20/2018
868	80	/policies/development-near-metro-stations/	<p>too much housing in an area that is already over populated.</p>	5/20/2018

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869	80	/policies/development-near-metro-stations/	The SW LRT area is already plenty dense and is always full of traffic. Why not limit development to 6 stories and save the views from our lakes?	5/20/2018
870	80	/policies/development-near-metro-stations/	Too much development in any already packed spaceâ€”seems pretty dense already.	5/20/2018
871	1	/policies/access-to-housing/	What guarantees that these multi-unit dwellings will be more affordable than the single family units? In a more affluent area like 50th and France, how much will these rents be? Does the city have any control over that? Because there is a new place going up on 51st and York where the rents will be \$3,500. Is that affordable? Will that increase the diversity of rich people in our neighborhood?	5/20/2018
872	1	/policies/access-to-housing/	The words "affordable housing" are sprinkled in the discussion but what is Minneapolis currently doing to HELP people with affordable housing? Are there programs for rent relief? Rent caps? Plans to build more Section 8 style housing? Maybe subsidies for property owners of affordable multi-unit places to offset utilities? Anything? If you're not already helping low-income people stay in Minneapolis, building fancy new dwellings with high rents is not going to help. Our most vulnerable residents are HURTING for help and the city council won't listen. Please do not be persuaded by sexy high rises. Maintain and improve the current housing stock that we have!!! Help our CURRENT residents before trying to attract new ones.	5/20/2018
873	33	/policies/affordable-housing-production/	<p>Let's talk about HOW the stock of affordable housing decreases. Let's talk about how gentrification of a neighborhood drives prices up and people out. Look at Uptown and all of those high rent places. Sure, you increased housing density but how much does it cost to live there?</p> <p>I see how new development can increase property values and drive rents up. I see it all over the city. The question is, does the CITY see it? And how is the city helping people in the battle against developers? Do ANY of these developments have requirements for affordable units?</p> <p>The term "non-profit" developer is very misleading. The people who run it still need to be paid very big salaries.</p> <p>These developers do not care about the existing residents of Minneapolis. KEEP Minneapolis human-scaled. KEEP Minneapolis green. KEEP Minneapolis affordable by focusing on our current residents. Put money into the pockets of our residents, not developers.</p>	5/20/2018
874	33	/policies/affordable-housing-production/	<p>Let's talk about HOW the stock of affordable housing decreases. Let's talk about how gentrification of a neighborhood drives prices up and people out. Look at Uptown and all of those high rent places. Sure, you increased housing density but how much does it cost to live there?</p> <p>I see how new development can increase property values and drive rents up. I see it all over the city. The question is, does the CITY see it? And how is the city helping people in the battle against developers? Do ANY of these developments have requirements for affordable units?</p> <p>The term "non-profit" developer is very misleading. The people who run it still need to be paid very big salaries.</p> <p>These developers do not care about the existing residents of Minneapolis. KEEP Minneapolis human-scaled. KEEP Minneapolis green. KEEP Minneapolis affordable by focusing on our current residents. Put money into the pockets of our residents, not developers.</p>	5/20/2018

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875	1	/policies/access-to-housing/	<p>There is nothing in this goal that addresses affordable housing. Adding more housing choices does not address affordable housing. HOW WILL MINNEAPOLIS ENSURE MORE AFFORDABLE HOUSING CHOICES IN ALL NEIGHBORHOODS? If the goal is to reverse some historical wrongs, then HOW HOW HOW are you going to do it? It appears that this only applies to RICH MINORITY PEOPLE... Reverse the wrongs by actually helping people out. Where is the rent relief? Help with utilities? Access to child care?</p> <p>How are we helping our residents out when a neighborhood becomes "gentrified"? Does the city help with displaced residents? Does the city require developers to help the displaced residents? Or provide similar affordable housing options?</p> <p>How about focusing on home ownership for our residents? Make that affordable city-wide for our economically disadvantaged residents. Why tear down homes suitable for families? Do all economically disadvantaged Minneapolis families want to live in apartment buildings?</p> <p>It is very patronizing to tell people how to live. There is nothing wrong with wanting to live in a house with your family and have a little yard. That is why so many of our residents LOVE Minneapolis. But now you're insinuating that we are wasteful and selfish.</p> <p>Has the city even considered the fact that our historically wronged groups might ALSO want to live in single family homes?</p>	5/20/2018
876	1	/policies/access-to-housing/	<p>Reference Goal 9...if there are pockets of the city that are a long distance away from good public transportation and do not have easy access to retail/jobs/parks...why build up more housing along public transportation corridors? Why not develop retail centers and support small businesses willing to set up in these areas? Why MOVE people from existing housing stock?</p> <p>Minneapolis seems hell bent on tearing down existing homes and building new structures (more expensive). Look at the HISTORY of Minneapolis. Let's try to preserve what we have instead of always knocking things down. Help PEOPLE, not developers!</p>	5/20/2018
877	20	/policies/transit/	<p>Before you start laying down railroad tracks in people's back yards, why not offer incentives for people who carpool? Special lanes? Special parking?</p> <p>Public transportation is great, but when it's slower than driving, what is the incentive? Great public transportation is found in the bigger cities of the world, but they are normally in the form of subways and monorails. They are also FAST!</p>	5/20/2018
878	52	/policies/human-capital-and-a-trained-workforce/	<p>As a small business employer, I have never heard about these programs. What kind of skills are being taught and what are the benefits for a small business owner to help out?</p> <p>Also, I have been following the discussions on the \$15 living wage. Sounds great, but honestly, there are some jobs that ARE NOT WORTH \$15. There are some people out there with advanced education and are working in skilled industries for \$15. And I'm supposed to pay somebody \$15 for doing simple work like filing charts or shredding files? It's insulting to those who have real skills that somebody selling popsicles can make the same amount of money.</p>	5/20/2018
879	52	/policies/human-capital-and-a-trained-workforce/	<p>As a small business employer, I have never heard about these programs. What kind of skills are being taught and what are the benefits for a small business owner to help out?</p> <p>Also, I have been following the discussions on the \$15 living wage. Sounds great, but honestly, there are some jobs that ARE NOT WORTH \$15. There are some people out there with advanced education and are working in skilled industries for \$15. And I'm supposed to pay somebody \$15 for doing simple work like filing charts or shredding files? It's insulting to those who have real skills that somebody selling popsicles can make the same amount of money.</p>	5/20/2018
880	0.2	/small-area-plans/	<p>Your ideas are not very clear and lack real life examples. I do not want you to rezone my single home lot into a lot that will have a 40 unit 3 story apartment next to.</p>	5/20/2018
881	1	/policies/access-to-housing/	<p>I support these action steps. I recently purchased a home in Minneapolis after renting here in the past, and the market for housing has become extremely competitive. I am fortunate to have the resources to secure stable housing, but the housing shortage must be inflicting serious stress on low income people. The six-plex across the street from my house is a great feature of the neighborhood, and I hope to see many more in the city in the future.</p>	5/20/2018

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882	33	/policies/affordable-housing-production/	While these action steps seem vague to me, I strongly support the goal of increasing legally-binding affordable housing. I would be more than happy to pay higher taxes in pursuit of this goal.	5/20/2018
883	9	/policies/open-spaces-in-new-development/	I am concerned that there is much talk of "improvement" and "encouragement of design" all of which implies man-made "nature", hardscapes with nothing close to natural open spaces but instead manipulated, Bachman-ized plantings. Thousands of mature trees all over the city will be/are being taken down with at best, small starter-trees replacing them along with "designed environments." Minneapolis is revered for its natural, open spaces, Minneapolis 2040 seems to be all about removing or manipulating those spaces.	5/21/2018
884	35	/policies/innovative-housing-types/	Great action steps. Co-ops and other innovative housing types are one of several ways that the city should be helping existing Minneapolis communities remain where they have roots, rather than being displaced.	5/21/2018
885	36	/policies/innovative-housing-strategies/	I support these goals, with a qualification. I have seen proposals to build more and denser housing in Minneapolis opposed on the grounds that they somehow conflict with the goal to preserve affordable housing. This argument is backwards. The steps outlined in Policy 1 would directly and indirectly support the preservation and creation of naturally occurring affordable housing in Minneapolis.	5/21/2018
886	37	/policies/mixed-income-housing/	Action step (c) is the best of the lot, in my opinion. Through CPED and the city's interactions with developers, the city has some ability to push for positive models of housing like this.	5/21/2018
887	38	/policies/affordable-housing-near-transit-and-job-	These ideas are so positive and smart as to be obvious. The only thing to add is that the relationship should also work in the reverse: transit should be planned around where dense housing exists. Spending billions of dollars on trains to non-dense suburbs is not a great use of	5/21/2018
888	80	/policies/development-near-metro-stations/	anyone's money. I live a few blocks from the 38th Street Blue Line station, and I strongly support constructing dense commercial and residential development in this area. The industrial-ish uses there are an unfortunate waste of this valuable transit corridor.	5/21/2018
889	43	/policies/housing-displacement/	These are great ideas. In addition, we should be zoning to permit as much construction of new housing as possible, so as to increase supply, raise the vacancy rate, and lessen landlords' power to raise rent.	5/21/2018
890	2	/policies/access-to-employment/	Action step (a) is particularly important. We are running out of undeveloped land downtown, and we should be requiring new development to be significant in scope. Likewise, new development in areas like Lake Street (near where I live) should be dense, with mixed commercial-residential uses.	5/21/2018
891	6	/policies/pedestrian-oriented-building-and-site-de-	Can't support these action steps strongly enough. Lake Street should be one of the city's prime pedestrian destinations; instead, all the drive-throughs and car entrances/exits make walking on it like playing Frogger, with constantly vigilance required. Eliminate parking minimums! Please! Let developers build parking if they deem it necessary. If they don't, don't force it on us! This would be a huge help to keep housing costs affordable. "Require active uses on the ground floor of new buildings, with direct connections to the sidewalk." Yes! I work in the IDS Center, and I can hardly find a place to eat at street level after 6 pm. A healthy city should have plenty of activity after hours.	5/21/2018
892	80	/policies/development-near-metro-stations/	I'm terribly saddened by this plan. The chain of lakes are becoming more and more important to the health of the people of Minneapolis as urban density increases and multifamily housing becomes the standard. The chain of lakes should be preserved as an oasis of calm where people can reconnect with nature -- this is essential to our health and well being. The lakes should not become a high rise haven...this will increase the traffic substantially and also decrease the feeling of calm that people need to counter urban living. Consider how to keep lakes accessible and relaxed. Not Miami.	5/21/2018
893	5	/policies/visual-quality-of-new-development/	These steps are fine, but if the choice is whether to build new housing that doesn't conform to these aesthetic preferences, these suggestions should yield.	5/21/2018
894	10	/policies/street-grid/	"Improve local transportation across freeways, including improving pedestrian, bicycle and transit accommodations across existing bridges and promoting adequate spacing and connectivity of local streets crossing the freeways." To take this a step further, consider exploring plans to terminate freeway entrances into the city. This is a huge and unnecessary disturbance to the street grid and to the functioning of the city for people who live here, full stop.	5/21/2018

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895	11	/policies/skyways/	"Direct newly-established retail uses in buildings connected by skyways to be located primarily on the ground floor with an entrance facing the street." Change this to "exclusively" on the ground floor! Leaving the skyways as is, while moving retail to the ground to facilitate more commercial success and a safer environment is the best solution. "Limit skyway expansion to the downtown core and at other key sites..." Prohibit skyway expansion full stop! The skyways continue to ossify downtown, and we should be done with them.	5/21/2018
896	14	/policies/tree-canopy-and-urban-forest/	This seems like a very cool and good idea.	5/21/2018
897	80	/policies/development-near-metro-stations/	What happened to the Shoreland overlay district building restrictions?? This image shows plenty of buildings in violation of the height restrictions!!	5/21/2018
898	15	/policies/transportation-and-equity/	It is embarrassing to the city that the North Side continues to have no light rail and insufficient aBRT service. I support these equity goals and I believe they should start with a significant investment in transit in North Minneapolis.	5/21/2018
899	16	/policies/environmental-impacts-of-transportation/	Great ideas. I was looking for "eliminate parking minimums" on this list. Like the items listed, that would encourage the adoption of sustainable forms of transit.	5/21/2018
900	17	/policies/complete-streets/	The Complete Streets policy is great. If it is to be taken seriously, the city should plan to vastly improve walkability of sidewalks during the winter. I support exploring whether the city can take responsibility for clearing snow from sidewalks in the winter. I would happily pay more taxes/an assessment for this, and it may be the only way to truly make good on the Complete Streets plan.	5/21/2018
901	18	/policies/walking/	The bumpout that was recently installed on 38th St and 19th Ave S. is fantastic -- I walk across this intersection all the time with my dog and it feels much safer now.	5/21/2018
902	19	/policies/bicycling/	Please continue expanding protected bikeways. I truly appreciate the Greenway and the paths around the lakes, but for biking to work, there's still a paucity of protected avenues for regular commuting. I have talked to friends who are uncomfortable biking regularly without protected lanes -- I believe that more protected lanes would make a huge impact in promoting regular biking in Minneapolis; not just for fun on Saturdays.	5/21/2018
903	20	/policies/transit/	More aBRT! Fund aBRT! It's so cheap compared to light rail, with such good results!	5/21/2018
904	22	/policies/downtown-transportation/	Explore a downtown subway. There will only be more growth and density in the future, and the buses on Nicollet are extremely slow.	5/21/2018
905	26	/policies/vision-zero/	The task force is fine, but this is the key: "Protect pedestrians and bicyclists through speed limits, design decisions, and design speeds that eliminate fatalities and serious injuries." Currently, our speed limits, street widths, and multiple lanes encourage drivers to drive recklessly. The only way to truly address this is by changing the way we design streets.	5/21/2018
906	80	/policies/development-near-metro-stations/	Stop. Listen to your citizens. Not developers. Not city planners who have an agenda. Eventually you will have to listen to the voters.	5/21/2018
907	80	/policies/development-near-metro-stations/	I am afraid that you are wrecking what is good about this city. We don't need a second downtown. Especially not in the middle of the lakes.	5/21/2018
908	80	/policies/development-near-metro-stations/	While presented as a favorable asset to our neighborhoods, this plan would actually do the complete opposite. We are not Chicago, Seattle, New York City etc., not should we be. Don't allow plans that make an already crunched parking area worse, take away tree cover (which is a unique asset that Minneapolis has compared to other similar cities) and destroy the character of the very asset of the lakes that you claim to be utilizing. Plans like this will be devastating to what makes the area great!	5/21/2018
909	1	/policies/access-to-housing/	If your goal is really to remedy problems that originated with discriminatory practices in the past then you should have a policy to increase home ownership in those affected areas. I have lived on the Near northside for more than 40 years and there is a long legacy of housing that is increased in density above the base zoning when it was built and it has a history of being a problem property. You can find this if you look at most buildings with more than 2 units. For one example that has always been a problem despite many attempts to fix with public subsidies look at Plymouth ave townhouse	5/21/2018
910	1	/policies/access-to-housing/	You increase density all along bus routes with out taking in to account that the plan is to convert these to bus rapid transit which will greatly increase the distance between bus stops. If density increases are really needed they should be closely tied to a bus stop and rapidly decrease when you move away from them. You can always expand the area later if increased density is shown to have any value	5/21/2018

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911	1	/policies/access-to-housing/	In action step e you refer to density goal in neighborhoods farthest from downtown as getting increased density with 3 and 4 plexus being allowed. Yet your plan would permit these units in all of the city neighborhoods. At least in Near North MPLS these smaller units are the most likely to turn into problem rental properties. If you have had any discussions with police or inspections you should know that they are the hardest to control	5/21/2018
912	0.1	/topics/land-use-built-form/	NO NO NO....You are crazy! I work outside Mpls but live inside. We don't need to develop all this land in one of the biggest giveaways to developers.	5/21/2018
913	1	/policies/access-to-housing/	<p>Allowing 4-unit housing without off-street parking on any lot in South Minneapolis is not a good idea for many reasons. Here's a couple:</p> <p>1) One 4-unit property on a block may cause eight (8) or more vehicles to be parked on the street. The effect of allowing 4-unit housing without off-street parking on any lot in Linden hills will be the lining of both sides of every street with automobiles, as is currently the case in Uptown, resulting in a decrease in home values and a decline in the use and enjoyment of property by owners.</p> <p>Winter narrowing of streets from plowing will exacerbate the problem and cause additional safety hazards. Guests may not be able to park anywhere near the home of their hosts.</p> <p>Linden Hills residents pay a huge property tax premium to enjoy our neighborhood as it is, how many will choose to pay the premium if the aesthetic is taken away?</p> <p>2) 4-unit housing will likely be owned by non-resident, profit driven investors. Linden Hills will become a neighborhood of renters who are not financially and emotionally invested in the health and vitality of the neighborhood. Yards/gardens and renters generally do not mix well.</p> <p>Popular thinking has it that the personal automobile is on the way out in the near future. Think of how many promises for the future have never come to pass. Where's my flying car?</p> <p>Planning is good. Bad planning isn't.</p>	5/21/2018
914	38	/policies/affordable-housing-near-transit-and-job-	Identify & map "high-frequency transit corridors". Define "larger-scale development" in detail.	5/21/2018
915	80	/policies/development-near-metro-stations/	What in the world are you people thinking about putting so many high rises in and around the lakes? I thought the shoreland ordinance prohibited this? On top of that, you think this will decrease traffic?? Are you kidding me? One can barely navigate around uptown now as it is... If this passes - the view will be gone, who knows what the unintended consequences will be to the lakes, the surrounding area and wildlife. These lakes are some of Minneapolis's precious assets. Enough is enough. Please abide by the shoreland ordinance and kill this development - I'd like my kids to be able to enjoy the beauty that is, not the beauty that won't be.	5/21/2018
916	19	/policies/bicycling/	Allow motorized 2 wheel vehicles on bikeways...max speed 15 mph	5/21/2018

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917	1	/policies/access-to-housing/	<p>Items d & e are so ridiculous that I can't believe that I'm even reading this. This will do nothing to lower cost of housing. It will enrich developers, destroy single family neighborhoods (which is why I chose my area over an area such as uptown to call home) and drive out stakeholders (homeowners)that pay taxes and care more about their community than the majority of renters.</p> <p>I've lived next door to a duplex for 20 years and there have been good and bad tenants. Very few have stayed for over 2 years and this is a decent affordable property. Few of these tenants have shown pride of ownership that stakeholders (homeowners) in the area do. The landlord is licking his chops in anticipation of squeezing in a few more units into that property. If it turns to a 4-plex that will create up to 8 autos that need to find a place to park. 4 more sets of people and their friends that come home after a night out slamming doors and talk loudly at 2am.</p> <p>This so called plan would allow a developers to purchase the small houses on the street, tear them down and build 4-plexes because it would now be profitable for them to do so. so much for affordable home ownership.</p> <p>Density does not bring affordable housing it only brings density and removes the reason why many have chosen their neighborhoods to live.</p> <p>As I just read in the paper today. If density made cities more affordable NYC and Hong Kong would be a homeowners/renters dream with all the inexpensive housing available.</p> <p>If this passes I can guarantee that myself and the majority of my homeowner neighbors will never vote for a council member that doesn't have the guts to put an end to this.</p>	5/21/2018
918	0.1	/topics/land-use-built-form/	<p>I feel that if 4-plex housing is allowed in the innermost part of our precious neighborhoods, it would take away from the character and Family friendly feel. Adding 4-plex buildings to the main transit routes makes sense, building in the heart of our neighborhoods does not. Put condensed housing closer to the city, not neighborhoods like a Kenny and Armatage, to name a few.</p>	5/21/2018
919	0.1	/topics/land-use-built-form/	<p>I love our city. I was born and raised in Camden, went to the University of Minnesota, worked for the County and now live in Page. Except for a year and a half in graduate school, I have never lived nor wanted to live anywhere else. We have the best parks; empowering schools (I am a proud Patriot and my children are amazing Millers); thriving downtown; and a fabulous art scene. My neighborhood is wonderful for various reasons, but the most important reason is being threatened by Proposal 2040. The quiet peace we find in our little 'hood is a respite from the bustle we know and love in the other parts of the city, only a stone's throw away. The streets of our neighborhood have taught my children how to drive and parallel park, something I think would not be nearly as pleasant with increased traffic and street parking. I also love the stability of our neighborhood. We know every single person on our block and almost everyone on the other eight blocks in our little community. I would love to see more affordable housing. I worked hard to support the building of Creekside Commons just a half mile from my home. It would be wonderful to find more fourplexes along bus routes such as Nicollet (just on the other side of the highway from me) or Portland Ave (just across the park from me) but to have them in amongst the quiet of our neighborhood would just all but ruin it for me. Seriously. Please do not allow these fourplexes to be built within peaceful, quiet neighborhoods. Thank you.</p>	5/21/2018
920	0.1	/topics/land-use-built-form/	<p>HELL NO ARE YOU FUCKING CRAZY!!!!!!</p> <p>Portland, Seattle, San Fran, Chicago, Atlanta all protect their single family establish communities. You want an Uptown in your hood fine.....STAY THE FUCK AWAY FROM MINE!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!</p>	5/21/2018

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921	1	/policies/access-to-housing/	<p>As a single-family homeowner in south Minneapolis (Ericsson neighborhood) I am concerned about "allowing small-scale residential structures on traditional size city lots with up to four dwelling units, including single family, duplex, 3-unit, 4-unit, and accessory dwelling unit building types". I'm primarily concerned regarding my investment in my home and how that would be affected (future home value) if a developer buys a house next to mine and puts up a multi-level multi-unit structure. We recently invested in a privacy fence which will be essentially ineffective if the building next door is suddenly 3-4 stories tall. I would like to see strict regulation on the size of these depending on where they are placed in our neighborhoods so a large building can't be built next to my modest 1.5 story house.</p> <p>Will there be a requirement that the owner of the building must live on site? Developers do not invest in neighborhoods and relationships, neighbors do.</p>	5/21/2018
922	36	/policies/innovative-housing-strategies/	<p>I live in the Fulton neighborhood and we worked very hard to get Monster Tear Down houses under control. Now it seems that all of the work is going to be thrown away and allow 4-plexes to be built anywhere. If Monster Homes were found to be incongruous with these established single family neighborhoods, then how do 4-plexes get a pass? Are we going to keep drastically changing the rules every mayoral election?</p> <p>If we wanted to live in Uptown, we would! We want to live in Minneapolis in a Single Family neighborhood! The residential streets in Uptown are a public safety disaster, due to the rampant use of on-street parking. Developers should have been required to pay into a fund for the establishment of off-street parking areas - or heaven forbid, provide it for themselves. Neither of those options have been successfully implemented in Uptown; and so we should expect more of the same - streets that are unpassable to emergency vehicles or the average sedan!!!</p>	5/21/2018
923	0.1	/topics/land-use-built-form/	NO FUCKING WAY!	5/21/2018
924	0.1	/topics/land-use-built-form/	The base parcel maps for Future Land Use and Built Form do not reflect existing conditions in many recently-changed locations, for example Oak/Huron/University, TCF Bank Stadium, US Bank Stadium, etc.	5/21/2018
925	0.1	/topics/land-use-built-form/	<p>I don't Agree with this policy at all. You're turning a single-family home neighborhood into the one that has three and four stories on it where there are none today. It will create congestion disruption decrease the quality of life for the individuals currently living here.</p> <p>Likewise, this policy makes it unaffordable for individuals to purchase property when having to compete with contractors.</p>	5/22/2018
926	1	/policies/access-to-housing/	<p>Allowing 3 and 4 unit housing in current single family home neighborhoods is in conflict with the goal of keeping historic buildings, insuring residents are not financially compromised, reducing traffic, and reducing parking problems. The single family neighborhoods even close to major transportation hubs do not have the parking available for adding multi-family structures. The streets are already getting clogged with increasing traffic. Our culture historically depends on single occupant vehicles and we are not wanting to change. Adding multi-family structures to streets built to serve single family homes will change the historic nature of those neighborhoods. Along with renters who are not invested in these neighborhoods, historical evidence is clear that property values will decline for houses close to the multifamily units causing unintended financial consequences to residents. The reason I purchased the house I did is because it is not in a neighborhood filled with multifamily housing units. Finally this will not add to diversity as families that want to live in a neighborhood will move out of the city or never move in. The recent election showed that those with a pre-ponderance to single family homes often have a different worldview than those who want to live in a neighborhood of apartment buildings. A diverse city will encourage a multitude of worldviews. Increasing multiunit housing structures will discourage single family homeowners and cause a concentration of 3 and 4 unit buildings as single family homeowners move out and sell to developers.</p>	5/22/2018
927	1	/policies/access-to-housing/	I live in the outer city with single family homes and do not want giant four-plexes built next to me. Maybe if you didn't let greedy builders come in and tear down all the affordable single family homes in the city to build mini mansions, there would be more affordable housing.	5/22/2018
928	1	/policies/access-to-housing/	<p>Much of the background here relates to racist policies of the past. These policies ended a few decades ago and the overemphasis of those policies is not helpful. As pointed out, despite the termination of those policies, the racial segregation of neighborhoods is still quite resilient. It would be better to examine why that segregation continues. There may be more innocuous reasons and some that are just personal/cultural preferences. For instance it might be centered around an ethnic church/tabernacle/mosque that keeps some ethnic groups from moving to a different area of the city. The regurgitation of racism at a point begins to sound hollow and even abusive. It is correct to recognize but not to the point of missing other clues.</p>	5/22/2018

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929	34	/policies/affordable-housing-preservation/	Strongly in favor of retaining existing small houses that are more likely to be affordable, even if refurbished, than the mega-mansions (or even fourplexes, or larger) that are or will be replacing them. They supply the starter homes for young people and downsized homes for seniors that want to stay in their neighborhood. Density alone will NOT help with affordability. So much new construction is "LUXURY" - hardly affordable!	5/22/2018
930	5	/policies/visual-quality-of-new-development/	Very important when building in primarily single family house neighborhoods. Visual and actual heights and volumes (footprints) should not overwhelm adjacent SF houses. Front and side setbacks should be similar to adjacent SF houses.	5/22/2018
931	9	/policies/open-spaces-in-new-development/	YES! Trees (that can remain healthy!) and green space very important. Indentations, including courtyards, can break up a boxy building as well as creating open natural spaces. I would suggest a requirement of the builder to include some spaces like these on the lot. Setbacks from the street and heights consistent with neighboring houses or buildings is very important to maintain the character of the neighborhood	5/22/2018
932	14	/policies/tree-canopy-and-urban-forest/	YES! Retain healthy old trees and add new trees in places they can have a chance to remain healthy.	5/22/2018
933	6	/policies/pedestrian-oriented-building-and-site-de	After you eliminate on-street parking, flat parking lots, and drive-throughs, how will someone who relies on a car or truck for transportation patronize businesses in Minneapolis.	5/22/2018
934	68	/policies/energy-efficient-buildings/	Policy #6 (c) and (d) require windows instead of blank walls. Windows reduce the R-value of a building, requiring added levels of heating and cooling.	5/22/2018
935	33	/policies/affordable-housing-production/	I find these policy goal statements larded with tedious "expertise" and "corporate sing-song reportage" language that lack specifics. If I am to understand, as reported in local media, that one goal is to allow the construction of rental 4-plexes sans off-street parking absolutely anywhere within the city's residentially zoned districts, including single family districts, count me among those adamantly opposed. Your earnest equity engineering efforts can be seen as running policy decisions off the rails. If greater population density is the desired end then the means to successfully achieve that must be applied discreetly, like concentrating multifamily units along rapid transit corridors and not sprinkled willy-nilly throughout the city.	5/22/2018
936	35	/policies/innovative-housing-types/	Please consider allowing landlords and investors build ADU's but remove the requirement of living in the ADU or in the property.	5/22/2018
937	6	/policies/pedestrian-oriented-building-and-site-de	(p) and (q), what about repair facilities for the electric and autonomous cars of the future? Will owners have to drive to the suburbs to have these vehicles serviced? The existing facilities may not be able to handle the new technology. Tesla has their own service centers, but would be unable to build in Minneapolis.	5/22/2018
938	18	/policies/walking/	No one has ever been run over by a car - in a skyway.	5/22/2018
939	0.1	/topics/land-use-built-form/	NO....I don't want my house to be rezoned for large scale Apartments. Are you Nuts?	5/22/2018
940	0.1	/topics/land-use-built-form/	Your web site here won't allow comments on particular parcels as it says it does. I DO NOT WANT THIS. Rezoning Huge swaths of single family homes and quiet beautiful streets is ridiculous.	5/22/2018
941	80	/policies/development-near-metro-stations/	Walk-able, bike-friendly neighborhoods connected by transit is exactly the kind of development I would like to see over the next 20 years. I do think that Minneapolis needs continue to work to improve that transit system all across the city to make this kind of development possible in many areas.	5/22/2018
942	1	/policies/access-to-housing/	TOTALLY in support of more density! More people, as long as accompanied by investments in public infrastructure, make cities MORE livable, more interesting, more vital. Apartments are less of an environmental drain than suburban sprawl. And more units, all things being equal, could make the Twin Cities more affordable, particularly if the greater metro area could get on board. My suggestion to make this even more attractive: 1. Permit smaller apartments in units. 2. Provide some level of tax relief for landlords that are willing to rent a % of their units at lower rates lower-income households, thus subsidizing their loss of income.	5/22/2018
943	4	/policies/access-to-commercial-goods-and-service	Excellent ideas. I think that the City should work hard to bring a vibrant retail environment into the downtown core. It lacks it now!	5/22/2018
944	5	/policies/visual-quality-of-new-development/	Not bad, but in addition to these "letter of the law" requirements, I suggest you have a design review committee staffed by planners, artists, and architects. Our external facades are too often mediocre, developers are cheap, the Twin Cities sometimes look as if they have a lock on ugly buildings (alas, some other cities are worse ... Denver!) A lively visual environment is essential, and Minneapolis should actively encourage such. Your above suggestions are a minimum, however, they are a good start.	5/22/2018
945	1	/policies/access-to-housing/	Allowing fourplex construction in neighborhoods currently zoned for single family housing is basically stealing money (property value) from current residents and giving it to developers.	5/22/2018

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946	25	/policies/innovations-in-transportation-and-infras	<p>Innovations in transportation and infrastructure Great strategies! A few additional comments.</p> <ol style="list-style-type: none"> 1. Are you looking at how shared mobility - car to go, nice ride, uber/ lyft, along with bike parking can reduce the number of cars per household as density is being added to neighborhood nodes? 2. Make sure to work with other cities to develop policies for cities to be able to charge autonomous vehcile provider fleets to pay for street up keep. 3. work with other cities to find policies to prevent individual ownership and use of autonomous vehicles, much better to have them in shared fleets to reduce VMT. 4. Are you linking up with the Twin Cities Shared Use mobility Plan. Sean Gosiewski, Executive Director Alliance for Sustainability, 612-250-0389 sean@afors.org www.allianceforsustainability.com/mpls2040comments 	5/22/2018
947	25	/policies/innovations-in-transportation-and-infras	<p>Innovations in transportation and infrastructure Great strategies! A few additional comments.</p> <ol style="list-style-type: none"> 1. Are you looking at how shared mobility - car to go, nice ride, uber/ lyft, along with bike parking can reduce the number of cars per household as density is being added to neighborhood nodes? 2. Make sure to work with other cities to develop policies for cities to be able to charge autonomous vehcile provider fleets to pay for street up keep. 3. work with other cities to find policies to prevent individual ownership and use of autonomous vehicles, much better to have them in shared fleets to reduce VMT. 4. Are you linking up with the Twin Cities Shared Use mobility Plan. Sean Gosiewski, Executive Director Alliance for Sustainability, 612-250-0389 sean@afors.org www.allianceforsustainability.com/mpls2040comments 	5/22/2018
948	30	/policies/arts-and-cultural-assets/	<p>Update the artist designs for Mpls Utility Box Wraps program. Some are not that good.</p> <p>http://www.minneapolismn.gov/www/groups/public/@cped/documents/webcontent/wcms1p-121720.pdf</p>	5/22/2018
949	30	/policies/arts-and-cultural-assets/	<p>Give money to neighborhood groups to do placemaking and public art projects as part of community engagement.</p>	5/22/2018
950	29	/policies/creative-sector-economy/	<p>More money, contracts and money for Pillsbury House, Juxta, etc. to train artists to become part of the creative economy. More maker spaces in south, southeast and north.</p>	5/22/2018
951	31	/policies/creative-workers/	<p>Fund young POC and native artists. Not crusty old hippy white artists past their prime.</p>	5/22/2018
952	53	/policies/quality-of-life/	<p>More funding and support for smaller arts orgs and those led by POC and indigenous leaders. Less support, bc it is not needed, for the Gutheries and Walkers of the city.</p>	5/22/2018
953	58	/policies/business-districts-and-corridors/	<p>I do not think Latino and Somali business fronts are ugly or need to be improved by gentrifying white-led facaded businesses. Keep Lake Street vibrant and colorful. That is "midtown," - too late for the other side of 35 and "downtown Longfellow."</p>	5/22/2018
954	78	/policies/park-design-and-programming/	<p>The MPRB has used so many resources and time on their master planning processes. The city should use it for better or worse.</p>	5/22/2018

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955	24	/policies/shared-mobility/	<p>Comments on 24 “ Shared mobility and 25 - Innovations in transportation and infrastructure Great strategies! A few additional comments.</p> <ol style="list-style-type: none"> 1.Thanks for working for accelerate equitable, city wide access for Shared mobility, innovations in transportation and adoption of electric vehicles 2.Importantly for Minneapolis collaborate with other metro cities when developing ways to proactively regulate automated vehicles in Minneapolis while ensuring equitable access. Including developing policies <ul style="list-style-type: none"> - for cities to charge autonomous vehicle provider fleets to pay for street up keep. Ensure access for people with disabilities and seniors Discourage individual ownership and use of autonomous vehicles, much better to have them in shared fleets to reduce VMT. 3.Look for synergies when adding density in neighborhoods to reduce the average numbers of cars per household (TOD, car to go, nice ride, uber/ lyft, bike parking, walkable sidewalks and crossings) 4.Work for county and state investment in transit infrastructure, bus, LRT, BRT, with shared mobility and FAVES helping with the last ¼ mile 5.Participate with other cities in implementing and continuing to strengthen the Twin Cities Shared Use mobility Plan <p>Sean Gosiewski, Executive Director Alliance for Sustainability, 612-250-0389 sean@afors.org Mpls 2040 Comments www.allianceforsustainability.com/mpls2040comments Resilient Cities Coalition (starting summer 2018) www.allianceforsustainability.com/resilientcities</p>	5/22/2018
956	89	/policies/technology-in-the-city-enterprise/	<p>Comments on #89 Technology in the City Enterprise: Initiate a shared volunteer sign up portal for the city of Mpls (hopefully synched up with the Park Board, School Board and Libraries, etc.) in partnership with neighborhoods and block clubs</p> <ul style="list-style-type: none"> -Use a system like the govdelivery “ for signing up for the different Minneapolis email newsletters -One place to sign up for “ block club, NNO, adopt a drain, school tutoring, walk/ bike to school mentor, etc. -Check box to share name with neighborhood association and block club <p>Re-frame block clubs and block captain lists to be “eco-owned” with neighborhood associations along with the Police Department, CCP safe and other interested departments i.e., Forestry (adopt a tree) Public Works (adopt a drain) Solid Waste (adopt a block, organics recycling, Fire Dept, Emergency Preparedness</p> <p>Enable Each community/neighborhood to have their own neighborhood dash board to track their neighborhoods progress on helping to meet city wide goals with neighborhoods and block clubs, i.e.</p> <ul style="list-style-type: none"> -Climate goals “ total number of homes/ apartments, and number that are weatherized -Households signing up for renewable power -High school graduation rates -Neighbors with chronic disease participating in support groups -Blocks with block clubs, national night out parties, reduction of crime -Storm drains adopted “ adopt a drain -Forestry “ adopt a tree -Clean City “ litter be gone <p>Sean Gosiewski, Executive Director Alliance for Sustainability, 612-250-0389 sean@afors.org Mpls 2040 Comments www.allianceforsustainability.com/mpls2040comments Resilient Cities Coalition (starting summer 2018) www.allianceforsustainability.com/resilientcities</p>	5/22/2018

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957	81	/policies/social-connectedness/	Great strategy. Also strengthen ways to build neighbor to neighbor connections, with farmers markets, community building spaces in multi family buildings and block clubs strengthened by neighborhood associations and many departments. Thanks Sean gosiewski 612-250-0389 Sean@afors.org	5/23/2018
958	34	/policies/affordable-housing-preservation/	Great! Each Minneapolis neighborhood has its own vibe and character. In 1993, my husband and I were looking at both Minneapolis and St. Paul to call our home. The suburbs were not appealing. We loved the character and thoughtful planning and preservation St. Paul has. Ultimately, Minneapolis made more sense for work and parks. We visited many different neighborhoods and settled on Fulton for its small town feel, small homes and yards, parking and garages. Each neighborhood seems to meet special needs of a growing city. Perhaps this explains why people are coming back to the city. If all the neighborhoods start to feel the same, I think Minneapolis will lose its soul in a way. Prince did not make a song about Fulton, but he made one about Uptown. Please do not change our uniquely designed neighborhoods	5/23/2018
959	79	/policies/healthy-youth-development/	Sexually transmitted infections and unintended pregnancy are listed as negative outcomes in the topic area of healthy youth development, but there isn't an action step listed here. I feel that there should be one, especially related to STI/HIV prevention/reduction as this is an issue faced by many youth in our City, and especially disproportionately by youth of color.	5/23/2018
960	1	/policies/access-to-housing/	Interesting, how what Fulton is today has been viewed in a racial, segregation and anti-climate change. I am very sad and insulted. I think the powers that be really do not understand who lives in Fulton. Shocking.	5/23/2018
961	84	/policies/public-safety/	Does "first responders" include police? It may be helpful to write out police here especially for letter "c" to say something about improving police and community relations. I'm not sure if "f" fits here???	5/23/2018
962	66	/policies/air-quality/	Amazing. No mention of airport noise and fumes with FAA having the ability to completely change the southern neighbors with RNAV.	5/23/2018
963	80	/policies/development-near-metro-stations/	Again, Fulton is amazing we are absorbing so much that the city needs and Minneapolis really does not understand Fulton. Are you kidding..how outrageous to build all this. Cement city..shit..ill be at meeting to oppose this crazy plan 2040	5/23/2018
964	0.2	/small-area-plans/	You should have a tool where someone can put their address in, and a map would show of their area. I have found it hard to find my neighborhood map.	5/23/2018
965	1	/policies/access-to-housing/	I'm not in favor of adding higher density housing to my neighborhood (Armatage.) I'm in favor of adding more high density housing closer to downtown or along critical transit lines where high density housing currently exists. I moved to my Armatage neighborhood because I wanted to live in an area with nicer housing where individuals cared more about their neighborhood and houses (this is one of the few reasons I'm ok with the high property taxes assessed in my area which are significantly higher than my friends in Edina.) If higher density housing is added to my neighborhood, I will likely start looking to the suburbs where I can get more house for the same money and maintain the upscale neighborhood I desire.	5/23/2018
966	41	/policies/tenant-protections/	Collaboration with Hennepin County is KEY. The City of Minneapolis must bring Hennepin County to the table especially Emergency Assistance which is denying close to 2/3 of its applicants a majority of whom are renters seeking rental relief and assistance with damage deposits. In our research we found that very few have anything positive to say about their experiences seeking emergency assistance to the contrary many feel less than human in the process. When most other resources require a denial letter from Hennepin County to receive their services which often takes 30 days or more to receive you have hundreds of disgruntled renters and families in crisis looking for support where none exist.	5/23/2018
967	0.1	/topics/land-use-built-form/	Would like to see the ADU ordinance changed to include owner/landlords in adding ADU's as part of the comprehensive plan	5/23/2018
968	15	/policies/transportation-and-equity/	I assume you are including the needs to people with disabilities as part of your criteria for what is "equitable." I think snow and ice removal from city sidewalks is remarkably inconsistent when put in the hands of citizens and property owners. It seems to me that one way to ensure people using devices to aid mobility are able to get around during snowy/icy months would be to have the city take responsibility for clearing all sidewalks, with particular emphasis on sidewalks that connect major public transportation routes (Chicago Ave sidewalks that would help folks who ride the 5 bus line, for example).	5/23/2018

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969	0.1	/topics/land-use-built-form/	<p>The small area plans created by citizens/resident input are not adequately reflected in the proposed Built Form Districts. To override the small area plans is to ignore a broad swath of constituency.</p> <p>Reviewing Tweeter history, it seems that many of the proposed land use ideas have come from progressive tweeter users. That is one valid source of input but is incomplete.</p> <p>The garnering of input from Open Street Festivals is novel, but does not an adequate cross section of priorities and concerns.</p>	5/23/2018
970	36	/policies/innovative-housing-strategies/	<p>Create a STRONG action plan to stop the tear-downs of small more affordable homes so that enormous single family homes (many poorly built boxes) can be built in their place! These smaller homes can be good starter homes for young people who may also be interested in refurbishing them. Also, they provide homes for seniors who are downsizing and would like to stay in their neighborhood.</p>	5/23/2018
971	39	/policies/fair-housing/	<p>I would love to see more diversity in my neighborhood but not at the expense of encouraging cheap multi-unit buildings that destroy the character of the neighborhood. I have observed the older neighborhoods, such as Kingfield, which has a lot of mixture of housing types, and, at least to me, it still has the character of neighborhoods that have all single family homes. If done carefully, this diversity of peoples and housing types can make a more creative community, such as Kingfield. They recently created "Porchfest" where on one spring/summer evening musicians organize to play on their front porches as neighbors come by to listen and visit!</p>	5/23/2018
972	10	/policies/street-grid/	<p>I hope this means that the KMart lot on Nicollet and Lake will be adjusted!</p>	5/23/2018
973	0.1	/topics/land-use-built-form/	<p>I'm concerned that the way feedback works, city staff is going to disproportionately hear complaints and not support, so I wanted to write in support generally.</p> <p>In particular, I'd like to applaud any attempts to leaving how much parking is needed up to the market in most/all of the city. The basic truth is that parking is plentiful across the vast majority of the city, and will be even if we add a few more residents. Off-street parking will still get built, because property owners will want to offer that amenity, and should parking get tight in some neighborhoods, those incentives will just be strengthened. The only thing that parking minimums can do is require more parking be built than the market demands.</p> <p>Next, I'd like to applaud the thoughtful balance that went into how, where and how much density we're going to allow across the city. Small multi-unit buildings in neighborhood interiors in buildings that mimic the existing built form is a great way to gently add density and enhance access to amenity-rich neighborhoods. The concept is the right approach.</p> <p>That said, I'm concerned that we aren't apply the concept correctly on the west side of Hennepin, where we're allowing less density than just on the other side of the street. These high land value neighborhoods are exactly where more units can increase access for people who have traditionally been excluded from them. In particular, I'd like to see corridor treatment along the route of the 25 bus and greater density around the planned 21st stop on the SWLRT. For the latter, it's especially important to leverage the costly investment we're making in high quality and high frequency transit.</p> <p>One of the primary positives I see in the overall plan is that it allows each neighborhood to take the next step up in density and therefore hopefully add more neighbors to support local businesses and retail and allow more people to be able to meet their needs in their neighborhood, perhaps without driving. It makes for more appealing neighborhoods, reduces congestion and, most importantly, makes it easier for those who face challenges that prevent them from driving. In that regard, I'd like to the more commercial land use allowed along 38th Street east of Minnehaha.</p> <p>Overall, I'm very happy with the plan and think it's a step in the right direction toward a city that my 17 month old daughter will be able to afford when she's ready to move out on her own.</p>	5/23/2018

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974	38	/policies/affordable-housing-near-transit-and-job-	<p>My concern is the statement that the city will, "Identify and pursue opportunities to acquire and assemble property for larger-scale development near transit stations and along transit corridors."</p> <p>I live in a single family home on Lyndale (surrounded two blocks in every direction by exclusively other single family homes and duplexes). Living on a busy street is the only way I'm able to afford a home in Tangletown. Should the city elect to "acquire" my house through eminent domain or highest and best use taxation, they would force me out of my neighborhood. The city needs to provide definitions and restrictions to the "acquire and assemble" statement. I don't mind having the option to sell my property to a developer, but the thought of being forced into it by the city is heartbreaking.</p>	5/23/2018
975	80	/policies/development-near-metro-stations/	<p>Traffic is horrible without all these additional buildings. The chain of lakes is popular because it is the way it is. Why ruin an asset for all of us. This isn't Lake Michigan! The only people that profit are the developers and the people in their pocket. SWLR route is a bad and expensive money pit.</p>	5/23/2018
976	16	/policies/environmental-impacts-of-transportation	<p>Carbon emissions reductions is a critical goal, but you have completely missed a major local impact of transportation -- airport noise. This affects tens of thousands of Minneapolis residents at levels considered by most of the rest of the world as having a significant impact. Multiple studies show that airport noise can have serious effects on human health and the ability of children to learn. Minneapolis should be taking a strong stand on this and defending its citizens from these health risks, exactly as you do with regulations on chemical air pollution, contaminated water and lead paint. Elsewhere you tout the benefit of having a nearby major airport, but totally ignore the cost for that paid by all the residents who get to hear the commercial jets every day. And your push to increase population density in the city neighborhoods under the flight paths is going to increase the number of people afflicted by this noise pollution.</p> <p>You should have some concrete goals for airplane noise in this vision for Minneapolis in 2040:</p> <ol style="list-style-type: none"> 1 Publish the data showing the 55dB DNL contours and the number of Minneapolis residents subject to it. (MAC collects this data but refuses to publish it.) 2 Reduce MSP airplane noise by 50% by 2025 -- make the Noise Oversight Committee a Noise Reduction Committee 3 Get more Minneapolis citizen representation on the Noise Oversight Committee, which is currently dominated by industry, MAC, FAA and suburban representatives. 	5/23/2018
977	28	/policies/msp-airport/	<p>It's important to make MSP green, but it's also important to make MSP quiet. Tens of thousands of Minneapolis residents are afflicted by excessive noise from MSP operations, which is a health risk and a general quality of life problem. MSP operations are not just an economic issue, and it's insulting to people in the neighborhoods dealing with MSP noise that the only mention of this noise is the rather weak action step in this section (f) and there is no strong set of action steps in Environmental Impacts of Transportation (see comments under that section on this topic) Also please realize that noise mitigation in homes, enabling people who wish to stay inside during the nice weather months as well as the cold months to do so, is a Band Aid program, not a solution at the source of the problem. People affected with MSP airport noise want their backyards, playgrounds, parks and other outdoor amenities to be the pleasant, unpolluted experiences others enjoy. Sound mitigation for homes is equivalent to offering people with polluted water systems a supply of bottled water, or those with severe air pollution some face mask filters.</p>	5/23/2018
978	0.1	/topics/land-use-built-form/	<p>I am appalled by the proposal to decimate the livability and use of the West Lake-Excelsior area by turning it into a highly dense concrete jungle filled with outrageously tall highrises that are totally out of scale with the area, will greatly undermine all Minneapolis residents well-being and enjoyment of the lakes and leisure activities that currently make the area not only beautiful but a highly desirable area to live/visit/work, and that will turn traffic in the area into a constant congested nightmare that will deter people from wanting to live in, make recreational/leisure use of the lakes, and patronize businesses/restaurants in that and the surrounding area. What is proposed is truly an abomination that defeats not only the proposal's professed objectives but shows outright disrespect for those who live in Minneapolis and may otherwise want to bring new business to the Twin Cities. I am outraged and fearful. It certainly seems that the plan is all about greed for money and pandering to big business, and forcing your plans through regardless of how residents feel and their extremely valid objections. I currently live in the area in question though I may flee Minneapolis if this is what the city becomes. Shame on you!</p>	5/23/2018

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979	1	/policies/access-to-housing/	<p>I am concerned that if we have 4-plexes popping up on vacant properties, 3 story buildings on the quiet streets like Dupont, and 6 story building on Emerson and Fremont, the character of our neighborhood will change drastically.</p> <p>Our neighborhood is already very "dense" and the reason we purchased our home in North Minneapolis was because it was not a dense neighborhood, not lacking in parking, had homeowners invested in the community and had beautiful character homes. My block alone already has 5 houses that are rental units (and three of them are duplexes). You are crazy to think that dropping more rentals on my block is a good and 'fair' solution to housing needs in the city where I've infested in.</p> <p>1619 Emerson Ave North</p>	5/23/2018
980	56	/policies/supporting-small-businesses/	<p>The city has so far to go to just get out of the way of business owners. You have added navigators to help the people find their way through the systems the city has made so complicated.</p>	5/23/2018
981	52	/policies/human-capital-and-a-trained-workforce/	<p>What does healthy safe and equitable workplaces mean? Is this a way to shoehorn the working families agenda back onto the table where the city tries to take over the operations of businesses within it's limit? Scheduling hiring and the like? Tread carefully here that topic the last time almost accelerated the exodus from Mpls.</p>	5/23/2018
982	76	/policies/new-parks/	<p>Would the city take out badly needed housing stock to achieve this last 3% of the population reaching a park in 10 minutes? This seems like an out of order priority.</p>	5/23/2018
983	73	/policies/stormwater-management/	<p>The goal of reducing impervious surfaces is directly in conflict with the massive density increases proposed for many neighborhoods including those close to the lakes and rivers creeks and streams. If your goal is to remove single family homes, with families in them, and replace them with lot line-to-lot-line high rises you will have less green space and more runoff issues. Couple that with all the cars in the street since no parking is preferred, and now you have the automotive contaminants running into the storm sewers much more than if they were parked in a garage.</p>	5/23/2018
984	78	/policies/park-design-and-programming/	<p>doe the overweight focus on equity outcomes mean that if I live in an area with predominantly white residents, I deserve less programming at my local park? do my kids get less opportunities than a distressed neighborhood would? And isn't it true that the majority of tax revenue come from these boring, predominatly white SF home neighborhoods you are hoping to scale back investment in in the name of equity?</p>	5/23/2018
985	0.1	/topics/land-use-built-form/	<p>Attended the LCC Open House. Heather did an excellent job presenting, explaining and keep the crowd calm.</p> <p>My take away - there is a push by the city to maintain or increase industrial base to create higher paying jobs. Good!</p> <p>But there will be leakage if there are new developers snatching up small properties in the interior of of neighborhoods, building multi-unit buildings and using management companies. Will this income stay in the city?</p> <p>I think companies like CityLine Homes will move into this market, like they have moved into the market of knocking down homes and building much larger single family homes in Longfellow, Standish-Ericsson and Nokomis East. This company, like many other developers in this niche, are not headquartered in Minneapolis.</p> <p>I think multi-unit buildings in the interior of neighborhoods should have an owner occupied condition. Then the rent from the additional units will stay in the city.</p>	5/23/2018

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986	0.1	/topics/land-use-built-form/	<p>Attended the LCC Open House. Heather did an excellent job presenting, explaining and keep the crowd calm.</p> <p>My take away - there is a push by the city to maintain or increase industrial base to create higher paying jobs. Good!</p> <p>But there will be leakage if there are new developers snatching up small properties in the interior of neighborhoods, building multi-unit buildings and using management companies. Will this income stay in the city?</p> <p>I think companies like CityLine Homes will move into this market, like they have moved into the market of knocking down homes and building much larger single family homes in Longfellow, Standish-Ericsson and Nokomis East. This company, like many other developers in this niche, are not headquartered in Minneapolis.</p> <p>I think multi-unit buildings in the interior of neighborhoods should have an owner occupied condition. Then the rent from the additional units will stay in the city.</p>	5/23/2018
987	7	/policies/public-realm/	<p>I'm glad placemaking is a part of this goal and I want to amplify its importance. The nodes of Minneapolis that are emerging are WONDERFUL. Minnehaha Ave being a shopping/antiquing area, Northeast being known for art and breweries, Eat Street, etc. I would love to see efforts to define and enhance neighborhood identities continue. I'd love to see fewer chains and more local businesses filling market needs. I think this is good for local neighbors as well as visitors (including commuters from suburbs, outstate and elsewhere).</p>	5/23/2018
988	51	/policies/healthy-pre-k-development/	<p>This is an excellent priority and should be bundled with a commitment to free birth control for all city residents and a commitment to supporting babies from cradle to grade, and then from grade to graduation through an excellent public education system. There isn't enough focus on putting money into excellence. Less talk about equity and more about excellence across the city. Thank you.</p>	5/23/2018
989	43	/policies/housing-displacement/	<p>I am TOTALLY in favor of this policy. But there needs to be a strong plan of action now, the sooner the better, because the affordable units are going away fast (and not just in "low-income" neighborhoods). Even in my SW neighborhood, there is a form of "gentrification" occurring (that I never new existed!) where seemingly adequate but possibly needing refurbishing small houses, are snarfed up before you know it, torn down, and replaced with a \$ million + poorly built home! Frankly, I've been traumatized by this in the last few years! So while the price is going way up, the quality is going down. I was talking to a neighbor the other day who happens to do tile work, and he said he is replacing a lot of the tile work that was not done correctly in these new poorly built houses! IMO, this needs to stop, and fast!</p> <p>I've also been shocked recently when an investor (often out-of-state) swoops in and buys an apartment complex full of low income renters, often for many years, and including lots of children in schools. Then the occupants get kicked out, the apartments get "re-habed" and the rent gets raised (2 recent examples in Richfield, one successful, one not - which was saved for the current renters).</p>	5/23/2018
990	1	/policies/access-to-housing/	<p>Four unit small-scale housing is a formula for slums. The reason duplexes seem to work is that they are often owned by the resident of one of the two units and that resident is likely to be intimately aware of the condition of the units, heating and maintenance issues generally and the conduct of his or her tenant. A 4-plex is a substantial investment, and less likely to be owned by one of the residents. An absent landlord is more likely to be out of touch and to cut corners.</p>	5/23/2018
991	0.1	/topics/land-use-built-form/	<p>Historic zoning rules post World War II that limit development to single family homes are what have led to the current housing shortage and insanely low vacancy rates. We need to allow for more building, more density, and more people. We live in a city, and this is what we should be focused on. Let the suburbs focus on easy, free, and ample parking.</p>	5/23/2018
992	0.1	/topics/land-use-built-form/	<p>The idea of turning side streets like Aldrich And Colfax into streets with multi-lot, multi-story apartment buildings 40 blocks from downtown is terrible. We moved to a quiet street from Uptown to escape the crush of apartments and invested heavily in our home, which is now jeopardized by this short-sighted idea.</p>	5/23/2018
993	79	/policies/healthy-youth-development/	<p>from Paul Pentel MD, Ward 7 representative to Public Health Advisory Committee. I find no specific mention of family planning or goals related to that. This is a critical factor in the health of youth, with impacts in many other areas singled out in this Plan such as economic development. I do appreciate that this is a controversial topic but so are many others mentioned in this Plan. I think it would be unwise to keep this issue under the radar. That strategy has not protected aggressive challenges to effective public health approaches to family planning at the national or state levels. It is better to take this on and be proactive.</p>	5/23/2018

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994	1	/policies/access-to-housing/	<p>I live in Near North. There is already a lot of affordable housing here both owner occupied and rental. The newspaper today just had an article about the shortage of for sale house in the starter home category. Most of what is available in this category is in North Minneapolis. If you permit higher density buildings and developers start buying up the cheaper land in Near North, the opportunities for ownership will be lost and the rental housing that replaces it will be more expensive than current rental here.</p> <p>This is not like the areas in South Minneapolis where the Mayor justifies building fourplexes by saying that people are tearing down starter home to build huge houses so why not allow competitive use of the land to create more rental. I think this logic is faulty because there is no shortage of large expensive homes in the for sale market and they are still doing teardowns so any building of fourplexes will likely result in the loss of more starter homes.</p> <p>Near North is never going to change into what neighborhoods are like in SW and around the lakes. Houses here (if not replaced by rental) will for a long time be the most affordable for starting home ownership.</p> <p>For diversity Near North is very diverse now if you replace the housing here with the large rental buildings now being built on all the available sites in North loop you will end up with less diversity.</p> <p>The shortage of affordable for sale housing has increased home ownership in Near North, driven problem properties to be fixed up, and significantly lowered the crime rate.</p> <p>BOTTOM LINE: THE CHANGES WE HAVE SEEN FROM MORE HOME OWNERSHIP SHOULD BE NURTURED, NOT REPLACED BY HIGHER DENSITY HOUSING.</p>	5/23/2018
995	33	/policies/affordable-housing-production/	<p>I live in Near North. We already have a great deal of low-income housing. We don't need more low-income housing; we need low-income house equitably distributed throughout the city, NOT concentrated in poverty pockets!</p>	5/23/2018
996	33	/policies/affordable-housing-production/	<p>I can't find it here, but have read in the paper about changing zoning to allow small apt. Bldings in all mpls neighborhoods. This is a terrible idea and will ruin some of the most lovely neighborhoods in the city. Do not let developers run amok with this silly idea. I live in a very dense neighborhood with many apts and condos so this doesn't personally effect me, but I moved from a pretty area with single family homes all built in the same era. These older neighborhoods pull people to the city with their beauty and architectural continuity. Loosening zoning in these areas will be a disaster and destroy the allure of these neighborhoods. Please extend the study and feedback period for Minneapolis' 2040 plan. I think this requires a lot more listening, research and wise planning. Do not quickly enact something that will result in actions you can never undo.</p>	5/23/2018
997	17	/policies/complete-streets/	<p>A thousand times yes.</p>	5/23/2018
998	17	/policies/complete-streets/	<p>Please more clearly explain what this means: "Develop strong curbside management policies to take full advantage of a dynamic urban environment." Sounds like an internal memo explaining Applebee's To Go parking.</p>	5/23/2018
999	64	/policies/food-businesses/	<p>Let's explore additional food hubs, food processing and freezing capacity (metro wide) for small growers can supply for institutions? Build upon past food hub studies and the Good Acre. Thanks Sean gosiewski 612-250-0389 Sean@afors.org</p>	5/24/2018
1000	0.1	/topics/land-use-built-form/	<p>I believe Corridor 4 should be completely eliminated and Corridor 6 be the primary "By-Right" for any parcel in this proximity to local bus transit. This is a matter of Allowing development vs Restricting development city-wide, and eliminating the historic redlining that was rampant throughout Minneapolis.</p>	5/24/2018
1001	0.2	/small-area-plans/	<p>Small area plans don't seem to be effective tools for a number of reasons: the plans are formed without some of the expertise of city staff, they are not updated as frequently as the comp plan, and are not created based on the shared goals of this comp plan. While I believe visions for neighborhoods and small areas are important, they need to be revisited just as often as the comp plan and perhaps in conjunction with or after the city wide plan is adopted in order to work within the framework of the city plan to develop the neighborhood vision for the next decade. Small area plans should have an expiration date, requiring regular updates to adapt to changing city policies and demographics,</p>	5/24/2018
1002	16	/policies/environmental-impacts-of-transportation/	<p>All of this! Along with these steps there needs to be more education and outreach about the city's adopted climate change goals and why these steps are needed to meet the goals. I think more people will agree with these changes when they understand WHY the changes are needed.</p>	5/24/2018

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1003	38	/policies/affordable-housing-near-transit-and-job-	As a homeowner, I am absolutely thrilled about this policy. It's high time the city put a history of housing discrimination behind it. As a young professional, I decided to move here because it was so easy to bike! My affordable apartment was next to major bus routes, the light rail, single family homes, other apartment buildings, shops, grocery stores, everything I needed within easy walking and biking distance. If the city wants to retain a vibrant workforce, we need to take action to make the city more livable. Creating a denser, friendlier space with easy access to biking and transit is best way to secure a solid future for a growing population. We can't keep assuming that every individual needs to drive everywhere. Honestly, I wish my current neighborhood had more walkable and bikeable development. I chose to buy a house close to the lightrail, so that I can bike and ride the train to work each day. However, there simply isn't enough housing near transit lines for everyone to have the same option. If the city is going to grow and retain a young, talented workforce, we have to embrace a dynamic city and not rely on stereotypes about life from 50 years ago - car traffic destroys roads & the environment, widens waistlines and decreases our sense of community. Housing prices are out of control, and seriously limiting people's access to transit - people I know can't afford to live near transit, or even in the city. It only makes sense to encourage transit use, walking and biking for a safer and healthier city!	5/24/2018
1004	17	/policies/complete-streets/	Complete Streets is a great policy! Keep working to build streets that prioritize people over cars.	5/24/2018
1005	18	/policies/walking/	As part of Complete Streets, the city needs to look at clearing sidewalks in winter or enforcing existing ordinances more aggressively. It's an able bodied person and just one home or business that hasn't adequately (or even attempted) to remove snow makes for a dangerous situation. I can't imagine that elderly persons, people with strollers, or people who have more limited mobility or use a device to assist their mobility would be inclined to use sidewalks in winter without more consistent clearing, especially in the winter months.	5/24/2018
1006	19	/policies/bicycling/	Protected bikeways are key. Either concrete barriers to separate cars from bicycles or elevating the bike lanes to the same level as the pedestrian paths are good options. Barriers between cars and bikes can provide opportunities for adding greenery to the street scapes as well.	5/24/2018
1007	19	/policies/bicycling/	Bike lanes make the city more accessible and friendlier. I decided to move here for work after visiting and seeing just how easy it was to commute by bike. Great work, keep it up and keep expanding and adding more bikeways!	5/24/2018
1008	10	/policies/street-grid/	Yes - the grid provides predictability for all modes of transportation. I like the idea of when restoring portions of the grid only allowing access by walking, biking or transit.	5/24/2018
1009	11	/policies/skyways/	I understand why we have skyways, but the impact on the street level is unfortunate. More access points to the skyways from the street are a good start, and ensuring that skyways connect to open spaces that encourage transitions from skyway to street level and vice versa	5/24/2018
1010	20	/policies/transit/	More dedicated bus lanes please!	5/24/2018
1011	1	/policies/access-to-housing/	Do not like	5/24/2018
1012	76	/policies/new-parks/	Unstructured , chaotic wild spaces are more important to me than groomed parks. Mowed grass and manicured fields cannot fulfill the human need to be part of nature on a regular basis. Structured playgrounds, and organized activities simply bring inside outside, they do not provide the freedom to experience and discover nature. Please leave some spaces alone and unplanned.	5/24/2018
1013	1	/policies/access-to-housing/	It seems like developers have the upper hand and will push the middle class and low income out completely. Also don't understand how tearing down housing left and right, where those materials will forever sit in a landfill is environmentally friendly in MPLS's eyes.....but driving cars is not?	5/24/2018
1014	0.1	/topics/land-use-built-form/	The color coded legend is difficult to track on the maps as some of the shades are very close to each other (i.e., Interior 1 and Interior 2 look very similar on the maps; Transit 10 and Transit 5 are also similar colors) which obfuscates the future use intended.	5/24/2018
1015	76	/policies/new-parks/	Stop mowing significant portions of Minneapolis public spaces and use planned burns to control boundaries. For example, Bancroft Meadows, not currently controlled by the Park Board, should be. And half should be allowed to go wild. Connect to Sibley and Powderhorn by strategically acquiring current vacant and underutilized lots. Allow wild public spaces to connect neighborhoods using bridges and underpasses.	5/24/2018
1016	0.1	/topics/land-use-built-form/	I know you will get a lot of comments about how density will ruin neighborhood character. I disagree but I am sympathetic to a concern that the massing of new multi family buildings might not "blend in" with surrounding houses in the interior 1-3 forms. But, I think the descriptions of the built forms is the right guidance to address that issue. New multi-family buildings in these areas need to have reasonable lot size restrictions so we don't end up with bulky, wall-like buildings. I encourage the City to set reasonable lot size restrictions for these built forms.	5/24/2018

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1017	0.1	/topics/land-use-built-form/	<p>The 4500 and 4600 South blocks of Aldrich need to be designated Interior 1. These are NOT commercial streets. The currently are made up of entirely single-family homes with 1-2 duplex buildings. The rendering for Interior 3 imagines a street that bares no resemblance to the one we all chose to purchase and build lives on.</p> <p>Thanks, Clark Starr 4628 Aldrich Ave. S. Minneapolis MN</p>	5/24/2018
1018	0.1	/topics/land-use-built-form/	<p>The Corridor 6 designation for S Lyndale Ave. from south of Minnehaha Creek to MN62 does not appear to meet the intent of a Corridor 6 designation i.e. "applied along high frequency transit routes as well as in areas near METRO stations." Due to its proximity to the Crosstown, the area does see traffic but no more so than the areas north of Minnehaha Creek on Lyndale where R1 designation shows until Lyndale/50th crossing. Bus routes (currently) are limited in this area. The resulting Corridor 6 "œcul-de-sac" on S. Lyndale in both Kenny and Windom neighborhoods with the impinging Interior 3 designation on Aldrich and Garfield Avenues are not consistent with neighborhood character/historical use, traffic patterns/flow. The Lyndale Ave Corridor 6 designation in neighborhoods not dissimilar to those along Penn, Xerxes or France Avenues appears tone-deaf to the extant predominantly historical R1 nature of the neighborhoods. "œUpsizing" of S. Lyndale to Corridor 6 from its current zoning (which has resulted in no development south of 56th Street) would appear to be an effort to make the area more commercially enticing at the expense of the character of the neighborhoods involved. However, until the Lyndale/121/Lyndale Connector mess of oddly shaped lots abutting a freeway/highway access with no access is resolved, any commercial development will likely occur north of 56th St., which, if done to the full extent allowed by a Corridor 6 designation, would result in an odd "œurban island" in a sea of R1.</p> <p>Recommend changing the Corridor 6 designation for S Lyndale Ave. from south of Minnehaha Creek to MN62 and the impinging Interior 3 designation on Aldrich and Garfield Avenues to Interior 3 and Interior 2 respectively (consistent with those designations on those along Penn, Xerxes or France Avenues south of Minnehaha Creek.</p>	5/24/2018
1019	0.1	/topics/land-use-built-form/	<p>We need to add housing in the neighborhoods west of Hennepin and in southwest in general to take displacement pressure off neighborhoods further east.</p>	5/24/2018
1020	1	/policies/access-to-housing/	<p>Density on transit corridors makes a great deal of sense. Adding 3-unit, 4-unit, and accessory dwelling unit building types in the neighborhoods farthest from downtown will not alleviate the problem of access to affordable housing. In many of these neighborhoods like Fulton where I live, the cost of homes plus land exceeds \$350,000. That cost plus the cost of demolition and construction will make any necessary rent above anything that would be considered affordable. Moreover, adding density to these neighborhoods will impact the desirability of the neighborhood. If a 4-plex was approved and built on the lot next to mine, we would move out of the City.</p>	5/24/2018
1021	80	/policies/development-near-metro-stations/	<p>It seems there should be an action step about public safety/social wellbeing since these areas will have increased activity, population, etc.</p>	5/24/2018
1022	0.1	/topics/land-use-built-form/	<p>I don't disagree with the corridor linear concept, but would also consider "hot spot" or more circular concepts to compliment the corridors. Specifically in the neighborhoods further away from downtown.</p>	5/24/2018
1023	15	/policies/transportation-and-equity/	<p>These "Action Steps" are too vague. What specifically will you do to make transportation more equitable? I think a solid first step would be funding the proposed streetcar or BRT servicing North Minneapolis and Downtown.</p>	5/24/2018
1024	1	/policies/access-to-housing/	<p>While I'm sure the Council feels that they have adequate public notice, I do not believe this is the case based on discussions w/ neighbors. This is too complex an issue, with too many significant policy changes, to limit discussion - we need more time. I can hardly find the information I need on this website and it isn't clear about the specific actions and impact. I can tell you this - I am not supportive of these recommendations though I do appreciate the issue. I think assumptions on impact are not valid and some of these recommendations (because I certainly can't find a clear document outlining them all with easy to navigate specifics) for change will adversely damage our neighborhoods for the future. Be very careful about how dramatically you are recommending change because there will always be unintended consequences and these will be difficult if not impossible to reverse once implemented.</p>	5/24/2018

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1025	19	/policies/bicycling/	I support continued improvements to bikeways that would make them visible and safer. However, I believe the city has done a lot with adding bike lanes in the past years and should consider it mission accomplished. Therefore, less focus on expansion and more focus on the many other important goals of the city. Also, due to the added bike lanes on 26th and 28th street, I no longer consider visiting uptown businesses from my residence in Longfellow due to the traffic congestion.	5/24/2018
1026	0.1	/topics/land-use-built-form/	Please consider limiting this to prevent a scenario with 2.5 floor dwellings on both sides of a 1 or 1.5 story single family home.	5/24/2018
1027	56	/policies/supporting-small-businesses/	This policy is extremely important and probably needs more than 5 action steps. Consider reducing regulation burden, reducing barriers to entry for small business entrepreneurs. Also, consider the city's competitive environment with other cities to make Minneapolis a preferred city to open a small business.	5/24/2018
1028	6	/policies/pedestrian-oriented-building-and-site-de	Good ideas! Encourage street retail also, please.	5/24/2018
1029	0.1	/topics/land-use-built-form/	Allowing small multifamily buildings in most of the city is great! Fourplexes are an elegant way to increase density in interior neighborhoods and help ameliorate a city-wide housing shortage. The lakes areas in southwest Minneapolis are especially important to accommodate more units because the existing exclusionary single-family zoning is designed specifically to separate Minneapolis by class. A very small increase in housing availability in this area is an important and necessary first step to begin undoing that segregation.	5/24/2018
1030	0.2	/small-area-plans/	Small area plans, like neighborhood groups, tend to be directed by a small group of wealthy homeowners who are not representative of the small area they serve. It would be better for land use decisions to be made at the City level and do away with small area plans as guiding documents for land use decisions.	5/24/2018
1031	1	/policies/access-to-housing/	This is an extremely well-crafted policy. Increasing the number of homes in Minneapolis is crucial. A home in Minneapolis is more environmentally efficient and more economically efficient than a home in the suburbs, where the losers of the housing shortage will be pushed to. In a housing shortage, landlords win while renters lose - and the easiest way to remedy a shortage is to acquire (or build) the thing that you're short of. Minneapolis should make it easy to build housing.	5/24/2018
1032	31	/policies/creative-workers/	The City of Minneapolis should discourage the use of affordable housing funding to subsidize artist housing. If the City decides that artist housing is an important public goal, then it should establish a separate fund, rather than directing money from housing that would otherwise be more likely to serve people of color, families, and those living in poverty.	5/24/2018
1033	80	/policies/development-near-metro-stations/	Housing near light rail is probably the most environmentally efficient location for housing in the entire state. The draft policy is great - we should discourage auto uses and permit significant density near all light rail stations.	5/24/2018
1034	37	/policies/mixed-income-housing/	The City should continue to study inclusionary zoning, but be careful in its implementation. Putting the full burden to provide affordable housing on new residents (by increasing the cost of new housing) is not an equitable way to provide affordable housing. Funding affordable housing with increased property taxes would be more equitable.	5/24/2018
1035	39	/policies/fair-housing/	The City should continue to further fair housing by incentivizing (not penalizing) proposals from developers who add affordable units in unaffordable areas.	5/24/2018
1036	41	/policies/tenant-protections/	The City should fund additional inspectors to investigate slumlords. It should adopt just cause eviction laws and be more aggressive about revoking rental licenses from landlords who fail to meet the criteria laid out by the City.	5/24/2018
1037	6	/policies/pedestrian-oriented-building-and-site-de	good	5/24/2018
1038	34	/policies/affordable-housing-preservation/	On the one hand the plan suggests creating and strengthening strategies to preserve naturally occurring affordable housing. And then on the other, it puts forth a Built Form Plan that that would encourage the destruction of large portions of this same housing in Downtown's edge neighborhoods. This makes no sense. This is NOT equity.	5/24/2018

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			<p>The writing of this Plan is disingenuous and written in such a way to not communicate what is true in simple terms, but to hide the true agenda of CPED by twisting language into statements that do not accurately reflect what is actually going to be realized by the committees that follow and the new zoning which will be based on it.</p> <p>For example:</p> <p>"How Minneapolis 2040 updates Small Area Plans in general:</p> <p>Future land use and built form guidance: Minneapolis 2040 updates this guidance for the entire city in service to the Minneapolis 2040 goals."</p> <p>What this means: The Small Area Plans are being removed and will not be attached to the 2040 Comp Plan.</p> <p>"This new guidance is informed by the guidance of the small area plans, and updated where necessary to be consistent with the application of Minneapolis 2040 goals and policies citywide."</p> <p>The word "Informed" is of no distinct character in terms of what the result will actually be positive or negative or substantive relationship to the content of the Small Area Plan guidance. It says nothing concrete. "Inform" does not mean follow, is based on or is supported by.</p> <p>" Minneapolis 2040 will be used to guide future land use and built form guidance in areas covered by past small area plans."</p> <p>What this actually means: The Minneapolis 2040 Plan will totally replace and govern where in the past the Small Area Plans guided development in the areas they were designed to cover.</p> <p>"Urban design policies: Minneapolis 2040 includes urban design policies intended to shape the design of new buildings. This guidance is informed by the design guidance of small area plans, and applies to all new development in the city."</p> <p>This again has the meaningless word "informed" which means nothing substantive or factual.</p>	5/24/2018
1039	0.2	/small-area-plans/		
1040	0.1	/topics/land-use-built-form/	I would like to know more than what is listed here	5/24/2018
1041	0.1	/topics/land-use-built-form/	The East and West sides of Hennepin should both be interior 3. The west side of Hennepin according to the draft plan is interior 2, which continues to reflect the redlining and racial covenants that still contribute to the disparities between neighboring neighborhoods. The areas a long the future SWLRT should also be much denser, and give access to what will be an important transit line. There is no reason why areas along the green line in Kenwood should be treated differently than Longfellow.	5/24/2018

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1042	0.2 /small-area-plans/	<p>The language used to communicate what the policy does with to the guidance of the Linden Hills Small Area Plan is disingenuous and makes blatantly incorrect statements to create a false impression that the LHSAP is being included and its guidance followed - Neither which is true.</p> <p>"The Linden Hills Neighborhood Council and the Community Development and Economic Development Department of the City of Minneapolis collaborated on the development of a small area plan for a portion of Linden Hills."</p> <p>This idea that the creation of the final plan was a "collaboration" is FALSE statement. It was not a collaborative process in that the final result was mandated and executed solely by CPED in opposition to the, the LHINC board and the LHSAP steering committee which participated in good faith, but was ultimately ignored. This final and total control was inputted into the contracts by CPED staff that they had the Neighborhood Council's Board chairs sign, without representation of council, and had them transfer 60,000 community dollars to CEPD's control. CPED solely controlled the writing and adoption of the LHSAP in spite of the neighborhood, steering committee, and neighborhood council's opposition to the disingenuous "3 or 4" story addition to the plan and the elimination of preferred heights in terms of feet.</p> <p>"A consulting team led by (SEH) Inc. led a broadly inclusive community engagement process to develop the small area plan, which creates a shared longrange vision for portions of Linden Hills."</p> <p>CPED staff Brian Schaffer and Jack Byers led, wrote and manipulated the outcome of the Linden Hills Small Area Plan from its inception to its finalization and City Council vote on the crucial changes on an amendment put forth by Council Member Goodman from a completely different Ward. The behind closed doors agreements, non specific but damaging language and vilification of neighbor participants by these particular CPED representatives clearly violated open and transparent community engagement in favor of CPED control. I just saw a video where these two players ran a community meeting using the same tactics of misinformation, which this 2040 plan is replete with. I expect the same outcome, from the same process, by the same individuals.</p> <p>"The land use recommendations from the Linden Hills Small Area Plan are kept almost entirely intact in Minneapolis 2040."</p> <p>This is a Lie. The C-4 and Interior 3 up zone the guidance of the LHSAP and as well the specific direction that its guidance is for the commercial Nodes and NOT the surrounding area of influence. A total reversal by the major change that this area of influence IS included and changed to be called a URBAN NEIGHBORHOOD. Already this week developers with projects in Linden Hills are citing that Linden Hills and properties within the Shoreland Overlay are in a defined area of Urban Neighborhood and should be allowed variance to supercede the</p>	5/24/2018
1043	0.1 /topics/land-use-built-form/	<p>I am deeply concerned to the proposed rezoning of Nicollet Avenue and adjacent streets around 50th Street. This is a historic neighborhood with some of the oldest and most unique homes in the city. As a resident of this neighborhood, I would be absolutely devastated to see this area redeveloped as proposed by this plan. Many of the neighbors in this area have had their homes over many generations. Losing these homes or adjacent lots to developers for 6 story residential and commercial spaces would be a terrible mistake. In addition, this is a unique neighborhood in terms of its topography and proximity to the creek - it is extremely hilly and lots are irregular. It was designed and built around the creek, a critical part of our city's natural beauty. Construction projects like those proposed of this area could do serious damage to surrounding historic homes in this neighborhood as well as the creek and parkway. Please - those of us who live in this neighborhood have invested so much in it financially by purchasing and restoring these historic homes, as well as raising our families in the city, supporting local schools, parks and businesses. We are valuable contributors to the Minneapolis community. Please do not force us out of our neighborhood because of this plan. I strongly urge you to reconsider this proposed rezoning. Please omit this stretch of Nicollet (48th -54th) from the Corridor 6 rezoning.</p>	5/25/2018
1044	1 /policies/access-to-housing/	<p>I love the idea of more duplexes, fourplexes, and ADUS. As a renter though, I am concerned about these being owned by absentee landlords and large management companies, because this can lead to inflated rent and a lack of responsiveness. It's essential to require or strongly encourage owner-occupancy. My fianc� and I would love to buy in the city at some point, but we can't afford a single family house- a fourplex or duplex unit would be a really nice option; for fourplexes where the units are rented out, it would be nice to see something like down payment assistance to make it feasible for local people to be the owner-landlords.</p>	5/25/2018
1045	1 /policies/access-to-housing/	<p>This is a joke!</p>	5/25/2018

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1046	0.1	/topics/land-use-built-form/	Area between 53rd and 57th streets on Lyndale should not be 6 or more stories. This does not fit with the neighborhood. This will also destroy home values on Aldrich.	5/25/2018
1047	0.1	/topics/land-use-built-form/	This designation should only be used for full block areas, corridor 6. Using this abutting corridor 3 destroys neighborhoods. It will cause people to leave and home values to decrease.	5/25/2018
1048	56	/policies/supporting-small-businesses/	It would be nice to see a plan that is more pro-business and innovation. North Minneapolis has a lot of potential in terms of growth. Why not lower business taxes in the 4th Precinct and revitalize the area with new businesses, job opportunities and money pouring into the community? Small businesses city wide have been inundated with high taxes, high minimum wage and regulations. Your ideas are heavily focused on improving the lives of your residents, while lending no relief to small business. On the one hand you mention how important small businesses are, yet offer no suggestions of enabling innovation or growth through private investment. How are you going to create opportunities? Let people create their own opportunities - using their own capital and ability, and having a bit of relief from regulation and high taxes. It appears your plan favors certain chosen individuals - who receive subsidies and government "help", while the rest of the business owners shell out more and more to barely make it. How is that helping all residents?	5/25/2018
1049	33	/policies/affordable-housing-production/	"Create housing for residents of all income levels across the entire city." It is not the cities job to "create housing." The city is not a builder or a developer. Instead, the city should focus on smarter regulation to decrease costs for landlords and builders so that additional affordable housing is generated organically, rather than through subsidy or city building projects. I personally worked on a city housing project in North Minneapolis, on Emerson Ave, several years ago, and several of those homes are still unoccupied, which is amazing to me. I would like my city government to "stay in its lane" and foster an environment where affordable homes are built, rather than being directly involved.	5/25/2018
1050	1	/policies/access-to-housing/	Do not eliminate single family housing stock in exchange for multi-"family" housing stock.	5/25/2018
1051	16	/policies/environmental-impacts-of-transportation/	I think it's great that more light rail lines are being added to the public transportation network. Some considerations: lines need to become more interwoven or it does not make sense to use this mode for most trips. As it is now, and as it will be with the expansion of blue and green line, if I want to take the light rail to work, there is no convenient route. If I want to take the light rail to work and then to get groceries, and then back home, this is impossible to do. The light rail needs to be a way I can get all over town, even if I have to walk for a few minutes to/from a stop. People don't want to have to walk a long ways, then take a bus, then hop on the light rail, etc. Public transportation needs to become the most convenient option, and we are nowhere near that goal. Additionally, light rail and bus stops, as well as the actual trains and bused themselves need to be places people feel safe. There needs to be a way for patrons to receive quick help if an issue arises. I live in North Minneapolis and am excited about the updates to Penn and the future light rail expansion into north, but I've had so many issues on bused that I am extremely hesitant to utilize public transportation, especially in areas with higher crime, because I can not guarantee my safety	5/25/2018
1052	1	/policies/access-to-housing/	I firmly support allowing up to four dwelling units on all properties. We absolutely need to increase our housing capacity.	5/25/2018
1053	1	/policies/access-to-housing/	Cui bono? Developers! Why are there 96 other policies when this one pretty much sums up the plan? I am against Freyplexing single family neighborhoods. Maybe ADUs, ie granny flats, that are not developer owned would be ok if tested in a small area, but as for the rest of it the single family zoned neighborhoods are dense enough in the SW. Respectfully submitted.	5/25/2018
1054	1	/policies/access-to-housing/	I am for zoning to allow multi-family dwellings throughout the city. I currently live in an area where single-family homes, duplexes, and quad-plexes are all part of the housing mix. That being said, with the increase in density we will need more neighborhood resources, including retail, public services, etc. We will also need an increased commitment to neighborhood safety. In my experience, those who own their homes are invested in the neighborhood in a way renters are not. This makes sense to me, as someone who has been both a renter and a homeowner. We definitely need more affordable housing. I just want to make sure that as we incorporate more of this throughout neighborhoods, the city is matching that growth with a commitment to public safety, preservation of neighborhoods for families, and an appropriate ratio of population density to goods/services available. I love my neighborhood because most people in it care about its well-being. It's worth noting that will be diminished to some degree with an influx of renters	5/25/2018
1055	1	/policies/access-to-housing/	We should all have free housing provided by the city! And we should be able to pick where in the city we want to live! Anything less is racist!	5/25/2018

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1056	1	/policies/access-to-housing/	Single family homes help people build wealth. Hence, they are, by their nature, racist.	5/25/2018
1057	1	/policies/access-to-housing/	If we can just lower the quality of life in SW Mpls, we will have made things more equal.	5/25/2018
1058	1	/policies/access-to-housing/	Name a city that is more dense than Minneapolis and is also more affordable? Boston? NYC? Seattle? SF? Hong Kong? Singapore? Oh, wait...	5/25/2018
1059	1	/policies/access-to-housing/	Name a city that has looser zoning than Minneapolis and is also more beautiful or has a better quality of life. Dallas? Houston? KC? Phoenix? Vegas? Oh, wait...	5/25/2018
1060	20	/policies/transit/	Make bus only lanes permanent, like the Hennepin trial. More trials on more streets too!	5/25/2018
1061	19	/policies/bicycling/	Increasing numbers of bikes on our roads fosters heated dialogue. I agree with this goal and the action steps; that said, I think you should reframe the argument slightly. Most residents do not ride (much, if at all), so they see this issue as us vs. them - the tortured and shamed majority who are not being consulted about changes to their city streets vs. the entitled few on bikes. I saw a statement on a recently-created webpage (minneapolisforeveryone.org) that read, "In practical terms, the City has been making it harder to drive." This is typical me-centric thinking. I think the best way to achieve your goal is to tell people how their children will benefit. Ask them how they want the city streets to look in 2040, when their children and grandchildren live, work and commute in Minneapolis. Present a chart (if one exists) "a visual" that shows how traffic has increased, and if no changes are made, how it will look in 2040. Same with air quality, etc. Reimagined as, "what do you want for your kids, and how do we get there?" will shift thinking from "me, today" to "grandson, tomorrow." This is also an honest approach, as the plan is long-term; Dave Moore	5/25/2018
1062	86	/policies/healthy-food-in-institutions/	Encourage local restaurant to be near the park, so that we can enjoy park and have breakfast or evening dinner next to the park. For example, in Powderhorn we have Out in the Backyard every Monday and Wednesday evening. Many of us, want to have healthy dinner sometime after our class or just like to hang out near the park and have some food...just like Lake Harriet or Calhoun or Minnehaha falls.	5/25/2018
1063	64	/policies/food-businesses/	reduce fees so that local people could sell healthy food at lower rate and also make some money during local events like porchfest or powderhorn art fair or may day. encourage different ethnic food stools	5/25/2018

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1064	65	/policies/urban-agriculture-and-food-production/	provide big freezer or refrigerator to Urban gardens, support organizations like (seed savers, plant-grow- share), organize events to provide free community meal through organization like Out in the Backyard and donate some fresh farm vegetables. Collaborate different organization who produce lots of vegetables to organization who provide free events to the community, so that they could provide more free meals to the community	5/25/2018
1065	0.1	/topics/land-use-built-form/	I am against the upzoning across the city and the push for higher density. I believe the development that has happened so far in Uptown has made the whole area much too congested. Not every neighborhood needs to be dense especially since we don't have the transportation funding to support density. I don't believe Minnesotans will give up cars in winter unless there is light rail and that's years away at best.	5/25/2018
1066	0.1	/topics/land-use-built-form/	There should be a clear Orange Line station area at 46th & 35W. This area has major transit service, and should allow at least Corridor 6 density.	5/25/2018
1067	19	/policies/bicycling/	These are just general statements and do not create a plan. Where are the actual measures of success? That is, what specific things will you measure and what goals will be set for each one? We are paying for a plan not some pedestrian list wonderful thoughts - get to work and give us a real plan!	5/25/2018
1068	80	/policies/development-near-metro-stations/	Please, please, please, please, don't screw up our lakes.	5/25/2018
1069	80	/policies/development-near-metro-stations/	Saws this plan on TV news, Kare 11 it think. Hate it!!!!	5/25/2018
1070	80	/policies/development-near-metro-stations/	I saw Kare 11 news last night. What an eye opener!! Why didn't we see this earlier. Horrible. What are you people thinking! Please don't wreck the best part of the city. Use some common sense.	5/25/2018
1071	80	/policies/development-near-metro-stations/	Regarding the tall concrete jungle at Lake and Excelsior: No. Just No.	5/25/2018
1072	1	/policies/access-to-housing/	Creating additional housing options in our city is critical. I am in the process of buying a single family home. The house inventory is at an all-time low. It's only because we lucked out that my partner and I are able to buy a house in our neighborhood. I want housing options for everyone on my new block. I don't want the neighborhood to keep getting more expensive so that only wealthy people can afford to live there. I want a mix of housing types so I can have a wide range of neighbors with different cultural, racial, and economic backgrounds. This is even more important as my new block is very walkable. We need more people to live in walkable and bikeable areas of the city to reduce our carbon footprint. I have been to some comp plan open houses and I understand that people are scared of this policy in particular. However, many of them are older, white homeowners. These folks already have their assets and their stable housing. These folks aren't experiencing skyrocketing rents. These are not the folks who will suffer the most if we don't build more housing in this city. Please do not think that they speak for all of us. All of my 20- and 30-something friends are 100% behind the housing policies in the plan. I really hope they get adopted.	5/26/2018
1073	19	/policies/bicycling/	As someone who gets around mainly by biking and walking, I could not agree more with these policies. I know there is opposition to investing in active transportation, but it's so important. It helps everyone become more active and more connected with their communities. Driving is dangerous and expensive, many folks can't afford to maintain a car. Biking and walking are the great equalizers, and we need to invest in those modes much more than we are now. Combined with the increased density in our city, I see an encouraging future. A future where we all have safe, affordable housing. A future where we can easily get from our home to our workplace and errands without getting in a car. A future where I don't get almost run over or yelled at for biking or walking. A better future.	5/26/2018
1074	11	/policies/skyways/	We need retail on the ground floor downtown. I have no problem with skyways connecting buildings as long as all new retail is on the ground floor. Our downtown streetscape is dead. It's very depressing.	5/26/2018
1075	20	/policies/transit/	We need better transit! I support all these policies and more to make our transit more reliable, affordable, and accessible.	5/26/2018

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1076	18	/policies/walking/	These policies are a good start, but here's another policy that needs to be seriously considered: "Shorten traffic signal cycles to create a better walking environment citywide." Minneapolis has very long wait times for pedestrians at crosswalks. NACTO recommends signal lengths of 60-90 seconds as preferred to enhance the vibrancy of urban environments. Signal cycles at typical Minneapolis intersections are easily double that recommended time, which makes walking frustrating and makes it take longer than it should.	5/26/2018
1077	38	/policies/affordable-housing-near-transit-and-job-	I live in a beautiful neighborhood and am committed to ensuring that Washburn high school continues to improve. We have just moved our parents in across the street because our community and our block is tightly connected. This plan would allow our block to be completed overrun by multiplex housing units-destroy our neighborhood. I am not opposed to 4-plexes but beyond that I wonder about the importance of community in neighborhoods. I wonder about the character of the neighborhood. Our neighborhood is not like uptown was 20 years ago. It is a block of well maintained homes from the 1920s-these would/could be torn down in support of this plan. I wonder how the parking situation will be managed and who will fund the school systems since this year created an incredible amount of chaos. I wish the city would consider existing housing stock as an asset, not something to be acquired and assembled. I also wonder how affordable the housing can be in our neighborhood if you have to purchase something at \$500K and tear it down. This does not seem to be a part of the solution. Finally, we were going to invest in our property to improve it. If this plan passes, we will no longer do so. We know our neighborhood will be erased, houses will be bought and multiunit plexes put up in their place and our neighborhood school would not be funded to support the influx. I fundamentally believe that the city needs to consider the value of communities within neighborhoods as part of the strength of Minneapolis.	5/26/2018
1078	1	/policies/access-to-housing/	So we are blaming policies from 84 years ago for creating lovely single family neighborhoods in Minneapolis? These plans will distroy the neighborhoods. Stop making this a race issue-it is an issue that impacts all humans. If a human earns an income that affords them a house within their means they may choose to buy in Minneapolis or a suburb. These humans currently have no discrimination against them EXCEPT what their budget is. This is how the free market works. Minneapolis provides plenty of affordable housing and there is more in the suburbs. There are numerous jobs in the suburbs and Due to Minneapolis driving businesses out by legislating policies that make it hard to do business in the city more businesses will move out. Target, Medtronic, Best Buy,Amazon. Stop socially engineering my city. I oppose this plan.	5/26/2018
1079	2	/policies/access-to-employment/	Minimum wage laws, insane regulations and high taxes continue to drive business out of Minneapolis. Your projections seem unlikely. More than likely you will need to convert office space downtown to housing.	5/26/2018
1080	5	/policies/visual-quality-of-new-development/	Please require aesthetic standards on new buildings that coordinate with neighboring buildings. Require adequate building size to space ratios. The multi material boxes of buildings going up all over are ugly. Will quickly be dated and do not coordinate with existing neighborhood buildings.	5/26/2018
1081	6	/policies/pedestrian-oriented-building-and-site-de	Stop discrimination against cars. We need them to get to our jobs in the burbs. To get around in winter. To safely travel with out fear of vagrants, thugs and pan handlers violating us. Add parking to ALL developments for Cars. Reduce bike lanes. Use gas tax funds ONLY on gas powered transportation. Kill the SW light rail plans.	5/26/2018
1082	7	/policies/public-realm/	If you're gonna spend more of our tax \$\$ on public spaces can you please implement some kind of safety measures. Walking the new Nicollet mall after dark is scary because of the unseamly people hanging around, begging and pan handling.	5/26/2018
1083	8	/policies/public-safety-through-environmental-de	Keeping neighborhoods owner occupied provides the safety features of pride and vilagance in ownership. Throwing rentals in between reduces that.	5/26/2018
1084	10	/policies/street-grid/	Tear down Kmart and reopen Nicollet.	5/26/2018
1085	11	/policies/skyways/	Keep the skyways. Put a bike lane in them.	5/26/2018
1086	11	/policies/skyways/	Make skyways homeless shelters after 9 pm to 6am.	5/26/2018
1087	13	/policies/landscaping/	Grow vegetables for food shelves in these spaces.	5/26/2018
1088	14	/policies/tree-canopy-and-urban-forest/	Less side walks and plazas. More trees.	5/26/2018
1089	1	/policies/access-to-housing/	It's essential that new housing option developments include mixed-use spaces - commercial, retail, etc. transit is great but realize that it's freezing for the vast majority of the year and people need fresh grocery corner store options - please look at Montreal for direction. Is this provision part of the plan?	5/26/2018
1090	15	/policies/transportation-and-equity/	Are you incentivizing homeowners Put efforts into improving roads for cars and buses. Stop building trains.	5/26/2018

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1091	19	/policies/bicycling/	Too many bike lanes with no bicycles. 28th St to Hiawatha. And Blaisdell from Lake to 36th for several years, hardly ever see any bicycles, at most one, over several years. A waste of scarce resources. How about doing need studies before setting up these lanes.	5/26/2018
1092	16	/policies/environmental-impacts-of-transportation/	The majority of the people use cars. Aren't you supposed to help the majority? Our cars are idling because the city continues to reduce road capacity for cars. This is DISCRIMINATION against the majority of people who need to get to work or school or else	5/26/2018
1093	17	/policies/complete-streets/	This is insane. It's cold in winter and we can't be out very much. Did you forget about that?	5/26/2018
1094	18	/policies/walking/	Less sidewalks. More streets.	5/26/2018
1095	23	/policies/coordinated-development-strategy/	You've been throwing money at these areas for decades. Is this something new? Continue to help revitalize north. But don't destroy the neighborhoods that don't need revitalization by putting up a bunch of government housing.	5/26/2018
1096	11	/policies/skyways/	The number and variety of independent small businesses in the skyway system is impressive and will never be replicated on the street. A vibrant street life is not possible for some months in the winter. Consider the skyway system an asset to be developed, not an enemy of a dreamed for street life.	5/26/2018
1097	26	/policies/vision-zero/	Don't put bike lanes on streets with parking and high car usage. Build bike ways with bike money. Not gas tax money-that money should be used for roads.	5/26/2018
1098	29	/policies/creative-sector-economy/	This is already happening. You do not need another policy for this.	5/26/2018
1099	30	/policies/arts-and-cultural-assets/	This is already happening. People will do what they are interested in. You can force people to do creative jobs if it's not their passion.	5/26/2018
1100	33	/policies/affordable-housing-production/	Add a few high rises like Cedar Riverside with small affordable units close to down town. Oh wait the property is too expensive. Tell the to find affordable housing in the burbs.	5/26/2018
1101	34	/policies/affordable-housing-preservation/	Bring back dorms and rooming houses. Or micro apartments. Also find opportunities to increase people's wages so they can afford more. Reducing regulation and taxes will put more money in people's pockets and they can afford more.	5/26/2018
1102	35	/policies/innovative-housing-types/	There are already departments of Minneapolis government that should be able to do this along with hud.	5/26/2018
1103	36	/policies/innovative-housing-strategies/	This is the same as point 34 and 35. Redundant.	5/26/2018
1104	20	/policies/transit/	The substantial buildup of apartments and condominiums in and around the downtown area suggests that the transit of choice for those reside in these buildings is none of the above. They prefer to walk.	5/26/2018
1105	38	/policies/affordable-housing-near-transit-and-job/	Affordable housing near the downtown area should be the highest priority for the city.	5/26/2018
1106	39	/policies/fair-housing/	This should already be happening. We have a number of departments that do this. Including hud. How about putting timeline on how long able bodied people can live for free and on government assistance. We have created generations of people who live for free. Move them off welfare and put them to work so they have money to pay fair rent.	5/26/2018
1107	40	/policies/homelessness/	Create group home options for mentally ill and chronically chemically dependent people. Get them off the streets and into institutions to provide help and safety to them.	5/26/2018
1108	41	/policies/tenant-protections/	Implement protection for landlords that have their property destroyed by renters and from renter abuse.	5/26/2018
1109	42	/policies/expand-homeownership/	The habitat for humanity program works well. Continue supporting that. Also condos or town houses which will require less investment.	5/26/2018
1110	45	/policies/leverage-housing-programs-to-benefit-c/	This already exists.	5/26/2018
1111	73	/policies/stormwater-management/	There is no reference to cost or sources of funding.	5/26/2018
1112	61	/policies/environmental-justice/	Environmental injustice? WTF?	5/26/2018
1113	76	/policies/new-parks/	Don't close Hiawatha Golf course.	5/26/2018
1114	92	/policies/identify-and-evaluate-historic-resources/	Do not rename schools and lakes that have historical references. By removing history we will not learn from it.	5/26/2018
1115	80	/policies/development-near-metro-stations/	I think this is a good plan for developing and managing density. I particularly like the Wall ability and bike focuses.	5/26/2018

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1116	1	/policies/access-to-housing/	<p>I am commenting on the inclusion of 4600 Aldrich Avenue in this plan.</p> <p>My husband and I have chosen our retirement home to be a home we recently purchased on the 4600 block of Aldrich. We paid a substantial sum of money for the house because of its location and have put additional money into remodeling three levels.</p> <p>We are moving in next week.</p> <p>We chose this block specifically because we already knew that it was a wonderfully cohesive group of neighbors who take great interest in their homes and each other. Mixed age residents, organic gardens, pollinator gardens, neighbors who keep leaves and grasses out of the street, composters, friends who shovel for others, bi-yearly gatherings; these are just some of the wonderful parts of this neighborhood. It will disappear if this zoning law is allowed to exist.</p> <p>Imagine our disappointment that the city of Minneapolis would actually consider destroying a neighborhood like this! Isn't this a neighborhood the city should be proud of and want to nurture? Imagine our financial dismay at the prospect of being surrounded by multi-story buildings!</p> <p>DO NOT LET THIS LEGISLATION BE PASSED!</p> <p>Thank you,</p> <p>Jude and John Reiling 4632 Aldrich Avenue</p>	5/26/2018
1117	0.1	/topics/land-use-built-form/	<p>This is absolutely devastating. You can be sure I will do everything I can to vote off every city council member possible. I have lived at 46th and Aldrich for almost 30 years. I have finished my upstairs and basement, redone the kitchen, landscaped my yard, added a porch, waterfall and privacy fence. Now, you've slated my house to be replaced by apartments with barely any tree cover. This block is a nice residential block and this plan destroys that. You were happy to jack up my property value earlier this year, now you've made my house unsellable. I am furious.</p>	5/26/2018
1118	1	/policies/access-to-housing/	<p>I am a single family home owner in Waite Park and I fully support this policy. I recognize it means our neighborhoods will look different over time, but change is constant, and it is most important to me that we make policy through an equity lens and address our city's housing crisis.</p>	5/27/2018
1119	36	/policies/innovative-housing-strategies/	<p>Allow ADU's to be built by both owner occupied and non owner occupied landlord/owners. This will lower the cost of ADU's which allows for more affordable rents and is a strategy to put housing in desired areas on an infill basis without tearing down current housing.</p>	5/27/2018
1120	1	/policies/access-to-housing/	<p>Allow non owner occupant landlords to add ADU to 2-4 unit rentals to increase housing in areas that are close to amenities</p>	5/27/2018
1121	35	/policies/innovative-housing-types/	<p>Expand who can build an ADU to include non owner occupied rentals like Portland. They are building over 600 ADU/year now, we permitted about 35/year. Take away the owner/occupy restriction and hundreds of ADU's would be built</p>	5/27/2018
1122	1	/policies/access-to-housing/	<p>As a lifetime Minneapolis resident and current North Minneapolis homeowner (Victory Neighborhood) I strongly support this vision our city. I appreciate its attention to creating equity and sustainability and applaud this forward-thinking plan.</p> <p>Johanna Miller Victory Neighborhood</p>	5/27/2018
1123	18	/policies/walking/	<p>Ensuring safety for pedestrians has to include protection from bikers not giving the right-of-way at street crossings and bikers using the sidewalks instead of the streets.</p>	5/27/2018
1124	18	/policies/walking/	<p>In regard to policy 18 a, serious consideration should be given to eliminating right turns at red lights throughout the city. Drivers paying attention to only cross traffic, very frequently turn directly in front of pedestrians trying to cross the street.</p>	5/27/2018

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1125	0.1	/topics/land-use-built-form/	Given virtually no involvement by the residents has been encouraged or enabled thus far, please postpone plans for this for a 12 month period to allow residents of Minneapolis (those for whom the city works for) to understand and involve themselves in the plans. My husband I and are highly considering leaving Minneapolis (which we love) because of the city, taxes and mismanagement of the authority with which we've entrusted in the leadership. If this goes through, it will make our decision that much easier.	5/27/2018
1126	33	/policies/affordable-housing-production/	<p>Ms Palmisano, Thank you for hosting the May 23 ward 13 meeting at Southwest High School last week. I have a few questions from that meeting which I'm hoping you can clarify:</p> <ol style="list-style-type: none"> 1. At the front of the room where the meeting was held there were several charts, one depicting current streets and neighborhoods that are impacted by this draft plan. I can not find this chart on the 2040 website. This chart more clearly lays out the projected areas affected (ours is one), as opposed to the website in which I can't find these specifics. How can I get a copy of this? 2. In the planning process for this draft the website states that many art and cultural fairs were visited to gain attending peoples' views on Mpls' needs for the future. I don't recall it stating input to this initial draft was drawn from an event in ward 13. This is the first many of us are hearing about this plan which will have a huge impact on this area. Why does it feel like so much leg work was done secretly without the input of residents in areas to be affected? 3. What contractors have already approached or been approached by the city to create multi use homes in ward 13 areas? 4. You state that eminent domain is no longer a policy in Mpls. That is not a reassuringly strong statement. We envision it not mattering that it hasn't been used as a policy; there will be ways the city and contractors will get around this should they want to purchase and rip down our home, when we are the only one on the street refusing to sell(example). 5. Little consideration is given in this plan to historical homes in this neighborhood and the families that have lived in them for years. The plan focuses on racial equity by stating increased affordable housing will be built. I guarantee you that if any multi-use housing is created on our street to replace existing single family homes, those units will not be affordable. (Based on previous projects done by city). Is this being studied? 6. Your colleague and "owner of this draft" quoted many statistics at the May 23rd meeting, with no information on where these stats come from, from which study, by whom, where and when such studies were done. 7. Will the next draft actually have clearly laid out information about how specific streets are to be affected? <p>Thank you in advance for your response.</p>	5/27/2018
1127	0.1	/topics/land-use-built-form/	I'm very happy there is increased density around the lakes. Hopefully this will lead to housing that is more affordable. Living near a great park shouldn't be reserved for the wealthy and white. Hopefully denser uses will also mean less traffic. More people could walk or bike to the lakes instead of driving.	5/27/2018
1128	1	/policies/access-to-housing/	I feel strongly that off street parking MUST be provided for new duplexes, triplexes and four-plexes. Street parking is already at a premium. On my street, Sheridan Ave So, there is only street parking allowed on one side of the street already due to buses and it is filled completely. More density would require off street parking to make the density tolerable.	5/28/2018
1129	80	/policies/development-near-metro-stations/	This is the right thing to do. Add density near transit stations, support modes of transportation other than car, and increase the stock of housing to drive down costs.	5/28/2018
1130	1	/policies/access-to-housing/	Off site parking must be a requirement for multiple dwelling buildings. There is not enough street parking available currently on the transit route I live on.	5/28/2018
1131	30	/policies/arts-and-cultural-assets/	<p>There is one major component missing in Minneapolis that would greatly improve the arts community and the prospect for artists living and working in the Twin Cities. We need an arts newspaper. The reason the 1980's were considered the high point for arts in the city; the reason we had 33 galleries all within 5 blocks of each other; the reason the nation referred to the Twin Cities as the fourth largest art market behind NYC, LA and Chicago, WE HAD ARTPAPER.</p> <p>The internet does not unify a community like a physical publication does. ARTPAPER gave the arts a voice and a sense of place. Put money behind print publishing efforts. They work.</p> <p>Talk to Jennifer Young, Springboard for the Arts, or Neil Cuthbert. They will know how to make this happen.</p>	5/28/2018
1132	20	/policies/transit/	My family very much supports bringing back a large modern streetcar grid to connect the city, in place of buses.	5/29/2018

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1133	76	/policies/new-parks/	The existing greenways/linear parks in Minneapolis provide incredible recreational opportunities as well as particularly safe and pleasant bicycle commuting routes. The newer Midtown Greenway has demonstrated what an incredible amenity and development focus a greenway can provide. I would like to see items (a) and (b) above specifically include greenways/trails as well as parks per se, so that opportunities to create new greenways in parts of the City that do not have them are actively pursued.	5/29/2018
1134	9	/policies/open-spaces-in-new-development/	I do not know what laws or ordinances govern public access to what are apparently privately owned plazas. However, given the disparate treatment of people of color, people with disabilities and people with mental health problems in public, it seems that if Minneapolis is to count on privately owned plazas to function as non-park open spaces, it may be important to include policies regarding non-discriminatory access in agreements with property owners.	5/29/2018
1135	38	/policies/affordable-housing-near-transit-and-job-	There are no details in this plan. I want to know what type of housing will be built along Bryant Ave S	5/29/2018
1136	35	/policies/innovative-housing-types/	If i sell my house, and it is on a double corner lot, what type of housing could be built there?	5/29/2018
1137	0.1	/topics/land-use-built-form/	I believe that ADUs should be able to be built on any city lot. Changes should be made so that they don't have to be owner-occupied to be built. This would be an easy way to add more housing without tearing anything down.	5/29/2018
1138	78	/policies/park-design-and-programming/	As an older adult, one thing I have found limiting in taking winter walks in the park system is that some park buildings don't open til 3 pm. That seems to focus on children, which as you say are decreasing in number, and not retirees, who are increasing in numbers. At a minimum having the bathrooms open (or having portable toilets), and ideally having someplace warm to sit for a break, would help to encourage winter walking.	5/29/2018
1139	49	/policies/educational-and-economic-access/	All 4 action plans are good. b. I think the challenge with b. is to figure out how to communicate with young people, young adults and the under employed about the programs that are available and help them with transportation to get there. c. This is the critical focus point in Minneapolis for sure. Getting enough programs, support staff and resources on site and in the hands of African American, Hispanic, Asian and Somali students is very important. I think recruiting and hiring multicultural teachers and staff is essential; it is still very white overall. The behavioral issues are becoming more visible and beginning to be addressed. I'd suggest teacher workshops on minority communication styles, cultural issues and learning styles would be important. African American students are more verbal and emotive in their faces, bodies and energy. The white culture is much more reserved within the general teenage verbal social context. Find white teachers and teachers of color who can talk about behavior in the classroom, the variety of norms within the main norm. This might be difficult at first, but it is essential.	5/29/2018
1140	50	/policies/access-to-technology/	We need the technology in hand, trainers and mentors in local libraries and community centers. The issue of security and proper care of technology must be taught as well. It seems essential to get the computers and iPad iPhones, etc in the hands of people of all ages in the minority communities.....with some skilled oversight and mentoring. What city departments can get involved in helping residents hook up, troubleshoot and ask for help with technology. Connectivity, trouble-shooting, training videos, and resources nearby.	5/29/2018
1141	14	/policies/tree-canopy-and-urban-forest/	Strengthen the Citizen Pruner program. The MPRB Forestry Dept started a Citizen Pruner program to take some of the burden of easy pruning off the foresters. Such programs have been widely used elsewhere. I was in the initial group of trainees. From my perspective this program has not been achieving its potential. The volunteers are very interested and many are quite knowledgeable, but the program is run by interns who are not there long term and have competing priorities. Not enough work days are scheduled to accommodate volunteers' busy schedules. Last year they started allowing people to do work on their own but have not provided a map of areas that need pruning. This program could be much more successful if it had better staff support.	5/29/2018

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1142	51	/policies/healthy-pre-k-development/	<p>Singing, talking, and reading to toddlers is so important. Could the city sponsor tutoring programs from the public school students into homes or community centers. Additional support to library programs and resources for early childhood and mother groups.</p> <p>More openings in high-quality child care in low-income neighborhoods -- grants from business and corporate giving.</p> <p>I'd love to see Minneapolis rent billboard space right along I35 on those boards that change frequently and have some of the powerful statistics about reading aloud to children and success in school, on the job and in life. What ever happened to colorful, creative Public Service Announcements?</p> <p>Organize Neighborhood reading aloud and talking about books -- with perhaps a Library Truck that comes along like the Ice Cream Truck....gather 4 or 5 kids and read aloud to them.....</p> <p>Access....accesss. Of course, needs money and resources</p>	5/29/2018
1143	14	/policies/tree-canopy-and-urban-forest/	<p>Infill houses in SW Minneapolis are drastically reducing mature trees on city lots. Retaining mature trees is a great action step on paper, but current incentives are decidedly insufficient. Builders plunk a standard design on the lot and if a tree is in the footprint, it gets cut. Trees on boundary lines between properties die when half of their roots are cut out. Given that we're simultaneously losing a lot of mature ash trees, this is making 100 year old neighborhoods look more like new subdivisions in terms of tree cover.</p>	5/29/2018
1144	52	/policies/human-capital-and-a-trained-workforce/	<p>What do you mean by "creative sector workers"? theater, music, art, dance, visual arts, graphic design? Just curious</p> <p>How can we get skilled craftsmen and craftswomen to get the training and apprenticeships that are needed and crying for new employees and skilled apprentices? They are all over Minnesota, and certainly her in the TC. Every contractor we've worked with in the last 3 years says that the shortages of men and women going into the trades is a real problem right now.</p> <p>How do we get the Community Colleges to increase these apprenticeships, mentoring and training in all of the trades?</p> <p>Incentive for private contractors and designers to put video recruiting films together and get copies to all community colleges and private institutions and again...into libraries and community centers. Job Night, Skilled Trades Night, Practical Nurses Jobs night...etc.</p>	5/29/2018
1145	58	/policies/business-districts-and-corridors/	<p>Can we get a North Minneapolis Greenway Corridor like the Midtown Greenway. It would do much to increase housing, business and small business construction and investment, community building and interaction between more communities across cultural, racial and economic divides.</p> <p>Produce a video of the history of, development of and the success of the Midtown Greenway and make it accessible to everyone in Minneapolis. Schools, doctors' offices, malls, parks, at the Airport, everywhere.</p> <p>Encourage farmer's markets in North Minneapolis, Cedar-Riverside, NE Minneapolis and all areas along the new Greenways.</p>	5/29/2018
1146	78	/policies/park-design-and-programming/	<p>Given that there are an increasing number of one person households, and that social isolation is a major cultural phenomenon (see, for example, "Bowling Alone"), I think it would be important to have an action step that encourages programming aimed at reducing social isolation. This could be programming that simply allows people to engage in open-ended socializing/networking. It would be great if this could also facilitate socializing among people from diverse communities.</p>	5/29/2018

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1147	73	/policies/stormwater-management/	To improve the water quality of the chain of lakes, The City needs to discourage pesticides, herbicides, excessive fertilization, and leaf litter raked into streets from private property MUCH more aggressively. I have lived in SW Minneapolis for 26 years. I don't recall ever receiving anything from the City about herbicides, pesticides and fertilizers. We don't choose to use ChemLawn or similar products, and there are literally one or two others on our block who don't but it is clear that a key cultural value among people who live in this area is to have an immaculate monoculture lawn. Ironically that is not true in other parts of the city that don't drain to the lakes. The City needs to work to change the cultural value system, much as it did with recycling, to get people to feel more embarrassed about using these chemicals than they are about having weeds in their lawn. Similarly, although people are not supposed to rake leaves into the street and (I think) are supposed to rake up the leaves that do fall in the street in front of their houses, in practice many tons of leaves get run over in the parking area of streets, pulverized, and introduced into the storm sewer system and thereby into the lakes. I think people who live in this part of the City care enough about lake water quality that they could gradually be persuaded to think differently about which yard maintenance practices are "culturally approved of," but it will take a lot more interaction than anything I've seen so far, and sustained over a long period of time.	5/29/2018
1148	17	/policies/complete-streets/	The priority accorded to bicycle transportation is foolish and short-sighted. As a walking commuter, coming from Southeast Minneapolis across the 3rd Avenue bridge to downtown, I can attest that there are very few bicyclists using the bike lanes in clement weather and none in the snow months. The doctrinaire notion that bike lanes are good and necessary is simply ill-suited to Minneapolis.	5/29/2018
1149	26	/policies/vision-zero/	The data you cite for traffic accidents and injuries in recent years is surprisingly heartening. Enforcing the laws relative to speeding could probably reduce injuries and death, but we are doing pretty well already. With all the other items you want to work on, I'd counsel you not to waste a lot of time on this one.	5/29/2018
1150	28	/policies/msp-airport/	The airport is a good asset, ably managed. It is much better-run than Minneapolis, so keep the local pols out of the airport.	5/29/2018
1151	3	/policies/production-and-processing/	The policy seems to start from the notion that production and processing jobs would be readily available to citizens without academic credentials, if only there were suitable locations for entities that make or distribute something. In fact, the reason those jobs pay more is that they require skills learned in schools or on the job. The persons holding those jobs have put in the effort to gain those skills. I would counsel you to talk to employers in those entities already doing business in the city to see what they think the city can do to help educate or train the workforce. Merely making land available for the construction of a new factory or warehouse will not cause high wage jobs to bloom there.	5/29/2018
1152	59	/policies/downtown/	Downtown's biggest problem is that the entertainment district becomes dangerous as the evening wears on. A more obvious police presence is needed to assure the law-abiding that they will not become victims or observers of urban mayhem. An earlier closing time for the bars wouldn't hurt either. Is the final hour for a bar really profitable?	5/29/2018
1153	1	/policies/access-to-housing/	This is great!!! As the co-owner of a single-family house in CIDNA, I welcome the thoughtful development of fourplexes on quiet streets and larger developments on main thoroughfares such as Lake and excelsior. Part and parcel of that is we'd LOVE to see more commercial development on those strips too. We can only walk to one or two restaurants from our house and would RELISH the opportunity to walk to local shops, restaurants and bars in our neighborhood. I come from the East Coast originally (Boston, Philly, DC) and miss having local commerce that doesn't require PARKING.	5/29/2018
1154	54	/policies/supporting-economic-growth/	As an abashed capitalist and a Wharton MBA, I worry about the economic future of Minneapolis. Many of our areas largest employers face tenuous futures (chief among them Best Buy, Target, General Mills). I was appalled by our noncompetitive response to the Amazon bid. We need to work harder to attract growing businesses to the CITY itself (including TAX ABATEMENTS and a willingness to overcome NIMBY-like neighbors whining about congestion). We need tech incubators, major companies, access to capital etc. I would very much like to avoid us becoming a 'cold Omaha' as Hubert Humphrey said and our continued dependence on failing corporations (including my employer) could lead to just that.	5/29/2018
1155	52	/policies/human-capital-and-a-trained-workforce/	Equity is great but equity in a world without growth is.....Vermont. We can't lose sight of the fundamental economic competitiveness of the region as we pursue equitable outcomes. (SHIT...i sound like a Republican) but we need GROWTH-FOCUSED Policies as well as access to high quality jobs for people of color and others who face economic exclusion.	5/29/2018
1156	55	/policies/business-innovation-and-expansion/	Yes AND....let's do this in a focused manner. We don't need tiny businesses like little shops etc. etc. We need to foster small and mid-sized companies that will become our region's future economic engines. We sit on a few tremendous economic clusters in food/ag and medical devices. Let's foster those-If SF is the center of all things technology, why can't we lead the charge nationally in changing our nation's food supply (profitably)? Get entrepreneurs and companies from outside (AHEM THE COASTS) to set up shop here.	5/29/2018

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1157	57	/policies/cluster-strategy/	<p>YES. and please hire a legit consulting firm for this! McKinsey can help you do this. (I don't work for them btw)</p> <p>As proposed the 2040 Mpls Plan is the very opposite of what should be used to guide the city towards a livable & sustainable future. The simplistic notion that higher density built along virtually any bus route combined with new forced "zoning codes by right" is clearly a marriage of convenience between city planners and developers. This would eliminate the voices of neighborhood associations which have kept MPLS such a livable city. The use of the affordable housing crisis as leverage for driving support for this misguided new policy is specious. The current MPLS City Comprehensive Plan does create a struggle back and forth between all concerned in the process of development but that is what an active citizenry polis is supposed to be about. Better to be a bit messy and have all voices heard in the process than to have a smooth autocratic process rammed down the Cities neighborhoods.</p> <p>Encouraging more concentrated nodes of development (Built Forms) with enhanced walkability and modes of transport other than automobiles could better lead to more affordable housing stock mixed within the midst of such developed built up nodes. On the other hand the 2040 PLAN as written is a non-organic forced grid like development pattern which will likely lead to steep loss in property values of properties lying just adjacent to the newly granted zoning rights to develop four-plexes and higher density buildings "By Right of Ownership". Of course one might even wonder whether granting property developers such rights is by deign intended to have such an effect on single family dwellings.</p> <p>The proposed 2040 PLAN also makes no accommodation for limiting or encouraging more creative and healthier "Built Forms" in areas that are already overbuilt in terms of Building Structures & Traffic. The area around the Northwest Corner of Lake Bde Maka Ska and the intersection of HWY 7 and Excelsior Blvd already has too much traffic volume, dangerous pedestrian crossings and unhealthy air quality. Location of a future LRT Transit station nearby this area will not by itself relieve these problems, and certainly will not have the desired positive effects on traffic mitigation if the area becomes zoned for even taller high rise buildings. Note if you will that this is the very same area that the City of MPLS and the MPLS Park Board have been trying to come up with a total redesign to mitigate these negative factors. The current draft CITY 2040 proposal would end up obliterating any future planned Park improvements.</p> <p>There are many areas in Minneapolis that lend themselves to further density but these require thoughtful guidance and planning that goes through a organic democratic process. large swaths of the city has absentee landowners that do little more than extract rents on decaying properties perhaps in hopes of future profits from sale of same property. Development of modern trolley lines strategically through parts of south Minneapolis for example could stimulate investment in new four-plexes and apartment buildings. More readily accessible mass transit and better neighborhood schools would help attract more families to whole areas of the city currently located near enough to downtown, the Mississippi river, or parks and lakes to be very attractive for mixed use housing, office and retail spaces. But this potential just sits there</p>	5/29/2018
1158	0.1	/topics/land-use-built-form/		5/29/2018
1159	38	/policies/affordable-housing-near-transit-and-job-	<p>You need to be equally responsible to those already in neighborhoods. To ensure good neighborhoods are preserved you should require new housing more than duplex size to be owner occupied. That way you preserve the accountability of neighborhoods and safeguard against builders creating housing that makes them money and the city taxes but at the expense of current neighborhoods</p>	5/30/2018
1160	38	/policies/affordable-housing-near-transit-and-job-	<p>Don't be naive. Just because someone lives near public transportation doesn't mean they won't own a car. Any new housing should be required to provide off street parking - if not used it can be common area for the residents and protects very small mpls lots from becoming all building and no place for water runoff and for snow to be piled. We already have parking congestion, don't make the problem worse while fooling yourself into thinking you're solving it by adding housing near public transportation.</p>	5/30/2018
1161	34	/policies/affordable-housing-preservation/	<p>Affordable housing isn't just about buying the home or paying the rent. The ridiculous spending of Mpls and the favors done to shield businesses from paying their share of property taxes has made it unaffordable to stay in the home you bought. High Property taxes cause unaffordable housing - all of our neighborhood went up \$75-100,000 in value in one year. The methodology needs to be fair. You exclude houses that sell for less, calling them distressed but when they get overhauled and sold for a premium you include them in the comp pool. How about excluding homes that have sold for ridiculously high prices - or at least be consistent and include the 'distressed' properties</p>	5/30/2018

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1162	0.1	/topics/land-use-built-form/	Eliminate Interior 3 Transition Zones on Non-Transit Route Streets The most objections to the zoning proposal relate to the upzoning of adjacent blocks near transit routes. If a reasonably-scaled building (3-4 stories) is built on Bryant Avenue south of 38th Street, there should be no transition needed to the properties behind the new building. Alleys, yards, garages and trees act as a buffer. There are many buildings of this size on Bryant currently, and they work fine with the adjacent homes on Aldrich and Colfax Avenues. Zoning these quiet, non-transit side streets for 3-story, multi-lot developments actually erases the natural buffer that would exist and destroys the stability and character on hundreds of these quiet blocks throughout the city. Eliminate this and much opposition goes away.	5/30/2018
1163	23	/policies/coordinated-development-strategy/	Mpls is not a bubble, existing without influence from suburbs. Ensure builders are either mpls incorporated and/or hire a majority of mpls residents - these policies are a windfall for builders and they take their earnings back out to the suburbs or rural.	5/30/2018
1164	42	/policies/expand-homeownership/	Create owner occupied housing rather than facilitating rich builders creating housing	5/30/2018
1165	1	/policies/access-to-housing/	Don't overbuild like the hospitals did. Require vacancy rates to reach a threshold before more units are created.	5/30/2018
1166	1	/policies/access-to-housing/	I FULLY support this draft. We live in southwest Minneapolis in Ward 13 in a single family home. I applaud the forward thinking in this draft. This bold plan seeks to make housing more equitable across the city. To fully redress past exclusive and racist policies we cannot allow exemptions for certain wards especially those wards where there is bound to be opposition (Ward 13 among them). We welcome housing more people in our great city and putting a fourplex, triplex or duplex next to our single family home would only allow us to connect to more people and build a city that is equitable for ALL.	5/30/2018
1167	0.1	/topics/land-use-built-form/	The 1st and 2nd maps on this page do not line up. Why?	5/30/2018
1168	0.1	/topics/land-use-built-form/	53xx through 57xx Aldrich Ave South needs to be urban housing, not neighborhood mixed use. WHY! We do not want mixed use on these blocks.	5/30/2018
1169	0.1	/topics/land-use-built-form/	No place to comment on individual properties.	5/30/2018
1170	0.1	/topics/land-use-built-form/	Mixed information between maps and a lack of understanding of the corridor areas. I realize you talked to people but obviously not the area businesses and the residents to see what is wanted or needed.	5/30/2018
1171	0.1	/topics/land-use-built-form/	How can you explain areas designated as "urban neighborhood" in land use having "Interior 3" for an allowable building form? These seem to be in direct opposition to each other? This is wide spread on the suggested maps.	5/30/2018
1172	19	/policies/bicycling/	As a homeowner, I'm really excited about having more bike lanes! It's such a great way to run errands and commute. It really makes me feel more a part of my community. Having such a great bike system has made it a lot easier for my family to minimize our use of cars. Fewer cars, less traffic makes my family feel safer out in our yard, and more connected to our neighbors. Keep it up!	5/30/2018
1173	20	/policies/transit/	I'd like to see the City advocate for more secure transit funding at the County and State level. Transit is essential to 15%+ of the city's population and could be a significant tool in the battle against climate change. We need to make sure transit is available in the future!	5/30/2018
1174	14	/policies/tree-canopy-and-urban-forest/	I'm glad the city is taking this into consideration. Having an urban canopy makes the city more welcoming and more liveable. I hope they work in partnership with the "Plant for the Future" campaign by Mississippi Park Connection, which advocates for healthy, climate-conscious tree diversity. Diversifying tree species in anticipation of changing climate and on-coming invasive pests like Emerald Ash Borer is so important - otherwise the city will sink money into tree planting and maintenance and just see trees die.	5/30/2018

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			<p>Current historic preservation policies are a tool that some private property owners are able to use to control the city at the expense of the greater good. Most historic preservation efforts that I am aware of are residential and focus less on historic importance and more on preserving in situ the built landscape of wealthy white property owners of Minneapolis' past.</p> <p>I would like to see the city include public good as a marker of historic designation--if a property or a street is worthy of the city enshrining it legally, it should provide a public benefit and a public use. Ideally, any structure designated "historic" should be open to the public for a minimum number of hours each week. When a structure is declared "historic," it generally denies that parcel the potential to contribute to the public good in the future; therefore, historic designation should be applied sparingly, and keeping in mind whose history is being preserved, in what context, what the impacts will be on increasing racial and economic equity in a given area, and who has access to benefit from what the city has determined is a resource worth protecting.</p> <p>There is a need locally to highlight and educate white Minneapolitans in particular about the long presence of people of color in our communities. As a POC whose family has been in the city for over a century, I/my family are constantly "welcomed" by white Minneapolitans. We have a dismal record of providing active and engaging historic preservation outside of whiteness.</p> <p>Additionally, I see historic preservation used as a crude tool to try to reduce construction waste and encourage material reuse. We need a different way to encourage reuse and reclaiming materials without limiting our urban landscape to unsustainable and unaffordable low-density mansions in a housing and climate crisis. We need to do this in a way that doesn't place the burden on those individuals and associations who are trying to increase housing and retail in our city, but instead figure out how to incentivize reuse/reduce waste city-wide.</p> <p>One related trend I see in the wealthy neighborhoods I have lived on the margins of is that remodels of mansions are frequent, with a lot of waste. I've been at neighborhood association meetings where members who are also real estate agents have talked strategically about avoiding historic designations for their mansions and the properties they flip because it would reduce their ability to gut/remodel/build large additions.</p> <p>In my observation, some exclusionary property owners fight for historic preservation as a means of keeping out renters (who're more likely POC) in areas that are zoned to allow higher density housing, and co-opt these tools and this language for personal goals that are at odds with the city's efforts. Other exclusionary property owners who are in areas where housing has already been reduced (like Lowry Hill) fight these designations because they don't need them to keep lower-income renters out.</p>	5/30/2018
1175	97	/policies/heritage-preservation-legislative-advoca		
1176	15	/policies/transportation-and-equity/	We need to invest in more rapid buses with DEDICATED lanes throughout the city!	5/30/2018
1177	15	/policies/transportation-and-equity/	We need to invest in Midtown Green-way rail project to connect the Blue Line and future SWLRT project to provide better mobility to uptown.	5/30/2018
1178	15	/policies/transportation-and-equity/	Do not prioritize cars and parking over transit, take risks, people will take transit to businesses. Or can park on a side street, our major arterial streets should prioritize transit.	5/30/2018
1179	1	/policies/access-to-housing/	Allow 4-plexes in all neighborhoods, build up our downtown. We need the housing!	5/30/2018
1180	11	/policies/skyways/	Love the idea of street level retail with connections to the sky-way, it provides better access and pedestrian street activity.	5/30/2018
1181	80	/policies/development-near-metro-stations/	We need a big focus on affordable housing near lightrail and rapid bus stations	5/30/2018
1182	51	/policies/healthy-pre-k-development/	This sounds good, but what is the vision for public education beyond preschool? Where do neighborhood schools fit in? I don't see anything beyond birth-age 5.	5/30/2018
1183	59	/policies/downtown/	Make sure we are holding on to retail in downtown, and not letting it flock to downtown.	5/30/2018

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1184	96	/policies/heritage-preservation-recognition/	<p>I'd like to see less of a focus on preserving the private built environment of wealthy white Minneapolitans and more efforts and attention towards sharing and amplifying the history of BIPOC in our city.</p> <p>I'm interested in seeing this play out in public spaces and in broader spaces. For example, in the course of ten years, we are redoing Hennepin Avenue basically from the Falls to Cloud Man Village, yet there is no active engagement of our Native communities to share how they have used and continue to use these places and the route connecting them.</p> <p>As far as I know, there are only a handful of landmarks recognizing the history of BIPOC in Minneapolis. Additionally, when private residences receive historic designation either individually or as part of a corridor, it seems to primarily serve to lift up the choices and structures of the wealthy white people whose faces and names are already common in our city, but without giving context or access to these private residences.</p> <p>I'd like to see historic preservation efforts working in tandem with our city's goals, rather than working against/undermining them. If historic designation is a tool for the public good, we need to make sure these designations support our city, rather than undermine its tax base (by locking in lower density, single use structures) for private "benefit" (reducing housing stock available and decreasing affordability) and without public access.</p> <p>In my view, as a POC, racial equity needs to be a focus of historic preservation. We need to publicly acknowledge and talk about Minneapolis' Native communities and history. We need to educate people on Minneapolis' history as a center of anti-semitism. We need to look at the historical figures we laud and who we erase--why we still have a "West Calhoun Parkway" and a "Patrick Henry" school and streets named after eugenicists.</p> <p>Right now, historic preservation in Minneapolis often seems like a way to replicate and reinforce white privilege and white supremacy without being explicit about it. It seems a response to an increasingly diverse population.</p> <p>The city needs to be actively seeking out BIPOC history to highlight, and limiting the use of historic preservation as a tool of exclusion. And the city needs to be part of the push-back to the assumption of BPOC residents as newcomers and Indigenous residents as historic relics, not focusing just on the "changing" city but on its historical diversity and the lived experiences of BIPOC here for decades and centuries.</p>	5/30/2018
1185	1	/policies/access-to-housing/	<p>Are there examples of other cities who have made these plans work? And what are the problems they have encountered? And what are the plans to deal with the increased density? Cutting back on school funds seems like a short sighted plan if we are increasing population density.</p>	5/30/2018
1186	18	/policies/walking/	<p>provide maps for various city trails</p>	5/30/2018
1187	19	/policies/bicycling/	<p>Support existing organization like Cycle for change, Grease Rags who provide Free workshop for community (specially women and trans) to work on their cycles</p>	5/30/2018
1188	61	/policies/environmental-justice/	<p>Education about environment (hands-on) in primary and high schools</p>	5/30/2018
1189	67	/policies/climate-resilient-communities/	<p>provide incentive so that each household has solar panels</p>	5/30/2018
1190	1	/policies/access-to-housing/	<p>I am opposed to Policy 1, Goal 3 in the Minneapolis 2040 plan because it identifies an entire transit corridor as eligible for multi-family, multi-story structures. This suggests that every block through a neighborhood gets the same approach to potential development and that's not smart planning. Allowing an individual or a developer to purchase one lot or many along and adjacent to transit corridors for 3 and 4-unit structures would be disruptive in sections of those transit corridors with small, story-and-a-half homes. A better option is to concentrate multi-story dwellings around the intersections of major arteriole streets in neighborhoods along a transit corridor. There should be clear requirements for height, setback and overall footprint of any new construction that conforms to the proportions of existing dwellings on the block.</p> <p>In addition, the Minneapolis 2040 plan includes no requirement for additional off-street parking for the density it strives to create. The plan should require a minimum of ONE off-street parking space for each new housing unit created. We do not need to spread Uptown's parking woes citywide.</p>	5/30/2018

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1191	49	/policies/educational-and-economic-access/	I appreciate this work, this is something that my family has discussed. We are concerned about our youth who are not within the Pre-K educational system. The children who are in the 6th to 12th grade have no educational support, or and no resources that allow them to extend their education after school and on weekends.	5/30/2018
1192	80	/policies/development-near-metro-stations/	As a resident of 3200 West Calhoun Pkwy, I am VERY concerned about the congestion that will result from increasing the high rises planned for the areas surrounding the proposed metro stop. Lake Street is a major east- west through fare. Traffic is heavy at all times of the day but especially during rush hour. Pedestrians trying to cross Lake at Market Plaza face fast moving and turning cars. Adding high rise apartments will make things even worse. People living there will have cars and not all will be able to use light rail transit. I urge you to consider the impact on traffic and pedestrian walk ability.	5/31/2018
1193	34	/policies/affordable-housing-preservation/	How about addressing unreasonably high PROPERTY TAXES that burden home owners? Ours have gone from \$1200 per year in 1994 to \$4379 in 2018!!!	5/31/2018
1194	0.1	/topics/land-use-built-form/	There are duplexes in the area of 54th and 43rd Ave S. They are not as well kept as the single family homes. There are a few four plexes also in the area. Again these are certainly not as well kept in terms outside appearances and off street parking areas. I would be very concerned if a single family home was torn down in favor of these types of multiple dwelling units owned by an investor. If they were owner occupied, I would be more willing to accept them.	5/31/2018
1195	49	/policies/educational-and-economic-access/	Work with Minneapolis Public Schools to make sure that the district offerings reflect the needs of the residents and are held in some way accountable for retaining students in the district. Encourage the district to be original in programming to retain and attract families who continue to stay in the city. Work with the district to prevent the continued departure of families to other districts.	5/31/2018
1196	1	/policies/access-to-housing/	I really like this idea of mixing up the housing options in neighborhoods. Diversity is our strength. Make sure our neighborhoods are welcoming to all who want to live there.	5/31/2018
1197	71	/policies/soil-health/	Work with residents to educate and encourage the use of sustainable, non-chemical options to maintain healthy soils, gardens, and minimize run-off.	5/31/2018
1198	75	/policies/waste-reduction/	I like this a lot. I particularly like the L to encourage innovation and use of recycled materials. Make MPLS a recycling mecca, supporting inventive ideas to take care of our own trash. Require all businesses to recycle and provide organic recycling too.	5/31/2018
1199	80	/policies/development-near-metro-stations/	Regarding the tall concrete jungle at Lake and Excelsior: No. Just No.	5/31/2018
1200	80	/policies/development-near-metro-stations/	I look at this picture and just cry. Save our lakes!!	5/31/2018
1201	80	/policies/development-near-metro-stations/	No concrete jungles near our best natural resources! Stop going after bigger tax base at the expense of the citizenry!	5/31/2018
1202	65	/policies/urban-agriculture-and-food-production/	Support urban agriculture and healthy food incentive and innovation zones.	5/31/2018
1203	80	/policies/development-near-metro-stations/	I'm extremely disappointed to see plans for such a high density area near the lakes. This is the last thing this area needs. It cannot absorb any more traffic and the lakes should be an area of peace and nature, not ridiculous high rise buildings. It is already unsafe to walk in this area due to the number of cars speeding through with no regards for pedestrians. This plan needs to be changed for the sake of all Minneapolis residents.	5/31/2018
1204	4	/policies/access-to-commercial-goods-and-services/	There needs to be credits and or incentives for locally owned and small businesses to be installed in new commercial developments. Many times the rent from large property management companies is exorbitantly high as to be cost prohibitive except for large chain businesses.	5/31/2018
1205	80	/policies/development-near-metro-stations/	I don't like the buildings on the photograph near the lakes	5/31/2018
1206	0.1	/topics/land-use-built-form/	I would prefer that Lowry Hill have denser uses given the proximity to downtown. I am heartened by the emphasis in the comp plan of creating walkable areas with good transit. Parking is already limited in the neighborhood, and making it easier for residents to get around without driving will reduce the number parked cars as well as the amount of traffic. Good ideas!	5/31/2018
1207	0.2	/small-area-plans/	Small area plans represent privilege and wealth and were developed by a very small subset of (privileged and wealthy) Minneapolis residents. The city should be clear in stating this. Small area plans, and the people who shout about them being ruined, are not interested in eliminating disparities or ensuring that arbitrary rules do not prevent enough housing from being built in all neighborhoods.	5/31/2018

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1208	0.1	/topics/land-use-built-form/	The city should really considering upping most of interior 2 to interior 3. The vacancy rate is around 2.5% now, and with projected population growth, the "upzoning" in the plan is probably not enough. If the population keeps increasing, which it will, and density is allowed as proposed, rents may not increase faster than they are now, but the also won't stabilize.	5/31/2018
1209	0.1	/topics/land-use-built-form/	There's been a lot of concern about teardowns of smaller homes that are replaced with McMansions, to the extent that some are concerned that we will allow larger structures to accommodate 2-4 unit structures and inadvertently just get much bigger single family homes. As a means of both addressing both concerns, what if in codifying the new zoning, there are stricter height, FAR, etc. restrictions for single family homes with bonuses allowing larger structures as units are added (up to the height and other limits in the proposed built form guidance)? I think we do that with our existing zoning, but it's a feature we should roll forward.	5/31/2018
1210	49	/policies/educational-and-economic-access/	a. How will you do this? What does supporting businesses in providing fair wages and worker protections mean? b. How about increase long term employment opportunities. How about making a municipal fair employment policy. This issue is lack of access to good employment and honest careers for POCI. c. How about supporting MPLS public schools by pushing back against the defunding of these schools? d. It is more important to recruit and retain a diverse population to the various boards and committees inside city government. There are basically no POCI currently on the land use committee--a place where POCI as well as artists and business professionals such as architects should be serving. The city is continuing to socially and economically (racially) red-line POC and Indigenous out of Minneapolis. This comp plan does not address the real issues at all.	5/31/2018
1211	55	/policies/business-innovation-and-expansion/	EVERYONE knows that Minneapolis does not support small business, let alone small businesses of color. This comp plan does not change this. At the pending 1400 Nicollet Ave. development alone, we see the city negating everything this policy and it's action steps state. In one development alone, the city is allowing for the displacement of at least 7 businesses all of which employ a large number of people. Of these seven businesses, 4 are POC, 4 are Immigrant owned, one is a Somali daycare servicing numerous families, and one is a 35 year old Minneapolis theater institution. The economic and or cultural significance/viability of these businesses is great and their connection to the community obvious. The actions of the city in real life completely contradict the words laid out in this developer driven plan.	5/31/2018
1212	35	/policies/innovative-housing-types/	As a homeowner, I think it's great that the city wants to expand options for housing. I'd love to have more rental units in my South Minneapolis neighborhood. I know that I'm incredibly privileged to be able to have bought a home - there just isn't enough affordable housing for working families! Frankly, we need to get rid of our racist housing policy past and move forward. More density means a more livable city for everyone!	5/31/2018
1213	34	/policies/affordable-housing-preservation/	This is a joke. We are aware that you are not protecting NOAH. This comp plan is an advertisement stating that Minneapolis is a developer free-for-all.	5/31/2018
1214	36	/policies/innovative-housing-strategies/	This is great! I own a home in Minneapolis, but that's just not an option for so many working families. I'd love to have more dense housing in my area. Everyone should have the option for safe, affordable housing - and there just isn't enough space for a single family home for every 2 people! I think we should incorporate more dense housing options in our neighborhoods, make the city more walkable, safer and more livable.	5/31/2018
1215	33	/policies/affordable-housing-production/	In Loring Park alone we are only seeing market rate or luxury developments with ONE 60% AMI development. This Is Not Affordable Housing! Nor, does what we are currently seeing display any true commitment to creating affordable housing. This comp plan is nothing more than platitudes and lies.	5/31/2018

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1216	38	/policies/affordable-housing-near-transit-and-job-	At the proposed 1400 Nicollet development alone, we are seeing the city negate what this policy action states. Please, respect your constituents and stop lying to us.	5/31/2018
1217	40	/policies/homelessness/	Studios for \$1100 along a transit corridor is 1) not affordable and 2) contradictory to what you are saying.	5/31/2018
1218	42	/policies/expand-homeownership/	We are in the middle of a homelessness crisis assisted by the affordable housing crisis. What are you really going to do? If POI and Indigenous can hardly find work, and hardly afford rent (which your graphs so colorfully demonstrate) how the hell are POI and I going to be able to afford buying a home?	5/31/2018
1219	43	/policies/housing-displacement/	Honestly! How? Why is this not already happening and, if it is why is it not successful. Also, what we are witnessing in real time, is a city that appears interested in displacement ie: removal of persons that do not fit the "market".	5/31/2018
1220	92	/policies/identify-and-evaluate-historic-resources	There a number of small stone, brick and sometimes wood homes in south Minneapolis between Cedar and Bloomington Avenues south of Lake Street. They are largely identical and were all built in the late 1800s for the mill workers who worked at the flour mills along Hiawatha Avenue. I live in one of them (1705 East 31st Street, Mpls.) and think some consideration should be given to their historic significance. Many of these homes have been largely upgraded over the decades while many others are in very dilapidated condition.	5/31/2018
1221	16	/policies/environmental-impacts-of-transportation	Let's make public transit free! And much more plentiful. I agree with disincentivizing single occupancy vehicles- they make our city dangerous and ugly!	5/31/2018
1222	49	/policies/educational-and-economic-access/	Mentorship starting early in Elementary School in Mpls Public Schools is an important needed program to encourage children of all races to envision themselves in successful careers Submitted by a Vocational Technical Instructor also a Tutor in Minneapolis Public Schools We have great kids	5/31/2018
1223	0.1	/topics/land-use-built-form/	34th Avenue between 46th Street and 42nd Street is both only a few blocks from the 46th Street Station and served by the 46 bus. It should be designated as Corridor 4. The block bounded by 44/45th Streets and 40th/41st Avenues is only a few block from the 46th Street Station and 46th Street, which carries the A line. That level of proximity to high quality transit should be designated for greater density than Interior 3. Perhaps Interior 3 would be more appropriate. Similarly, the northern half of the blocks of 42nd, 43rd, 44th and 45th Avenue between 46th and 45th Streets should also be Interior 3, being less than a block from the A line, 46 and 74.	6/1/2018
1224	50	/policies/access-to-technology/	The city of Minneapolis is going to need to consider developing Municipally controlled broadband internet if we want to be able to ensure equitable access to the internet which provides access to technology, job training, and employment in general. Municipal Broadband is going to be critical in keeping Minneapolis an equitable place for all, and keeping Minneapolis a city at the cutting edge of technological advancements.	6/1/2018
1225	0.1	/topics/land-use-built-form/	You are going to create a Hodge podge of Housing that is poorly planned out. You are way too loose on the rules and giving the city keys to the developer. FIRE HEATHER WORTHINGTON!!!!!! or you're fired FREY	6/1/2018
1226	0.1	/topics/land-use-built-form/	The height of housing in historic districts, like the Longfellow Community in South Minneapolis (especially near Minnehaha Falls Park) should be limited to 1.5 stories. The giant construction going up in our neighborhood is diminishing our character and draining the grid. Thanks. Annie Welch anniemwelch@gmail.com	6/1/2018
1227	43	/policies/housing-displacement/	It's interesting but not surprising the plan does not worry at all about displacing anyone else. How about the families who's homes may be surrounded by 6 story apartment buildings due to transit corridor massing if large scale housing projects?	6/1/2018
1228	81	/policies/social-connectedness/	a. How will you facilitate engagement and input? b. What new avenues do you have in mind? c. Mentoring will require a staff person to facilitate/coordinate.	6/1/2018

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1229	88	/policies/public-services-policy/	Mpls. has traditionally provided responsive public services. Hooray!	6/1/2018
1230	76	/policies/new-parks/	Theodore Wirth never advocated this.	6/1/2018
1231	78	/policies/park-design-and-programming/	There is no mention of the Park Board in this policy, therefore it is pointless. This is not the City Council's domain and I hope it never is. Manage well what you are supposed to manage, which does NOT include parks. If parks had been left up to the City Council and Mayor, Minneapolis would have no parks. Back off.	6/1/2018
1232	1	/policies/access-to-housing/	We are already a densely-packed area of multi-unit dwellings in the Calhoun Isles area (towards Bde Make Ska Parkway and Calhoun Boulevard). Over the 30+ years that I've lived here, I've seen upward growth in condo and apartment-style buildings. The shared or common roads, streets, pathways and parking areas have noticeably retreated to the uncontrolled onslaught of humanity. Human beings are essential to the makeup of a city. But there is already an increase in density here. This has brought about an unsustainable, environmentally unsafe, resource-challenging situation. Please consider this when allowing plans for more multi-unit dwellings to receive permits to build in this area.	6/1/2018
1233	34	/policies/affordable-housing-preservation/	Define: legally binding affordable housing. This is used often but it's not clear what the definition is and defined by whom? City planners? Mayor's office? A particular statue...?	6/2/2018
1234	34	/policies/affordable-housing-preservation/	Of the 15,000 housing units (apartments? houses?) how many were lost from being razed to build a \$500,000+ home in it's place? How many were lost as the result of some many monster homes raising the value of those surrounding homes? Seems that this is a crisis allowed by the city in an effort to create and increase tax values. Now you are looking to the home owners whose taxes are higher to again bear the burden of these actions.	6/2/2018
1235	34	/policies/affordable-housing-preservation/	Your comments on wages having "slightly decreased" since 2000, bears more explanation. I imagine just about anywhere you check, you'll find similar. And if you parse this out over years it will show that this stems from the 2008, 2009 crash. Recovery in many fields are only now -- tens years after -- appreciating a recovery. Further, that there is a wage 'decrease' simply cannot be assigned to Minneapolis. On my block alone, there are 5 people who work in Minneapolis -- everyone else works in other cities. This decrease is not a MPLS problem but a Minnesota problem. Residents cannot be held accountable for their neighbors' salaries. Additionally, your choice of verbiage when presenting a breakdown by percentage by race, using numeric (visually strong) for people of color but spelling out "one in three" for Caucasians is a shameful manipulation.	6/2/2018
1236	1	/policies/access-to-housing/	"The people of Minneapolis...are becoming older... aging single-family home dwellers do not have the option to move ... This further restricts access to single-family homes for households with growing families who desire that housing type ..." This concept that I must/should move out of my home that I have lived in for nearly 2 decades -- that I have loved, that I have enhanced, that I have paid taxes on, that has allowed me to be a neighbor in this city that I love, is insulting. This tells me that it is my fault that there are 'no homes'. If you insist on 'encouraging' the elders out you won't have anyone around to teach of to be a neighbor, a home owner, a citizen. Shame on you all.	6/2/2018
1237	19	/policies/bicycling/	I applaud the cities efforts so far. Going forward I recommend a focus on a smaller amount of more protected bike ways vs lots of unprotected bike lanes with simple sharrows. This will promote use by less experienced riders and families. Think Copenhagen!	6/2/2018
1238	35	/policies/innovative-housing-types/	An emerging trend we keep hearing about is ADU's in Portland where they have hundreds of them being built where the city co-op's costs and both home owners and landlords can build them.	6/2/2018
1239	0.1	/topics/land-use-built-form/	Before the city spends one penny of my tax money on new "affordable" housing (at \$1,700 a month?! - what a joke.), it should spend whatever it takes to bring all of the housing run by slum landlords (i.e. Mahmood Khan and his ilk - why are they so untouchable?@!)into compliance with city codes and/or sue the pants off those slum landlords, confiscate their properties, and fix them up so that they are safe, secure, and livable to those families already living there. Stop forcing low income tenants to move from one awful place to another. It's disruptive to their lives and too expensive for them to bear. In this, the greatest nation on earth (ha!), why can't we make housing safe and secure for everyone without making it a money-maker for the already rich? http://www.startribune.com/minneapolis-mayor-meets-with-angry-tenants-facing-eviction/484364061/ I'm angry as hell and I'm not even a tenant. City Council, enforce housing codes and repair housing for those families who work so hard to stay in our city.	6/2/2018

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1240	3	/policies/production-and-processing/	Production and Processing zoning can not be isolated single use zoned areas. Many of the currently areas are VERY auto dependent since many uses are not allowed. I'd like to explore Com. Rockwell's and Com Lupke Pier's ideas about allowing other uses along corridors through these areas or by req. a min FAR for P and P uses and allowing other uses in addition. P and P area also need a stronger connect to transit, today half of these areas are not near existing transit -Kronzer	6/2/2018
1241	80	/policies/development-near-metro-stations/	The city has failed to rezone the Blue and Green Line extension areas and we have been forced to approve storage facilities that don't support the transit investment because the land is zoned Industrial. This must stop. Land around all future and current METRO LRT stations needs to be guided for 10 + stories. The current Build Form Map does NOT represent this, esp. west of Hiawatha Ave at the current Blue Line stations. We must take advantage of the large public investment in LRT, - Kronzer	6/2/2018
1242	80	/policies/development-near-metro-stations/	<p>We live in this area right by Cedar Lake. I do not support this plan AT ALL. It does nothing to respect the current residents who live here specifically because it IS a walkable, drivable (yes, we do own cars because we cannot walk or bike everywhere in Minneapolis towing our kids with us to soccer practices scattered all over the city). We like the look and feel of this part of the city the way it is. I feel like this plan is completely serving the developers who want to build these monstrously tall buildings, it does nothing to alleviate the already horrendous traffic congestion (there is ONLY ONE road along the north side of Lake Calhoun/BdeMakaSKa) and provides housing that is NOT affordable for the vast majority of people.</p> <p>The rest of Uptown, i.e. the Hennepin/Lake area, has changed dramatically, and not in a good way. We never go to Uptown anymore because it is full of living and eating establishments that cater only to single people or young couples without kids. We feel excluded by that development that has occurred and have thanked our stars that it hasn't encroached to where we live. I will do everything I can to block this.</p>	6/2/2018
1243	80	/policies/development-near-metro-stations/	<p>We live in this area right by Cedar Lake. I do not support this plan AT ALL. It does nothing to respect the current residents who live here specifically because it IS a walkable, drivable (yes, we do own cars because we cannot walk or bike everywhere in Minneapolis towing our kids with us to soccer practices scattered all over the city). We like the look and feel of this part of the city the way it is. I feel like this plan is completely serving the developers who want to build these monstrously tall buildings, it does nothing to alleviate the already horrendous traffic congestion (there is ONLY ONE road along the north side of Lake Calhoun/BdeMakaSKa) and provides housing that is NOT affordable for the vast majority of people.</p> <p>The rest of Uptown, i.e. the Hennepin/Lake area, has changed dramatically, and not in a good way. We never go to Uptown anymore because it is full of living and eating establishments that cater only to single people or young couples without kids. We feel excluded by that development that has occurred and have thanked our stars that it hasn't encroached to where we live. I will do everything I can to block this.</p>	6/2/2018
1244	0.1	/topics/land-use-built-form/	I live in south Minneapolis right now, and my friend lives on 52nd and Penn, not far from my house. At this point, the area around my friends house is a very peaceful neighborhood with interior 1 low density housing mainly. His house is also very close to the famous newton ave sledding hill. On snow days, this hill/park is filled with people coming from as many as 10 blocks away! If the proposed built form guidelines as they are now were put into place, eventually this area would have dense apartment buildings, and many people. The newton hill park would be crazy! This would not be fun for anybody, as the crowds already make you wait to sled down the hill, with so many kids at the bottom, in fear of colliding with someone. Along this area of the Penn ave transit route, it would be much more ideal to have interior 2 or 3 buildings along Penn ave (interior 2 being far preferred), instead of the corridor 4 that is being proposed now. Corridor 4 would make this area far too populated. Thank you for considering my (and others) opinion.	6/3/2018
1245	1	/policies/access-to-housing/	I believe the city mandating off-street parking is still crazy and we should stop that and let the private citizen decide that. However, we should be more accepting of transit routes that are not "high-frequency" by current standards. A big portion of riders, especially riders who have been riding since before LRT, use regular ass busses and they don't see any of the benefits that come from TOD as we define it today. We should expand our definition to allow more bus routes to qualify as sufficient to justify reducing off-street parking requirements AND OTHER COOL BENEFITS. We all want busses with benefits.	6/3/2018
1246	11	/policies/skyways/	I think we could be much more strict with building owners who want a skyway. If these are for people then they should be just as easy to navigate, access and hang out in as streets. Require them to prioritize ground floor and for christ's sake, eliminate off-street parking requirements!	6/3/2018

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1247	14	/policies/tree-canopy-and-urban-forest/	<p>1. We need to plant extensively on our heaviest car use corridors. Do you want to slow down cars on Lake street? Fill that bitch with trees. I notice this all the time. Our side streets are cute and full of trees but then you get to a 4-lane road and all the trees disappear. 31st ave is my favorite examples.</p> <p>2. Trees are great, but they are far from the most effective things at managing stormwater runoff, reducing the heat island effect or providing habitat for creatures. They are just a really easy thing to "measure" because they are simple to count. Why not eliminate the "lawn restrictions" we have that pretty much mandate grass or full landscaping. Lets require each new property to handle its stormwater on site! Even those pesky single family homes.</p>	6/3/2018
1248	35	/policies/innovative-housing-types/	<p>This sounds like the "To-do" list you made that you never got around to doing. So when it came time to hand in your paper, you just submitted your plans to write the paper. Give me a break!</p> <p>Do some fucking research, promote innovative housing type right now! Put in a provision that allows for exceptions to every rule we have ever made so people with "innovative" ideas can stand in front of your podium and beg for forgiveness.</p>	6/3/2018
1249	80	/policies/development-near-metro-stations/	<p>I believe we should start to require "liner apartments" for every new development that wants setback variances. People build really large buildings and then they orient all the apartments to exit into a central hallway and funnel them into their cars or out one door in the building (or whatever is required by fire code). This results in diminished public realm because people rarely get to leave out their front door, they don't have the ability to use patio space in front of their apartment and their windows literally create the barrier between public and private.. who the fuck wants that? I'd close my blinds too. Lets move beyond liner apartments for parking structures and put them on every massive new development!</p>	6/3/2018
1250	1	/policies/access-to-housing/	<p>As a future resident of Minneapolis, I am delighted to see an option to build fourplexes throughout the city. I am concerned about the rising cost of rent in our country and within the city of Minneapolis, and I believe the land use map as it currently stands will start a long process of making affordable housing easier to build in Minneapolis.</p>	6/3/2018
1251	0.1	/topics/land-use-built-form/	<p>This area on James Avenue between Lake of The Isles Parkway and "Mall" is currently zoned R1. It should not be changed to Urban 3. It is one of the few remaining neighborhoods that represent "old uptown," or the way most of uptown looked prior to 2000. Many of the homes were built at the turn of the century and are currently still well maintained. This short street is also an important part of the park system. Pedestrians love to walk down it and see old uptown's classic homes. Please do not change this character. Also, consider making it a historic district or just vacate the street entirely and give it to the park board.</p>	6/3/2018
1252	19	/policies/bicycling/	<p>in my neighborhood there were no measurements taken before putting in bike lanes . any measures after do not tell you about change, just a point in time. the numbers and discussion on this topic are cooked up - fake news. most under utilized infrastructure in town. did number of cars in Minneapolis decrease because of bike lanes? rhetorical. guess were not a numbers based government after all.</p>	6/3/2018
1253	15	/policies/transportation-and-equity/	<p>please have a non partisan traffic engineer review these plan and advise. make the recommendations public. We also need to have a clear timeline for evaluating success and failure and how to change course if things are having unintended effects. (less equity/less fair/less affordable)</p>	6/3/2018
1254	17	/policies/complete-streets/	<p>please have a non partisan traffic engineer review these plan and advise. make the recommendations public. We also need to have a clear timeline for evaluating success and failure and how to change course if things are having unintended effects. As in we cannot get around of the city- we have made things worse.</p>	6/3/2018
1255	19	/policies/bicycling/	<p>I do not think the current biking approach is equitable or good. I would like to see us prioritize protected lanes (as in raised to sidewalk height) and going to and from every K-12 school and park. This allows for the framework to really change culture and lifelong transit habits.</p>	6/3/2018
1256	18	/policies/walking/	<p>I think we need to prioritize making walking beautiful. Landscape architects can help with that. this policy feels like that will be pushed off to make private enterprise do that and we as a city should be leading that charge. also we need to support and encourage small business so we have places to walk to</p>	6/3/2018
1257	20	/policies/transit/	<p>what does focus on outcomes mean? please clearly define both he focus and the outcomes and what will be done, in response, with information</p>	6/3/2018

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1258	48	/policies/data-driven-decisions/	How about you use the DATA that this document sights several times that the majority of residents are using cars for transport. Let that sink in. If that's the DATA why are you not looking for ways to better accommodate cars? By 2040 driver less vehicles and lower polluting cars will be the norm. But all resolutions are to increase biking and trains. We need streets for Cars and Buses. You Can't socially engineer transport. Use data and recognize that automobile transport is the Norm and Majority. Now channel efforts and monies to the norm and majority.	6/3/2018
1259	6	/policies/pedestrian-oriented-building-and-site-de	While this plan sounds fantastic for a more temperate climate we Minnesotans deal with ice, snow and below zero temperatures which makes biking and walking unappealing for most of the winter. Our public transportation is also limited and for those of us who work nights not very safe. Additionally for those of us in our 60's, the idea of walking, biking or taking public transportation to the grocery store or doctors office, etc is incredibly unappealing. This plan is not taking our extreme winter climate or aging population into consideration. It will be equally challenging for parents with young children.	6/3/2018
1260	33	/policies/affordable-housing-production/	The need is going up because of decreasing wages? We are in the process of increasing minimum wages. The wages go up! The need is going up because our government leadership has embraced and enabled the out of control growth of people living entirely on government aid. Because of this taxes continue to go up to fund all the aid. We have reached the tipping point where the demand has out paced the tax funds. The solution is to Decrease government aid to able bodied recipients. Make people work for their food and housing and medical needs. The measurement of success of an aid program is how many people get off of it! Make the affordable housing affordable by being small and utilitarian. Not a place people want to stay for ever. This gives them incentive to move out to better housing. This is the reality in the real world that needs to be taught. I started in a shared apartment in a less than ideal suburban neighborhood, worked until I could move to a better apartment in a better community and finally buy a starter home. Then a better home in a better neighborhood. We can't give the luxury of great homes in great neighborhoods away. It must be earned.	6/3/2018
1261	10	/policies/street-grid/	Why in a climate that regularly gets to below zero and can get major snows and ice would we think it's a good idea to promote so much biking and walking? Are you considering people's safety, or only envisioning a city filled with athletic 20 and 30 year olds?	6/3/2018
1262	4	/policies/access-to-commercial-goods-and-service	Mixed commercial is a great idea however don't underestimate the need for a car in extreme cold with snow and ice. Plans to simply not allow access for cars, parking and repair shops is shortsighted.	6/3/2018
1263	0.1	/topics/land-use-built-form/	I live at Emerson Ave South and 59th and am totally opposed to building large buildings with more than 3 stories especially if they are not required to have off street parking for each unit built. Creating high density shopping and housing along Lyndale will create the type of congestion and crime that uptown is now experiencing rather than the quiet, homey residential neighborhood that we purchased our homes to enjoy. Small three story building with shops and parking would be fine, large, tall buildings would ruin the neighborhood.	6/3/2018
1264	1	/policies/access-to-housing/	A thousand times yes! I want to be able to live on a quiet block in Fulton and walk to 50th and France without having to own a single-family home.	6/4/2018
1265	33	/policies/affordable-housing-production/	I think an effective way for the city to provide more affordable housing is to loosen the restrictions on and incentive the development of accessory dwelling units. Removing the requirement for a property with and ADU to be owner-occupied is vital. This requirement severely limits the potential buyers pool for a property and is the reason I will not build an ADU. I want to build and owner-occupy an ADU on my property at 211 17th Ave NE. I also never plan on selling my property and would like to continue to live there for the foreseeable future. The future is unknown though and circumstances change. Other incentives the city could provide for ADUs include lower permitting fees and pre-approved building designs and contractors. ADUs are a great tool to help relieve the affordable housing issue while maintaining neighborhood character. It would greatly benefit the city if the requirements(owner occupancy) were relieved and the development was incentivized.	6/4/2018

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1266	1	/policies/access-to-housing/	<p>I think an effective way for the city to provide more affordable housing is to loosen the restrictions on and incentive the development of accessory dwelling units. Removing the requirement for a property with an ADU to be owner-occupied is vital. This requirement severely limits the potential buyers pool for a property and is the reason I will not build an ADU. I want to build and owner-occupy an ADU on my property at 211 17th Ave NE. I also never plan on selling my property and would like to continue to live there for the foreseeable future. The future is unknown though and circumstances change. Other incentives the city could provide for ADUs include lower permitting fees and pre-approved building designs and contractors. ADUs are a great tool to help relieve the affordable housing issue while maintaining neighborhood character. It would greatly benefit the city if the requirements(owner occupancy) were relieved and the development was incentivized.</p>	6/4/2018
1267	0.1	/topics/land-use-built-form/	<p>It is not clear to me how affordable housing will be accomplished. New construction is generally more expensive. Most increased density in other cities has not resulted in lower rents - show data that supports this plan.</p>	6/4/2018
1268	63	/policies/food-access/	<p>The Minneapolis Healthy Living Community Leadership Team (an advisory group of community-based organizations working together with Minneapolis Health Department staff to reduce obesity and tobacco use) strongly supports the inclusion of policy language that increases access to healthy foods for all Minneapolis residents, especially those in low-income areas and communities of color. Access to healthy foods not only impacts individual nutrition and health outcomes, but also intersects with climate change, transportation, and many other areas included in the comprehensive plan. Where there is a role for the City, the CLT would like to see Comp Plan language that supports nutrition education and skill-building opportunities (such as a policy statement encouraging Minneapolis Public Schools to offer basic nutrition education and food skills starting from an early age). In addition, the City should look for ways to incentivize healthy food purchases such as through financial incentives for customers who purchase fruits and vegetables at corner stores (similar to the successful model of Market Bucks incentives at farmers markets). Finally, the CLT would like the Food Access policy (and other related policies) to require or strongly encourage connections to local growers in order to strengthen the local food economy and improve healthy food access.</p>	6/4/2018
1269	0.1	/topics/land-use-built-form/	<p>West Side of Nicollet Ave. between Valleyview Place and Minnehaha Parkway: Allowing higher density housing in this area would strain existing roads. Minnehaha Parkway is single lane with no direct access to main routes such as Nicollet Ave. Present day traffic must wind through the neighborhood in order to enter or exit. This would make a usable situation today into a traffic congested mess. Bigger questions: Do we really want the character of our neighborhood ruined by a high density land use plan? Who really benefits from such a situation? Land developers or residents?</p>	6/4/2018

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1270	0.1	/topics/land-use-built-form/	<p>On the built-form map my 4600 block of Aldrich Av S is proposed to get rezoned to Interior 3 and Corridor 4. Currently my block of 4600 Aldrich Av S is composed of all single family homes. We do not approve of or agree with this block being rezoned to Interior 3 and Corridor 4. We would prefer to keep this block Interior 1 and or Interior 2.</p> <p>In the drawings for Interior 3 and Corridor 4, all of the buildings are built right up to the edge of the lot line. We request and require more green space mandated in Interior 2 - Corridor 4.</p> <p>There needs to be language in the plan that protects home owners from eminent domain, i.e. my single family home being taken from me by eminent domain for re-development purposes.</p> <p>For overall comments on the 2040 Plan, we would prefer to see major changes to currently single family home blocks delayed or phased in over time. Start re-development in areas of the city with abandoned or run down housing first and make those areas successful. In addition, concentrate the high density apartment buildings in areas that already have that kind of development potential. For example, do a more complete job of re-developing Nicollet Av S from Eat Street get rid of k_mart eye sore, re-open Nicollet and fully develop the potential along the Greenway, and along Nicollett, Blaisdell, Lyndale, Lake St. etc. before radically altering single family home blocks which are already in good shape and fully occupied by taxpaying owners.</p> <p>In addition, there are parts of the city in which land use is already terrible and wasted. Box box stores and businesses, single story suburban type development that should be changed to business on the ground floor and housing above. 56th and Lyndale is one example, the space could be better built and used. Walgreens operates a 1 story building that looks like it should be in Ham Lake.</p> <p>Lastly, I am highly concerned with loss of green space and lack of environmental standards in the new building and zoning proposal. Not enough green space, not enough mitigation for rainwater runoff. the plan should ensure green building including green rooftops, spaces for pollinators and wildlife and setbacks for green boulevards as well as some requirements for solar and renewable energy.</p>	6/4/2018
1271	19	/policies/bicycling/	<p>Brian Crotteau 4605 Aldrich Av S. Minneapolis MN 55419 612-703-2375</p> <p>Biking lanes do not belong on city streets! If bikers want their own lanes their should be bike taxes to pay for the lanes</p>	6/5/2018
1272	1	/policies/access-to-housing/	<p>I fail to see how building fourplexes randomly all over will correct historical problems like redlining and segregation. I've heard it proposed by some as a way to accommodate low-income residents and correct for historical injustices due to housing discrimination and red-lining. These are primarily going to be absentee owned and operated apartments renting-- not selling-- to low income clients on sites already located in low income areas on the North Side. These areas already have more than their share of this kind of activity. The city, county, state, and federal government can promote property ownership and real wealth accumulation in other ways. If anything, I fear that this kind of investment property activity will only exacerbate income inequality between large corporate (often national) landlord holding companies and tenants.</p>	6/5/2018
1273	0.1	/topics/land-use-built-form/	<p>Hi. The Proposed Built Form Corridor 4 running up Grand Street NE from Lowry is a bit of a dead end. This is a quiet neighborhood that happens to have a bus route on it (and maybe the bus route should be on Marshall Street NE anyway). It should not be a corridor similar to the illustration you have shown for Corridor 4. 4 stories is two stories higher than anything there now. Leave this type of building height for Lowry and Marshall Street, not in a small neighborhood with 40-foot lot widths. Please plan higher density projects in areas that are not already quite two story neighborhoods, just because there happens to be a bus route on it. thanks!</p>	6/5/2018
1274	26	/policies/vision-zero/	<p>Any Vision Zero Task Force should INCLUDE members from Minneapolis communities, especially those communities most impacted by traffic fatalities and those communities in which our lack of investment in infrastructure leads to dangerous intersections and accidents. Or there should be a community advisory board with CONCRETE power on Vision Zero action plans.</p> <p>Also - ENFORCEMENT should not be a part of any Vision Zero plan. Police enforcement has a demonstrated history of unfairly policing Black and indigenous residents. We need to acknowledge that even with best intentions, white supremacy is institutionalized within the Minneapolis police force with the deadly results that it inequitably serves some people more than others.</p>	6/5/2018

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1275	0.1	/topics/land-use-built-form/	Connectivity! Create functional ecological networks that conserve biodiversity and provide for sustainable use of natural resources. Enhance ecological habitat connectivity by creating a network of wildlife corridors, connected natural areas, resilient to environmental challenges. Wildlife need to move. They need to access resources, ensure gene flow, shift their ranges, and establish new territories, among other things. Connected landscapes allow for the movement of plants and wildlife and facilitate ecological processes. As climate change and other stressors act on the landscape, connectivity is critical to allowing wildlife to adapt to changing conditions.	6/5/2018
1276	52	/policies/human-capital-and-a-trained-workforce/	Should add Design workforce development programs and create partnerships that work to eliminate GENDER based disparities. Support trans youth and educate city, state employees and all employers about how to deal with trans people.	6/5/2018
1277	67	/policies/climate-resilient-communities/	Connectivity! Create functional ecological networks that conserve biodiversity and provide for sustainable use of natural resources. Enhance ecological habitat connectivity by creating a network of wildlife corridors, connected natural areas, resilient to environmental challenges. Wildlife need to move. They need to access resources, ensure gene flow, shift their ranges, and establish new territories, among other things. Connected landscapes allow for the movement of plants and wildlife and facilitate ecological processes. As climate change and other stressors act on the landscape, connectivity is critical to allowing wildlife to adapt to changing conditions.	6/5/2018
1278	14	/policies/tree-canopy-and-urban-forest/	Connectivity! Create functional ecological networks that conserve biodiversity and provide for sustainable use of natural resources. Enhance ecological habitat connectivity by creating a network of wildlife corridors, connected natural areas, resilient to environmental challenges. Wildlife need to move. They need to access resources, ensure gene flow, shift their ranges, and establish new territories, among other things. Connected landscapes allow for the movement of plants and wildlife and facilitate ecological processes. As climate change and other stressors act on the landscape, connectivity is critical to allowing wildlife to adapt to changing conditions.	6/5/2018
1279	68	/policies/energy-efficient-buildings/	Please include policy and financing to make sure that apartment buildings and other multi-family housing units have equitable access to energy efficiency improvements.	6/5/2018
1280	73	/policies/stormwater-management/	Include comprehensive hands on education that results in knowledge and awareness of the impacts of litter, lawn chemicals, and road runoff on our lakes and rivers. Use amounts of trash in water bodies as a part of lake health and include it in the TDML profile of pollutants. This will entail going to higher levels of government, I assume, but should be done.	6/5/2018
1281	1	/policies/access-to-housing/	This is awesome! This kind of plan makes me proud to call Minneapolis home. It's time to move past our history of racist housing policies and make the city more livable for everyone. As a homeowner who lives near the light rail, I'd welcome more multi-unit housing in my neighborhood.	6/5/2018
1282	0.2	/small-area-plans/	The purpose of a small area plan is to supplement the overall comp plan with a finer level of detail on a particular part of the City. The above statements say that the urban design policies of the City's small area plans have been incorporated into updated comp plan, AND, that the Comp Plan will be used for this guidance. It does not however, confirm the role of small area plans, which is to provide greater detail. This section needs to explicitly say that small area plans will continue to be used by City staff and developers for any development process. John VH	6/5/2018
1283	88	/policies/public-services-policy/	In regards to the goal of increasing our city's population, the action step of streamlining development review should not involve shutting neighborhoods out of the review process. When planning for close proximities and high densities, the need for coordination and cooperation increases significantly. I can accept greater heights and densities, but only if I as resident can have a place in the planning and review process. I've seen it time and again - community input makes for better development projects. John VH	6/5/2018
1284	23	/policies/coordinated-development-strategy/	We need a LGBTQ center and we need a center for trans people.	6/5/2018
1285	1	/policies/access-to-housing/	It is so important that we allow more density in all neighborhoods in Minneapolis, from smaller "missing middle" projects on up. This is perhaps the most important issue of all these, because many of the other topics here depend on first having good places to live for more people. Things like infrastructure maintenance, public transportation, supporting small businesses, it all will be easier to accomplish with a higher population density to provide a larger tax base, and large local customer base, so we can all have nice things. We can also start to de-gentrify places like my neighborhood of Longfellow by adding more housing options for all income levels. Lessening restrictions for what kind of residential structures can be built where will also help there be more naturally occurring affordable housing someday, even if that construction is expensive at first. Local businesses that thrive off of foot traffic would benefit so much from added local density, and having a variety of small local businesses in turn are what help make neighborhoods walkable, and also give cities a great unique character. So my answer here is a huge, resounding YES PLEASE let's allow more kinds multi family of housing everywhere in Minneapolis, as soon as possible!!!	6/6/2018

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1286	1	/policies/access-to-housing/	I 100% support this policy. As a resident and homeowner in southwest Mpls, we need to harness the energy and desirability of our fine city by allowing and approving as many housing units as possible. The demand will not last forever, so let's take advantage of growth and all it has to offer (opportunities for more people to patronize local business, start businesses, enjoy parks, trails, and other infrastructure, invest their time and money in the community, and create and enhance a sense of community.	6/6/2018
1287	35	/policies/innovative-housing-types/	I support this policy. We need innovative models for seniors!	6/6/2018
1288	37	/policies/mixed-income-housing/	Please do not do anything that further restricts supply of any type of housing. Market rate or affordable. Take care in adopting policies that add regulation without also incentives.	6/6/2018
1289	80	/policies/development-near-metro-stations/	I agree with all the points in this policy. Our built environment should support transit and transit users as much as possible, to make life as a transit user as easy and attractive as possible. Having a minimum height for buildings near main transit stops to maximise the amount of people who can benefit from car-free transportation, and also having businesses at the sidewalk level nearby so people going to and from transit stops can take care of daily needs on the way home. I also really agree with no more park and rides. We need homes for people, and shops and other things to do to service those people living there, not storage for a few people's cars! And having small blocks is really great for walkability, and should be a thing in more places than just near transit stops.	6/6/2018
1290	23	/policies/coordinated-development-strategy/	I dont understand what the term "coordinated district wide development plans" exactly means. Could you dumb down the language?	6/6/2018
1291	76	/policies/new-parks/	I'm unsure we need new parks. Can we enhance the parks we have. Especially in underserved areas rather than looking at new parks.	6/6/2018
1292	2	/policies/access-to-employment/	I definitely agree with having minimum development densitites downtown, where land needs to be utilized as efficiently as possible. As far as outside downtown, I would love to see more opportunities for small businesses and offices to find a place in our neighborhoods. We have lots of lovely nodes in our city, that used to be streetcar stations, and now the few remaining brick commercial buildings still offer great spaces for small local businesses. We should absolutely follow that pattern, and allow new construction by current transit stops. In interior neighborhoods, where many of those older brick buildings are, small two story live/work buildings would be a great addition, and along corridors, following a traditional "main street" model of development, with rows of mixed use buildings of two or more stories, with no off street parking, or parking hidden behind the buildings, would be amazing	6/6/2018
1293	80	/policies/development-near-metro-stations/	I support this policy. We need density to have an effective transit system, and we need it in areas where there are the highest number of transit dependent people.	6/6/2018
1294	24	/policies/shared-mobility/	This is the future. I support this policy. Let's be leaders in the nation on this issue.	6/6/2018
1295	11	/policies/skyways/	This policy does not appear to be properly labeled. Consider revising to say something like "support street level retail?"	6/6/2018
1296	82	/policies/aging/	This is critical, given the changing demographics. I think we could expand on this even more and be thinking about how technology(and closing the digital divide) can help seniors and our community.	6/6/2018
1297	81	/policies/social-connectedness/	Technology should be mentioned (and harnessed) for social interaction. Seniors need to be better connected with technology (sharing economy) and how much it can benefit them	6/6/2018
1298	26	/policies/vision-zero/	This is very important work. I support this policy!	6/6/2018
1299	4	/policies/access-to-commercial-goods-and-service	I agree with everything in this policy. Higher density all around, to actually provide enough people within walking distance of local businesses to support them staying open, is key. Having small-scale mixed-use buildings would work great in neighborhood interiors at transit stops, and mid-rise mixed-use along corridors. Buildings should be oriented to the sidewalk, and either have no off-street parking, or have parking tucked behind the building. I think it's very important to have a variety of small businesses inside neighborhoods, so enable car-free living. You can paint as many bike lanes as you want, you're only going to be able to get so many people biking, unless you allow useful destinations within a short, practical distance to where people live. Same goes for walking. We have sidewalks, but most people can't use them to get groceries, simply because the nearest grocery store is just too far away to walk easily.	6/6/2018
1300	33	/policies/affordable-housing-production/	Create separate old age homes for LGBTQ people or trans people	6/6/2018

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1301	17	/policies/complete-streets/	<p>I am in total support of prioritizing pedestrians first, and cars last.</p> <p>If you are serious about this, than slowing down cars should be a priority. Traffic calming measures such as narrow lanes, curb extensions, (single lane) roundabouts, chicanes, and street trees should all become commonplace.</p> <p>This goes hand-in-hand with complete neighborhoods, and having local inner-neighborhood businesses, and enough density to support those businesses. One reason people feel the need to go so fast in their cars, is because they have such a long distance to travel from where they live to get anywhere useful.</p>	6/6/2018
1302	34	/policies/affordable-housing-preservation/	Create housing for LGBTQ community	6/6/2018
1303	40	/policies/homelessness/	provide separate safe shelter for LGBTQ youth	6/6/2018
1304	18	/policies/walking/	<p>Yes yes yes! Plenty of people I know say Minneapolis is very "walkable" but what they mean is "nice for a pleasant afternoon stroll." But "pretty to take a stroll along" is not the same thing as being able to get to practical destinations on foot. In many neighborhoods, you can walk for a mile and only get to more single-family-housing.</p> <p>We need for our zoning to allow for practical destinations within walking distance to where people live. And it needs to be safe for people to get there, meaning cars definitely need to be slowed down, using traffic calming measures like narrow lanes, single lane roundabouts, street trees, chicanes, and curb extensions.</p> <p>We need more multi family housing options in all neighborhoods, to have more people around to support a variety of small local businesses, and to provide a tax base to be able to collectively afford things like having the city plow sidewalks in the winter.</p> <p>Community gathering spaces, like small squares lined with mixed-use live/work development, to create a magnet to draw locals to the spot, would be an amazing addition, to encourage community networking.</p> <p>Making it easier for businesses to have sidewalk seating would be great for street life, too.</p> <p>Parklets are a great way to take back street space for people, without going through the expense of redoing a street and curb line as well, so making it easier for parklets to appear more places would be excellent as well. Also bike parking corals taking up one or two street parking spaces, in places where the sidewalk is too narrow for good bicycle parking.</p>	6/6/2018
1305	42	/policies/expand-homeownership/	provide financial counseling and homebuyer education to LGBTQ community..	6/6/2018
1306	45	/policies/leverage-housing-programs-to-benefit-c	Prioritize local businesses owned by LGBTQ community	6/6/2018
1307	48	/policies/data-driven-decisions/	Reach out to trans community while doing data analysis and housing research	6/6/2018
1308	19	/policies/bicycling/	<p>You can paint all the bike lanes you want, you'll only be able to get so many people biking if you don't open up zoning to allow more practical destinations within short, easy biking distance to where people live.</p> <p>That being said, yeah, go ahead with the biking infrastructure, because even if there is a limit to how many new people you'll get on bikes that way, you'll still be able to get more people on bikes.</p> <p>I do have a comments on what kind of infrastructure gets built though.</p> <p>"Parking protected" bike lanes hide cyclists from view of motorists, making intersections dangerous.</p> <p>Cycle tracks that put both directions of bike traffic over on the same side of the street is dangerous, because motorists won't think to look out for cyclists coming from the wrong direction to what they'd expect.</p> <p>Protected bike kanes that have a continuous, unbroken wall of protection, like a curb, or a concrete wall (like the Franklin ave bridge) remove freedom of choice to cycist making a left turn, who'd prefer to make a left merge and then turn left, rather than take more time waiting for two lights to make a box turn. A protection with breaks in it provides that "feel safe" quality, without removing options from more confident cyclists.</p> <p>"Door zone" bike lanes should never even be considered, and existing ones should perhaps even be removed, as biking in the door zone is really unsafe.</p>	6/6/2018
1309	55	/policies/business-innovation-and-expansion/	Connect entrepreneurs, with a focus on LGBTQ youth and trans youth	6/6/2018
1310	56	/policies/supporting-small-businesses/	Please prioritize businesses owned by trans people	6/6/2018
1311	57	/policies/cluster-strategy/	Focus one area in Minneapolis for LGBTQ community's need..Like Castro in San Fran, Powderhorn or Loring park could be a area for LGBTQ community	6/6/2018

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1312	20	/policies/transit/	<p>While more light rail would be really awesome, I understand that's a huge expense. But one faster, cheaper way to increase bus reliability, especially in and near downtown, and along busier corridors, would be to have bus-only lanes.</p> <p>Also, having more transit oriented development, that puts more homes near transit, and allows businesses at the sidewalk level surrounding transit stops, would make mass transit more practical, because after stepping off the bus or train, there could be a small grocery store, or bank, or post office, or whatever, where people could take care of their practical daily needs on the way between home and work. There should be things to do near transit stops.</p> <p>Higher frequency, real-time information at major stops, and priority lanes would all be welcome improvements.</p> <p>I am an all year around cyclist, but when I can't, or just don't feel like biking, I always take the bus instead, but I'm never happy about it, because most routes are just plain unreliable. And that's mostly just because they just get stuck behind cars. Arterials like Lake st, Franklin, Hennepin, etc, would be served wonderfully by bus-only lanes now, and maybe light rail or modern streetcar in the future.</p>	6/6/2018
1313	11	/policies/skyways/	<p>The skyway are too confusing to use for anyone who doesn't use them everyday. And they take foot traffic off the street, so businesses in street level don't survive well. Together, this makes downtown a completely boring place to be.</p> <p>I would prefer that they be closed, but the people who use them everyday love them, so who am I to try and take that away from them? To make them work well, I think there needs to be stairs and or elevators to get to them on the edge of the buildings, where people can see them from the sidewalk.</p> <p>Also, I think that any new buildings constructed that want to be connected to the skyway, should have the skyway level retail wrap around the outside edge of the builing, facing outward, with the foot path in between the storefront and the outter glass of the building, mimicking the sidewalk, to be more intuitive to visitors. People in the skyway could look out the glass and easily be able to tell where they are, and people on the street would be able to look up through the glass to see what businesses are up there. Perhaps skyway bridges also ought to be near street corners, also to better mimic sidewalk travel, so as to be more intuitive.</p>	6/6/2018
1314	72	/policies/sustainable-water-system-management/	encourage people to have rain gardens and rain harvesting	6/6/2018
1315	75	/policies/waste-reduction/	Ban onetime use plastic and styrofoam products like spoons, straws or plastic bags.	6/6/2018
1316	91	/policies/heritage-preservation-outreach/	Expand outreach around heritage preservation activities and resources on trans community of Minnesota	6/6/2018
1317	92	/policies/identify-and-evaluate-historic-resources/	Expand outreach around heritage preservation activities and resources on trans community of Minnesota	6/6/2018
1318	1	/policies/access-to-housing/	Force, require, legislate that at least half of the units in EVERY building be rent controlled/affordable to a single person making the legal minimum wage. Require all buildings to accept section 8 vouchers for any unit. Require all the downtown zone multi family buildings to create affordable spaces within every building by 2040. We seriously do not need more luxury housing downtown. We need more affordable housing and we need it sooner rather than 20 years from now.	6/6/2018
1319	1	/policies/access-to-housing/	Looks like you want to destroy nice neighborhoods to generate more tax revenue.	6/6/2018
1320	54	/policies/supporting-economic-growth/	Obviously, the wealth of a community depends on its economy. While M2040 gets down into nitty-gritty details of housing, its plan for economic development is virtually non-existent except to mouthe a few truisms about making it easier to do business in Minneapolis. That in no way constitutes a plan. If we had a successful path to economic development, then more residents people would have money to spend on housing. Why is there no real economic development plan in M2040?	6/6/2018
1321	49	/policies/educational-and-economic-access/	Everybody knows the Minneapolis Public School system is in trouble. It is losing students, facilities are closing, and too many students are failing. But " aside from health " there is no more fundamental component to community success than education, because both address the capacity of the people to be healthy and productive. Still, the plan gives short shrift " that is to say, almost no attention at all to education. The Twin Cities are rich with higher education institutions that could help. Why is there no real plan? Saying it is the responsibility of the School Board is NOT a responsible answer.	6/6/2018
1322	89	/policies/technology-in-the-city-enterprise/	Collect and use data for trans community needs; gather, generate, analyze, interpret, visualize and distribute data across jurisdictions for use in decision-making by policymakers and the public including but not limited to interactive maps of trans businesses and resources, and ability to publicly display trans community data online for use by members of the public.	6/6/2018
1323	0.1	/topics/land-use-built-form/	Corridor 4 - way too built up for neighborhoods. Totally inappropriate density. No limit on building height? Why is interior 3 protected at 3 stories but corridor 4 across the street could soar to 2 times that height? These are neighborhoods not warehouses to stack people like pallets.	6/6/2018
1324	1	/policies/access-to-housing/	There is inappropriate density planned for residential neighborhoods far from downtown. 4 plex is ok but the 3 4 and higher story apartment buildings are not appropriate.	6/6/2018

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1325	38	/policies/affordable-housing-near-transit-and-job-	The city should not be considering eminent domain to take property along bus lines to give to developers to build affordable housing. The policy to acquire and assemble parcels is very concerning on top of the huge density increase for these same neighborhoods. It feels like people who live near bus lines are under attack in this plan with huge buildings possible and now the potential for the city to get involved to accelerate this build-out.	6/6/2018
1326	12	/policies/lighting/	there should be no city facility that is replacing or creating new light fixtures that are not highly energy efficient.	6/6/2018
1327	16	/policies/environmental-impacts-of-transportation-	create "no car zones" in downtown create fees for the freeways for non-HOV, return fees to Green Zones communities and communities displaced by the original freeway construction. include police vehicles in the City's idling ordinance and prioritize their switch to electric vehicles. They idle most in highly-policed neighborhoods, including during youth outdoor sports games. Possibility of creating signs about Green Zones that inform commuters to consider walking, rolling, bicycling, bussing, or a minimum carpooling when traveling through these neighborhoods lower bus fare for Green Zones communities	6/6/2018
1328	15	/policies/transportation-and-equity/	Prioritize walking, biking. Expand sidewalks, plazas, gardens, parks, no-car zones. Cars should not define our communities in 2040 as they do now.	6/6/2018
1329	17	/policies/complete-streets/	permeable sidewalk for rainwater management and it is easier on joints for people who walk/bus a lot. yes! I love the order walking/rolling, then biking, then bussing, then cars.	6/6/2018
1330	18	/policies/walking/	permeable asphalt, short prairie grass, or other walkable surface that is easier on joints, catches rainfall, etc. encourage artists/community orgs/ to set up and influence the space on sidewalks. create no-car zones in the city to make breathing easier, less concern for safety.	6/6/2018
1331	19	/policies/bicycling/	imagine one lane of traffic for busses and the few cars that are still used, and wide sidewalks like on milwaukee ave... encourage bikers to bike to the airport! to union depot! to major hubs like that so that it is EASIEST to bike or lightrail there.	6/6/2018
1332	20	/policies/transit/	protected bikeways are okay but I think park/portland style bikelanes work really well and are much cheaper/easier to plow. no more freeway expansion. full stop. only maintenance of existing roads (including returning them to surface streets when politically possible), and ramping up carpool incentives, bussing, etc. We cannot afford (in any sense of the word) more traffic lanes of cars. Electric vehicles are not a cure all - batteries have a lifespan, batteries require precious minerals that come out of places that undisturbed protect groundwater and maintain native nations' access to treaty rights (like wild ricing, fishing, drinking water, etc). EVs, again, should not be viewed as a net zero impact nor something to continually expand use of instead of combustion engine vehicles.	6/6/2018
1333	22	/policies/downtown-transportation/	create downtown as no-car zone. reduce the overall parking space city-wide and in downtown.	6/6/2018
1334	26	/policies/vision-zero/	prioritize pedestrians through seeking to shrink overall landuse dedicated to cars. Road traffic accidents are the Ranked 3rd in top causes of death for Minnesotans between the ages of 15 and 44. The only reason we are still using them is because we've wrapped our whole way of life around them. Between now and 2040 we have to make some serious steps towards changing that. People > cars. And driving in cars when you look at the numbers is one of the most dangerous things we do. http://www.worldlifeexpectancy.com/minnesota-cause-of-death-by-age-and-gender	6/6/2018

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1335	28	/policies/msp-airport/	<p>if the city has authority OR push Hennepin County and utility relationships to remove all language related the trash incinerator being a "green initiative." This is green-washing, certainly, but is no better for people or the environment.</p> <p>encourage/promote partnerships with amtrak to encourage city residents to use rail and bus transportation in place of air travel.</p> <p>do not actively promote/encourage MSP to expand its operations. In fact do everything you can to keep it as is or reduce its size.</p>	6/6/2018
1336	34	/policies/affordable-housing-preservation/	<p>discourage housing "flippers"</p> <p>cap the number of properties that international and out-state investors can purchase</p> <p>adopt "Right of First Refusal" to allow tenants to form housing co-operatives within aging buildings and access settlement money (for the really bad cases) and city affordable housing dollars to make improvements to properties that were not maintained by landlords.</p> <p>require all cost-effective energy efficiency improvements to be made by landlords along with timely repairs and maintenance of building.</p>	6/6/2018
1337	33	/policies/affordable-housing-production/	<p>-cap # of luxury condos/apts allowed total within city. There is only so much space for all of our needs together and attracting more and more wealthy apt-dwellers (when the are 1-15% of the population)is not a wise or planful use of space.</p> <p>-require rig</p>	6/6/2018
1338	35	/policies/innovative-housing-types/	<p>adopt right of first refusal to allow residents who are currently renters to implement some of these innovative housing strategies through the purchase of their home from the property manager.</p>	6/6/2018
1339	67	/policies/climate-resilient-communities/	<p>-move rapidly toward distributed energy generation (rather than large-scale, central power plant model that is currently used by utility companies across the country). These are very vulnerable to disasters of the environmental and political sort.</p> <p>-look</p>	6/6/2018
1340	67	/policies/climate-resilient-communities/	<p>allow for permanent, secure spaces for community gardening that is not threatened by development or fluctuating taxation status.</p>	6/6/2018
1341	75	/policies/waste-reduction/	<p>Begin Minneapolis Fix-It Clinic like Hennepin county does that also trains young people and possibly adults to fix, repair, or in the worse case scenario dispose of well this time and buy smart for the long haul next time.</p> <p>education on the "refuse" part of refuse, reduce, reuse, recycle is not taking, needing, using as much as we currently do.</p>	6/6/2018
1342	68	/policies/energy-efficient-buildings/	<p>-Adopt Inclusive Financing mechanisms to ensure equitable access to utilities' CIP dollars</p> <p>-Require all new buildings to have efficient buildings with passive solar design, which saves the cost of retrofitting AFTER the building is built</p> <p>-Multi-family e</p>	6/6/2018
1343	71	/policies/soil-health/	<p>ban pesticides in park spaces, and fine residents who use them. and educate them of course about why!</p>	6/6/2018
1344	61	/policies/environmental-justice/	<p>Work with native leaders and communities to determine which portion of city lands Minneapolis will return to indigenous people and/or put all of Minneapolis into a land trust that is directed by a board of directors that consists of a majority of native members, with representation by multi-generational black american, hmong, latino, east african members.</p> <p>If this is not politically feasible by 2040, find (in partnership) another way to meaningfully return significant decision-making power to native tribes around land use.</p>	6/6/2018
1345	90	/policies/technology-in-the-economy/	<p>Under this plan tech investment should never be groveled to, or sought after at the cost of affordable housing, existing resident retention, city culture and connectedness, and equity .</p> <p>Tech should not be used as a panacea, but be engaged with and used in a thoughtful manner. More is not always better, and just because tech makes something "possible" does not mean it should be done. Tech requires a significant amount of energy use, precious minerals (which are extracted from somewhere and if we're not willing or able to extract it from our backyard we should reconsider how much of that tech we actually NEED), and as an increasing amount of studies show increase anxiety/isolation.</p>	6/6/2018

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1346	74	/policies/integration-of-water-management-into-	<p>where possible return land that was previously wetland to wetland - this eliminates cost of ground-waterpumping, damage done during significant rain events, and restores the soils ability to catch rainfall. These areas can be returned to foraging space for community members, trails, and meaningful natural stormwater areas.</p> <p>Ban pesticide use within the city, but especially in parks and at schools</p> <p>All new plantings should match this ecosystem - prairie. Meaning naturally drought-tolerant. There are many beautiful flowers that grow in prairie.</p> <p>Reduce non-permeable land coverings (roadways, parking, etc)</p> <p>encourage and facilitate grey water use</p> <p>follow the advice of this expert and bill "distributed water infrastructure" improvements (e.g. low-flow toilets, green roofs, rain gardens, permeable pavement, smart meters, etc) as CAPITAL not operating expenses. This will open up capital access to do these improvements en masse without having to significantly raise municipal water rates. You can also use tools like on-bill repayment (Inclusive financing) for water-related improvements that are cost effective to further reduce barriers to making these improvements: https://waternow.org/financing-the-future-of-water-infrastructure-just-got-a-whole-lot-easier-part-2-what-is-distributed-infrastructure-and-why-should-you-care-about-it/</p>	6/6/2018
1347	81	/policies/social-connectedness/	<p>make permanent open streets through "no-car" zones in several parts of the city.</p> <p>national night out 2x per year?</p> <p>create neighbor challenges (do X things with your neighbor this month and get a prize! etc).</p> <p>support orgs like PPNA who are providing equipment libraries, and hosmer library that has a seed library, and the Hack Factory that provides access to tools. These are social spaces!</p> <p>Biggest isolators: cars, phones/computers (depending on their use).</p> <p>encourage people to get off phones/computers and have real conversations. Approach tech-based solutions to community building with caution - tech addiction is a growing field of study. Tech should be a tool not a given or a requirement.</p>	6/6/2018
1348	54	/policies/supporting-economic-growth/	<p>I am hoping that the minimum wage law does not detract large businesses from coming to Minneapolis. I worry they may be concerned about an anti-business climate. Let's get as many jobs as possible in the city!</p>	6/6/2018
1349	21	/policies/freight/	<p>This whole section flies in the face of the Rail Safety Resolution passed by the city council in November 2015. You need to get that out, read it, and incorporate the language and intent of that resolution into the comp plan. The language here in this draft actually serves to negate that entire resolution. So you are wanting to go on record of doing that?</p>	6/6/2018
1350	21	/policies/freight/	<p>Add similar efforts you are undertaking for airport noise (per other language in this comp plan) and other negative impacts on the surrounding community to this section regarding rail and rail yards. See: Shoreham Yards, Northtown Yards, NE Minneapolis. Address the impacts of air, land, soil and noise pollution stemming from rail and railyards. Why only do so for airport communities? Ensure equity, don't just mouth it.</p>	6/6/2018
1351	1	/policies/access-to-housing/	<p>The principle is admirable. But there is no detail on execution. How will you prevent the construction of luxury condos in large single family homes that are still too expensive for moderate and low income families? How will you prevent the construction of low quality, cheap rentals that deteriorate? How will you ensure there is enough parking without clogging up streets and alleys? It's all in the execution.</p>	6/7/2018
1352	0.1	/topics/land-use-built-form/	<p>As a lifelong Minneapolis resident I oppose the plan to rezone my neighborhood. I can easily see large buildings built that are financially inaccessible to residents of this area, and I can't support a plan that doesn't guarantee the land will be used for the benefit of the people living here.</p>	6/7/2018

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1353	0.1	/topics/land-use-built-form/	Why would you zone Justice Page middle school to be a Corridor 6 parcel? This suggests that a developer could purchase this property and turn it into an Apartment complex. On paper, this piece of land looks very appealing to a developer. Please remove the school from your plan. This does not align with the understanding that the school board and the city are two different entities, and suggests that everyone is OK with this. I live around the corner and expect my daughter to go to school here one day. NOT OK.	6/7/2018
1354	1	/policies/access-to-housing/	<p>I am so excited about this policy. This gives us the chance to make Minneapolis the national leader in keeping housing affordable to all residents. It will ensure our city remains a vibrant place where immigrants, older folks, working families, recent grads, and creative people can enjoy all the things that give Minneapolis such a high quality of life. I am a renter two years out of college. Because rent here is affordable, I can work a job that I like, live in a safe and clean place, and save money for grad school. For people at my stage in life, Minneapolis is almost perfect. It has good jobs, decent transit, access to higher ed, and decent parks and amenities - all for a cost of living that is economically accessible. It is really important to me that we keep it that way.</p> <p>As you consider this plan, know that there are plenty of people like me who care about affordable housing Their voices may not be the loudest, but they are paying attention. They know that this plan means to them. And there are plenty of people besides them who care that our city continues to be an inclusive in deed as well as in word.</p>	6/7/2018
1355	1	/policies/access-to-housing/	<p>Instead of promoting a stable, working, middle class that contributes to the community, the City is inviting large amounts of unstable, under employed, publicly funded lower class residents which will destabilize the City. The concept that the City is deploying will drive out the productive residents and leave Minneapolis to struggle as a welfare city with lower tax collection, fewer profitable businesses, uncared for properties and growing crime. It is not a City's role to be a Charity. That is the role of State govt. As Minneapolis expands this concept, the problems that it is trying to resolve will only create bigger problems and destroy the foundation it needs to thrive. Learn from other Cities that are making the same mistakes.</p> <p>Stop attracting and inviting the unproductive and out source some of the needy to other Cities and the problems you are addressing will go away without creating bigger problems.</p> <p>I know my concerns will be ignored by the City and that is why I, and a large percentage of the quiet majority are planning to leave Minneapolis as it continues to destroy its productive middle class.</p>	6/7/2018
1356	33	/policies/affordable-housing-production/	The definition of "affordable housing" has to be changed to include ownership. If we don't, whatever housing it is, wherever it is, does not build equity (and I mean that in the financial as well as the social justice definition) nor does it remain affordable.	6/7/2018
1357	39	/policies/fair-housing/	Definition of "affordable housing" has to be changed to include ownership. If we don't, whatever housing it is, wherever it is, does not build equity (and I mean that in the financial as well as the social justice definition) nor does it remain affordable.	6/7/2018
1358	71	/policies/soil-health/	Make Minneapolis permeable! Also, restore and mitigate damaged soil microbiome with compost/mycorrhizal fungi. And leave the leaves.	6/7/2018
1359	77	/policies/park-access/	Great ideas for parks. Let's do artist and community lead wayfinding all over the city. Starting with making it easier for people to paint the pavement to encourage neighborhood culturally relevant community painted crosswalks on heavily traveled streets. Open Streets removes traffic from these streets for a day that would give time to safely paint the crosswalks. Designs could be worked out and approved ahead of each event.	6/7/2018
1360	66	/policies/air-quality/	Some blocks of the city have multiple emitters such as gas stations, auto repair and car washes within a few hundred feet of residential housing. For instance, there is an auto repair place, a body shop and a car wash within a few hundred feet of my house which is just a few blocks from the freeway. The air quality testers are not positioned here, yet obviously that's a lot of concentrated emissions. There is also a daycare - right next to the body shop - who thought that was a good idea for kids? We need policy to change this and move these business types away from residential areas and especially away from daycares and schools. No housing should be exposed to emissions from three emitters like this and my block is not the only one concentrated like this. In the short term, move some of them and in the long term (but ASAP) eliminate these types of businesses in residential areas.	6/7/2018
1361	66	/policies/air-quality/	Do people report air quality issues to 311? Does 311 do anything about those reports now? If the city is going to use that data to inform policy according to the 2040 Comp Plan, then people need to know to report and have some confidence 311 will do something - that confidence is already low on a variety of issues that are typically reported. I don't think 311 is the first place people think of to report air quality issues. If the city is going to use that data, then it also needs to ensure that it is quality, useful data.	6/7/2018

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1362	19	/policies/bicycling/	<p>Hello, My name is Katherine and I've been living and biking in Minneapolis since 2013. Recently I've become a full time bike commuter since we have so many wonderful bike lines and greenways in Minneapolis. However with the advancement of the physical infrastructure, I continue to notice drivers completely oblivious to the threat they pose to bikers and pedestrians alike. Is there a way we can help to shift the driving culture of Minneapolis to be more embracing of this alternative transportation? I know you can find information on how bikes operate on the road if you look for it, but can we make it DEFAULT that drivers learn how to navigate bicycle traffic in Drivers Exams. Even a quick informational pamphlet/ quiz when renewing drivers licences. If knowledge is power, I think an explanation of how we can successfully co habitat is key. How can we expect bicyclists to increase to 15% if the vehicles we share the road with continue to respond aggressively to this alternative transportation? Let's educate our citizens so we can keep leading the nation in bicycling as a progressive alternative transportation method.</p>	6/7/2018
1363	16	/policies/environmental-impacts-of-transportation/	No mention of parking.	6/7/2018
1364	10	/policies/street-grid/	No mention of parking.	6/7/2018
1365	17	/policies/complete-streets/	No mention of parking.	6/7/2018
1366	1	/policies/access-to-housing/	I'm sure I've commented before but I'm very excited about this policy. There's been very little new construction in my neighborhood (East Isles) and what has been built seems limited to extremely large single family houses. I'd love for the zoning code to reflect the diversity of housing we already have here and allow for different housing options in the future.	6/7/2018
1367	33	/policies/affordable-housing-production/	This is a necessary policy and I definitely hope it leads to further leadership and planning when it comes to new affordable housing construction. More details would be great, but I understand that isn't the purpose of this document.	6/7/2018

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1368	80	/policies/development-near-metro-stations/	<p>I currently live in a high rise near the Lake Street/Excelsior Blvd split just north of Lake Calhoun. I am not opposed to increased density. I am in favor of walking, biking, and mass transit. However, the drawing that shows multiple high rise buildings intended to house thousands of more residents around the Lake/Excelsior Blvd scares me. There does not seem to be any additional infrastructure (besides the potential for SWLRT) to accommodate this level of density. The SWLRT (if it is ever completed) will only relieve certain commuters and residents who are going to either downtown Mpls. or towards the SW suburbs.</p> <p>Without additional plans to manage commuter and new resident vehicles, I am opposed to the build-up envisioned in the plan for this area for the following reasons:</p> <ol style="list-style-type: none"> 1. CURRENT traffic congestion along these corridors between Hennepin and France Avenue is problematic because of the limited number of East-West transportation options caused by the Chain of Lakes. Right now, between 50th Street South and 394 there are only a few East-West options available for cars: 50th St. S. is narrow and can't handle more than 1 lane of traffic in either direction in most areas. Lake St./Excelsior Blvd is already jam-packed with cars with long back-ups during Rush Hours. Then 394 is also very backed up during many hours of the day. Frustrated commuters will end up clogging residential streets in their attempts to avoid long delays in the arterial streets. 2. The need for cars as a transportation option will not disappear even with SWLRT. Most residents need cars because their workplace and homes do not conveniently line up with mass transit. Cars are needed by most people to shop for bulky, heavy groceries. Families need cars to get kids to daycare, schools (if bus service is not available), after hours sports and activities, etc... Minneapolis MUST continue to plan for increased vehicle traffic associated with thousands of new city residents. Wishful thinking that everybody will work and live and shop and go to school within walking/biking distance all 12 months of the year would be foolish and a disservice to the reality most residents experience. 3. Thousands of new residents and cars along already overcrowded streets will frustrate commuters and residents alike. Frustrated and delayed drivers run red lights, make dangerous turns, and do not yield to pedestrians or bikes. The future safety issues caused by overloading already congested roadways with thousands of new cars, pedestrians, and bikers around the Lakes is frightful and dangerous. <p>Thank you, Maria Henly 3151 Dean Court #304 Minneapolis, MN 55416</p>	6/7/2018
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1369	15	/policies/transportation-and-equity/	<p>I currently live in a high rise near the Lake Street/Excelsior Blvd split just north of Lake Calhoun. I am not opposed to increased density. I am in favor of walking, biking, and mass transit. However, the drawing that shows multiple high rise buildings intended to house thousands of more residents around the Lake/Excelsior Blvd scares me. There does not seem to be any additional infrastructure (besides the potential for SWLRT) to accommodate this level of density. The SWLRT (if it is ever completed) will only relieve certain commuters and residents who are going to either downtown Mpls. or towards the SW suburbs.</p> <p>Without additional plans to manage commuter and new resident vehicles, I am opposed to the build-up envisioned in the plan for this area for the following reasons:</p> <ol style="list-style-type: none"> 1. CURRENT traffic congestion along these corridors between Hennepin and France Avenue is problematic because of the limited number of East-West transportation options caused by the Chain of Lakes. Right now, between 50th Street South and 394 there are only a few East-West options available for cars: 50th St. S. is narrow and can't handle more than 1 lane of traffic in either direction in most areas. Lake St./Excelsior Blvd is already jam-packed with cars with long back-ups during Rush Hours. Then 394 is also very backed up during many hours of the day. Frustrated commuters will end up clogging residential streets in their attempts to avoid long delays in the arterial streets. 2. The need for cars as a transportation option will not disappear even with SWLRT. Most residents need cars because their workplace and homes do not conveniently line up with mass transit. Cars are needed by most people to shop for bulky, heavy groceries. Families need cars to get kids to daycare, schools (if bus service is not available), after hours sports and activities, etc... Minneapolis MUST continue to plan for increased vehicle traffic associated with thousands of new city residents. Wishful thinking that everybody will work and live and shop and go to school within walking/biking distance all 12 months of the year would be foolish and a disservice to the reality most residents experience. 3. Thousands of new residents and cars along already overcrowded streets will frustrate commuters and residents alike. Frustrated and delayed drivers run red lights, make dangerous turns, and do not yield to pedestrians or bikes. The future safety issues caused by overloading already congested roadways with thousands of new cars, pedestrians, and bikers around the Lakes is frightful and dangerous. <p>Maria Henly 3151 Dean Court #304 Minneapolis, MN 55416 mariahenly@gmail.com</p>	6/7/2018
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Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

1370		38 /policies/affordable-housing-near-transit-and-job-	<p>I currently live in a high rise near the Lake Street/Excelsior Blvd split just north of Lake Calhoun. I am not opposed to increased density. I am in favor of walking, biking, and mass transit. However, the drawing that shows multiple high rise buildings intended to house thousands of more residents around the Lake/Excelsior Blvd scares me. There does not seem to be any additional infrastructure (besides the potential for SWLRT) to accommodate this level of density. The SWLRT (if it is ever completed) will only relieve certain commuters and residents who are going to either downtown Mpls. or towards the SW suburbs.</p> <p>Without additional plans to manage commuter and new resident vehicles, I am opposed to the build-up envisioned in the plan for this area for the following reasons:</p> <ol style="list-style-type: none"> 1. CURRENT traffic congestion along these corridors between Hennepin and France Avenue is problematic because of the limited number of East-West transportation options caused by the Chain of Lakes. Right now, between 50th Street South and 394 there are only a few East-West options available for cars: 50th St. S. is narrow and can't handle more than 1 lane of traffic in either direction in most areas. Lake St./Excelsior Blvd is already jam-packed with cars with long back-ups during Rush Hours. Then 394 is also very backed up during many hours of the day. Frustrated commuters will end up clogging residential streets in their attempts to avoid long delays in the arterial streets. 2. The need for cars as a transportation option will not disappear even with SWLRT. Most residents need cars because their workplace and homes do not conveniently line up with mass transit. Cars are needed by most people to shop for bulky, heavy groceries. Families need cars to get kids to daycare, schools (if bus service is not available), after hours sports and activities, etc... Minneapolis MUST continue to plan for increased vehicle traffic associated with thousands of new city residents. Wishful thinking that everybody will work and live and shop and go to school within walking/biking distance all 12 months of the year would be foolish and a disservice to the reality most residents experience. 3. Thousands of new residents and cars along already overcrowded streets will frustrate commuters and residents alike. Frustrated and delayed drivers run red lights, make dangerous turns, and do not yield to pedestrians or bikes. The future safety issues caused by overloading already congested roadways with thousands of new cars, pedestrians, and bikers around the Lakes is frightful and dangerous. <p>Maria Henly 3151 Dean Court #304 Minneapolis, MN 55416 mariahenly@gmail.com</p>	6/7/2018
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Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

1371	16	/policies/environmental-impacts-of-transportation	<p>I currently live in a high rise near the Lake Street/Excelsior Blvd split just north of Lake Calhoun. I am not opposed to increased density. I am in favor of walking, biking, and mass transit. However, the drawing that shows multiple high rise buildings intended to house thousands of more residents around the Lake/Excelsior Blvd scares me. There does not seem to be any additional infrastructure (besides the potential for SWLRT) to accommodate this level of density. The SWLRT (if it is ever completed) will only relieve certain commuters and residents who are going to either downtown Mpls. or towards the SW suburbs.</p> <p>Without additional plans to manage commuter and new resident vehicles, I am opposed to the build-up envisioned in the plan for this area for the following reasons:</p> <ol style="list-style-type: none"> 1. CURRENT traffic congestion along these corridors between Hennepin and France Avenue is problematic because of the limited number of East-West transportation options caused by the Chain of Lakes. Right now, between 50th Street South and 394 there are only a few East-West options available for cars: 50th St. S. is narrow and can't handle more than 1 lane of traffic in either direction in most areas. Lake St./Excelsior Blvd is already jam-packed with cars with long back-ups during Rush Hours. Then 394 is also very backed up during many hours of the day. Frustrated commuters will end up clogging residential streets in their attempts to avoid long delays in the arterial streets. 2. The need for cars as a transportation option will not disappear even with SWLRT. Most residents need cars because their workplace and homes do not conveniently line up with mass transit. Cars are needed by most people to shop for bulky, heavy groceries. Families need cars to get kids to daycare, schools (if bus service is not available), after hours sports and activities, etc... Minneapolis MUST continue to plan for increased vehicle traffic associated with thousands of new city residents. Wishful thinking that everybody will work and live and shop and go to school within walking/biking distance all 12 months of the year would be foolish and a disservice to the reality most residents experience. 3. Thousands of new residents and cars along already overcrowded streets will frustrate commuters and residents alike. Frustrated and delayed drivers run red lights, make dangerous turns, and do not yield to pedestrians or bikes. The future safety issues caused by overloading already congested roadways with thousands of new cars, pedestrians, and bikers around the Lakes is frightful and dangerous. <p>Maria Henly 3151 Dean Court #304 Minneapolis, MN 55416 mariahenly@gmail.com</p>	6/7/2018
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Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

1372	17 /policies/complete-streets/	<p>I currently live in a high rise near the Lake Street/Excelsior Blvd split just north of Lake Calhoun. I am not opposed to increased density. I am in favor of walking, biking, and mass transit. However, the drawing that shows multiple high rise buildings intended to house thousands of more residents around the Lake/Excelsior Blvd scares me. There does not seem to be any additional infrastructure (besides the potential for SWLRT) to accommodate this level of density. The SWLRT (if it is ever completed) will only relieve certain commuters and residents who are going to either downtown Mpls. or towards the SW suburbs.</p> <p>Without additional plans to manage commuter and new resident vehicles, I am opposed to the build-up envisioned in the plan for this area for the following reasons:</p> <ol style="list-style-type: none"> 1. CURRENT traffic congestion along these corridors between Hennepin and France Avenue is problematic because of the limited number of East-West transportation options caused by the Chain of Lakes. Right now, between 50th Street South and 394 there are only a few East-West options available for cars: 50th St. S. is narrow and can't handle more than 1 lane of traffic in either direction in most areas. Lake St./Excelsior Blvd is already jam-packed with cars with long back-ups during Rush Hours. Then 394 is also very backed up during many hours of the day. Frustrated commuters will end up clogging residential streets in their attempts to avoid long delays in the arterial streets. 2. The need for cars as a transportation option will not disappear even with SWLRT. Most residents need cars because their workplace and homes do not conveniently line up with mass transit. Cars are needed by most people to shop for bulky, heavy groceries. Families need cars to get kids to daycare, schools (if bus service is not available), after hours sports and activities, etc... Minneapolis MUST continue to plan for increased vehicle traffic associated with thousands of new city residents. Wishful thinking that everybody will work and live and shop and go to school within walking/biking distance all 12 months of the year would be foolish and a disservice to the reality most residents experience. 3. Thousands of new residents and cars along already overcrowded streets will frustrate commuters and residents alike. Frustrated and delayed drivers run red lights, make dangerous turns, and do not yield to pedestrians or bikes. The future safety issues caused by overloading already congested roadways with thousands of new cars, pedestrians, and bikers around the Lakes is frightful and dangerous. <p>Maria Henly 3151 Dean Court #304 Minneapolis, MN 55416 mariahenly@gmail.com</p>	6/7/2018
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Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

1373	18 /policies/walking/	<p>I currently live in a high rise near the Lake Street/Excelsior Blvd split just north of Lake Calhoun. I am not opposed to increased density. I am in favor of walking, biking, and mass transit. However, the drawing that shows multiple high rise buildings intended to house thousands of more residents around the Lake/Excelsior Blvd scares me. There does not seem to be any additional infrastructure (besides the potential for SWLRT) to accommodate this level of density. The SWLRT (if it is ever completed) will only relieve certain commuters and residents who are going to either downtown Mpls. or towards the SW suburbs.</p> <p>Without additional plans to manage commuter and new resident vehicles, I am opposed to the build-up envisioned in the plan for this area for the following reasons:</p> <ol style="list-style-type: none"> 1. CURRENT traffic congestion along these corridors between Hennepin and France Avenue is problematic because of the limited number of East-West transportation options caused by the Chain of Lakes. Right now, between 50th Street South and 394 there are only a few East-West options available for cars: 50th St. S. is narrow and can't handle more than 1 lane of traffic in either direction in most areas. Lake St./Excelsior Blvd is already jam-packed with cars with long back-ups during Rush Hours. Then 394 is also very backed up during many hours of the day. Frustrated commuters will end up clogging residential streets in their attempts to avoid long delays in the arterial streets. 2. The need for cars as a transportation option will not disappear even with SWLRT. Most residents need cars because their workplace and homes do not conveniently line up with mass transit. Cars are needed by most people to shop for bulky, heavy groceries. Families need cars to get kids to daycare, schools (if bus service is not available), after hours sports and activities, etc... Minneapolis MUST continue to plan for increased vehicle traffic associated with thousands of new city residents. Wishful thinking that everybody will work and live and shop and go to school within walking/biking distance all 12 months of the year would be foolish and a disservice to the reality most residents experience. 3. Thousands of new residents and cars along already overcrowded streets will frustrate commuters and residents alike. Frustrated and delayed drivers run red lights, make dangerous turns, and do not yield to pedestrians or bikes. The future safety issues caused by overloading already congested roadways with thousands of new cars, pedestrians, and bikers around the Lakes is frightful and dangerous. <p>Maria Henly 3151 Dean Court #304 Minneapolis, MN 55416 mariahenly@gmail.com</p>	6/7/2018
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Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

1374	20 /policies/transit/	<p>I currently live in a high rise near the Lake Street/Excelsior Blvd split just north of Lake Calhoun. I am not opposed to increased density. I am in favor of walking, biking, and mass transit. However, the drawing that shows multiple high rise buildings intended to house thousands of more residents around the Lake/Excelsior Blvd scares me. There does not seem to be any additional infrastructure (besides the potential for SWLRT) to accommodate this level of density. The SWLRT (if it is ever completed) will only relieve certain commuters and residents who are going to either downtown Mpls. or towards the SW suburbs.</p> <p>Without additional plans to manage commuter and new resident vehicles, I am opposed to the build-up envisioned in the plan for this area for the following reasons:</p> <ol style="list-style-type: none"> 1. CURRENT traffic congestion along these corridors between Hennepin and France Avenue is problematic because of the limited number of East-West transportation options caused by the Chain of Lakes. Right now, between 50th Street South and 394 there are only a few East-West options available for cars: 50th St. S. is narrow and can't handle more than 1 lane of traffic in either direction in most areas. Lake St./Excelsior Blvd is already jam-packed with cars with long back-ups during Rush Hours. Then 394 is also very backed up during many hours of the day. Frustrated commuters will end up clogging residential streets in their attempts to avoid long delays in the arterial streets. 2. The need for cars as a transportation option will not disappear even with SWLRT. Most residents need cars because their workplace and homes do not conveniently line up with mass transit. Cars are needed by most people to shop for bulky, heavy groceries. Families need cars to get kids to daycare, schools (if bus service is not available), after hours sports and activities, etc... Minneapolis MUST continue to plan for increased vehicle traffic associated with thousands of new city residents. Wishful thinking that everybody will work and live and shop and go to school within walking/biking distance all 12 months of the year would be foolish and a disservice to the reality most residents experience. 3. Thousands of new residents and cars along already overcrowded streets will frustrate commuters and residents alike. Frustrated and delayed drivers run red lights, make dangerous turns, and do not yield to pedestrians or bikes. The future safety issues caused by overloading already congested roadways with thousands of new cars, pedestrians, and bikers around the Lakes is frightful and dangerous. <p>Maria Henly 3151 Dean Court #304 Minneapolis, MN 55416 mariahenly@gmail.com</p>	6/7/2018
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Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

1375	7 /policies/public-realm/	<p>I currently live in a high rise near the Lake Street/Excelsior Blvd split just north of Lake Calhoun. I am not opposed to increased density. I am in favor of walking, biking, and mass transit. However, the drawing that shows multiple high rise buildings intended to house thousands of more residents around the Lake/Excelsior Blvd scares me. There does not seem to be any additional infrastructure (besides the potential for SWLRT) to accommodate this level of density. The SWLRT (if it is ever completed) will only relieve certain commuters and residents who are going to either downtown Mpls. or towards the SW suburbs.</p> <p>Without additional plans to manage commuter and new resident vehicles, I am opposed to the build-up envisioned in the plan for this area for the following reasons:</p> <ol style="list-style-type: none"> 1. CURRENT traffic congestion along these corridors between Hennepin and France Avenue is problematic because of the limited number of East-West transportation options caused by the Chain of Lakes. Right now, between 50th Street South and 394 there are only a few East-West options available for cars: 50th St. S. is narrow and can't handle more than 1 lane of traffic in either direction in most areas. Lake St./Excelsior Blvd is already jam-packed with cars with long back-ups during Rush Hours. Then 394 is also very backed up during many hours of the day. Frustrated commuters will end up clogging residential streets in their attempts to avoid long delays in the arterial streets. 2. The need for cars as a transportation option will not disappear even with SWLRT. Most residents need cars because their workplace and homes do not conveniently line up with mass transit. Cars are needed by most people to shop for bulky, heavy groceries. Families need cars to get kids to daycare, schools (if bus service is not available), after hours sports and activities, etc... Minneapolis MUST continue to plan for increased vehicle traffic associated with thousands of new city residents. Wishful thinking that everybody will work and live and shop and go to school within walking/biking distance all 12 months of the year would be foolish and a disservice to the reality most residents experience. 3. Thousands of new residents and cars along already overcrowded streets will frustrate commuters and residents alike. Frustrated and delayed drivers run red lights, make dangerous turns, and do not yield to pedestrians or bikes. The future safety issues caused by overloading already congested roadways with thousands of new cars, pedestrians, and bikers around the Lakes is frightful and dangerous. <p>Maria Henly 3151 Dean Court #304 Minneapolis, MN 55416 mariahenly@gmail.com</p>	6/7/2018
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Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

1376	10 /policies/street-grid/	<p>I currently live in a high rise near the Lake Street/Excelsior Blvd split just north of Lake Calhoun. I am not opposed to increased density. I am in favor of walking, biking, and mass transit. However, the drawing that shows multiple high rise buildings intended to house thousands of more residents around the Lake/Excelsior Blvd scares me. There does not seem to be any additional infrastructure (besides the potential for SWLRT) to accommodate this level of density. The SWLRT (if it is ever completed) will only relieve certain commuters and residents who are going to either downtown Mpls. or towards the SW suburbs.</p> <p>Without additional plans to manage commuter and new resident vehicles, I am opposed to the build-up envisioned in the plan for this area for the following reasons:</p> <ol style="list-style-type: none"> 1. CURRENT traffic congestion along these corridors between Hennepin and France Avenue is problematic because of the limited number of East-West transportation options caused by the Chain of Lakes. Right now, between 50th Street South and 394 there are only a few East-West options available for cars: 50th St. S. is narrow and can't handle more than 1 lane of traffic in either direction in most areas. Lake St./Excelsior Blvd is already jam-packed with cars with long back-ups during Rush Hours. Then 394 is also very backed up during many hours of the day. Frustrated commuters will end up clogging residential streets in their attempts to avoid long delays in the arterial streets. 2. The need for cars as a transportation option will not disappear even with SWLRT. Most residents need cars because their workplace and homes do not conveniently line up with mass transit. Cars are needed by most people to shop for bulky, heavy groceries. Families need cars to get kids to daycare, schools (if bus service is not available), after hours sports and activities, etc... Minneapolis MUST continue to plan for increased vehicle traffic associated with thousands of new city residents. Wishful thinking that everybody will work and live and shop and go to school within walking/biking distance all 12 months of the year would be foolish and a disservice to the reality most residents experience. 3. Thousands of new residents and cars along already overcrowded streets will frustrate commuters and residents alike. Frustrated and delayed drivers run red lights, make dangerous turns, and do not yield to pedestrians or bikes. The future safety issues caused by overloading already congested roadways with thousands of new cars, pedestrians, and bikers around the Lakes is frightful and dangerous. <p>Maria Henly 3151 Dean Court #304 Minneapolis, MN 55416 mariahenly@gmail.com</p>	6/7/2018
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Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

1377		23 /policies/coordinated-development-strategy/	<p>I currently live in a high rise near the Lake Street/Excelsior Blvd split just north of Lake Calhoun. I am not opposed to increased density. I am in favor of walking, biking, and mass transit. However, the drawing that shows multiple high rise buildings intended to house thousands of more residents around the Lake/Excelsior Blvd scares me. There does not seem to be any additional infrastructure (besides the potential for SWLRT) to accommodate this level of density. The SWLRT (if it is ever completed) will only relieve certain commuters and residents who are going to either downtown Mpls. or towards the SW suburbs.</p> <p>Without additional plans to manage commuter and new resident vehicles, I am opposed to the build-up envisioned in the plan for this area for the following reasons:</p> <ol style="list-style-type: none"> 1. CURRENT traffic congestion along these corridors between Hennepin and France Avenue is problematic because of the limited number of East-West transportation options caused by the Chain of Lakes. Right now, between 50th Street South and 394 there are only a few East-West options available for cars: 50th St. S. is narrow and can't handle more than 1 lane of traffic in either direction in most areas. Lake St./Excelsior Blvd is already jam-packed with cars with long back-ups during Rush Hours. Then 394 is also very backed up during many hours of the day. Frustrated commuters will end up clogging residential streets in their attempts to avoid long delays in the arterial streets. 2. The need for cars as a transportation option will not disappear even with SWLRT. Most residents need cars because their workplace and homes do not conveniently line up with mass transit. Cars are needed by most people to shop for bulky, heavy groceries. Families need cars to get kids to daycare, schools (if bus service is not available), after hours sports and activities, etc... Minneapolis MUST continue to plan for increased vehicle traffic associated with thousands of new city residents. Wishful thinking that everybody will work and live and shop and go to school within walking/biking distance all 12 months of the year would be foolish and a disservice to the reality most residents experience. 3. Thousands of new residents and cars along already overcrowded streets will frustrate commuters and residents alike. Frustrated and delayed drivers run red lights, make dangerous turns, and do not yield to pedestrians or bikes. The future safety issues caused by overloading already congested roadways with thousands of new cars, pedestrians, and bikers around the Lakes is frightful and dangerous. <p>Maria Henly 3151 Dean Court #304 Minneapolis, MN 55416 mariahenly@gmail.com</p>	6/7/2018
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Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

1378	25	/policies/innovations-in-transportation-and-infras	<p>I currently live in a high rise near the Lake Street/Excelsior Blvd split just north of Lake Calhoun. I am not opposed to increased density. I am in favor of walking, biking, and mass transit. However, the drawing that shows multiple high rise buildings intended to house thousands of more residents around the Lake/Excelsior Blvd scares me. There does not seem to be any additional infrastructure (besides the potential for SWLRT) to accommodate this level of density. The SWLRT (if it is ever completed) will only relieve certain commuters and residents who are going to either downtown Mpls. or towards the SW suburbs.</p> <p>Without additional plans to manage commuter and new resident vehicles, I am opposed to the build-up envisioned in the plan for this area for the following reasons:</p> <ol style="list-style-type: none"> 1. CURRENT traffic congestion along these corridors between Hennepin and France Avenue is problematic because of the limited number of East-West transportation options caused by the Chain of Lakes. Right now, between 50th Street South and 394 there are only a few East-West options available for cars: 50th St. S. is narrow and can't handle more than 1 lane of traffic in either direction in most areas. Lake St./Excelsior Blvd is already jam-packed with cars with long back-ups during Rush Hours. Then 394 is also very backed up during many hours of the day. Frustrated commuters will end up clogging residential streets in their attempts to avoid long delays in the arterial streets. 2. The need for cars as a transportation option will not disappear even with SWLRT. Most residents need cars because their workplace and homes do not conveniently line up with mass transit. Cars are needed by most people to shop for bulky, heavy groceries. Families need cars to get kids to daycare, schools (if bus service is not available), after hours sports and activities, etc... Minneapolis MUST continue to plan for increased vehicle traffic associated with thousands of new city residents. Wishful thinking that everybody will work and live and shop and go to school within walking/biking distance all 12 months of the year would be foolish and a disservice to the reality most residents experience. 3. Thousands of new residents and cars along already overcrowded streets will frustrate commuters and residents alike. Frustrated and delayed drivers run red lights, make dangerous turns, and do not yield to pedestrians or bikes. The future safety issues caused by overloading already congested roadways with thousands of new cars, pedestrians, and bikers around the Lakes is frightful and dangerous. <p>Maria Henly 3151 Dean Court #304 Minneapolis, MN 55416 mariahenly@gmail.com</p>	6/7/2018
1379	34	/policies/affordable-housing-preservation/	I'd love to know more about the strategies to retain affordable housing and promote naturally occurring housing, but I'm still glad this statement is in the plan.	6/7/2018
1380	37	/policies/mixed-income-housing/	I'm honestly unsure what mixed income housing even looks like, but I like the idea of it and look forward to learning more.	6/7/2018
1381	1	/policies/access-to-housing/	As a homeowner in South Minneapolis, I think it's great that the city will expand the types of housing available in my neighborhood. Not every family is lucky enough to be able to afford a single family home! Plus, there's just not enough space in Minneapolis for everyone to have a single family home with a yard, detached garage, etc.	6/7/2018
1382	35	/policies/innovative-housing-types/	This is awesome! As a homeowner, I love the plan's flexibility to adapt to changing demographics. Not everyone needs, wants or can afford a single family home. Removing barriers to create more housing is a great idea.	6/7/2018
1383	33	/policies/affordable-housing-production/	I am very happy about all of the goals around housing affordability. My husband and I bought our home in Powderhorn two years ago, and while we are very happy to live here it was also one of the only neighborhoods where we could find a house that was in our budget and also fit all of our needs. And we could not have afforded to buy this house without having affordable rental housing beforehand...and since we have moved I have seen that those options are rapidly disappearing as have smaller single-family homes.	6/7/2018
1384	13	/policies/landscaping/	While larger, more contiguous planting areas are valuable, it should be remembered that much of the environmental benefits of vegetation - for example on urban heat-island effects or air-quality are highly localized. There is a risk to concentrating benefits in a few places, and leaving many areas without them	6/8/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

1385	26	/policies/vision-zero/	<p>One simple solution that addresses all of the Vision Zero areas of interest is the elimination (or near elimination) of stop signs and stop lights in neighborhoods. Everything from public safety to criminal justice equity to environmental concerns would be addressed by doing this. See the following article for supporting notes:</p> <p>https://www.psychologytoday.com/us/blog/adaptive-behavior/201605/death-stop-sign</p> <p>Replacing stop signs with yield signs and stop lights with roundabouts will reduce driver error, reduce carbon emissions wasted on unnecessary braking and shorten travel times, and reduce traffic citations which unfairly penalize the poor. Pedestrians and cyclists would be better protected because there is a no incentive to race lights or to take your eyes off the road looking for instructions from stop signs with additional information, rather than a simple warning sign that lets you know an intersection is ahead and to plan accordingly. Countries that follow this road design plan have half the fatality rate of the United States. If you're serious about planning for the future you should initiate this plan immediately across the city rather than roll it out slowly over the coming many years. It will save lives and comports with the 2040 plan.</p> <p>Thanks, fgj</p>	6/8/2018
1386	1	/policies/access-to-housing/	<p>I do believe that building more housing is necessary, but we cannot claim to fix a racial inequity problem with a supply solution. If we want to alleviate the housing cost-burden for American Indian and African-American families, we need policies targeted towards building and preserving the housing they need - aka subsidized. The policies that discriminated against communities of color were not race neutral, therefore our solutions cannot be either.</p>	6/8/2018
1387	33	/policies/affordable-housing-production/	<p>Private developers often receive financial incentives to build 80% AMI affordable units. I believe that any developer who receives financial incentives should be held accountable to keep those units affordable for at least 30 years, if not permanently affordable. Currently, developers like Dominion keep their buildings affordable for 15 years and then flip it to market-rate. 15 years is not even long enough for a child to go through the K-12 education system. We need stability for all people, not just those who own homes.</p>	6/8/2018
1388	34	/policies/affordable-housing-preservation/	<p>Thank you for considering multigenerational housing! As someone who grew up in a large home with my whole extended family, I believe it was critical to our mental and financial stability. I would go home and spend time with my grandparents, and my parents wouldn't have to worry about after-school daycare. We were all able to support one another under the same roof.</p>	6/8/2018
1389	34	/policies/affordable-housing-preservation/	<p>I think some of the strategies associated with preserving NOAH can come from tenant protections. For example, if the city passed a 90-day notice of sale ordinance, right of first refusal ordinance, and had funds available to help tenants form cooperatives to purchase their buildings, we would be empowering renters to build equity. If the renters did not want to purchase, they could transfer their rights to a non-profit developer who would keep the building permanently affordable.</p>	6/8/2018
1390	35	/policies/innovative-housing-types/	<p>Many of the barriers to innovative housing solutions are related to the speculative market making land/housing impossibly expensive to buy and preserve. Land trusts should be a key piece of removing land from the speculative market.</p>	6/8/2018
1391	36	/policies/innovative-housing-strategies/	<p>Possible affordable housing revenue sources: construction excise tax (see Portland), linkage fees (see Denver), AirBnb tax (see Portland). The money is there, we just need political will. If we want to increase property taxes, we should only do so for the top 20% of house values. According to this report, while property taxes are fairly progressive, the top 20% income-wise still pay a bit less than everyone else:</p> <p>https://itep.org/whopays/</p>	6/8/2018
1392	37	/policies/mixed-income-housing/	<p>If private developers do create mixed-income housing, we should make sure that they do not have different screening practices for residents at different income levels.</p>	6/8/2018
1393	38	/policies/affordable-housing-near-transit-and-job-	<p>The city should have first priority in purchasing land along transit lines and preserve it in land trust.</p>	6/8/2018
1394	80	/policies/development-near-metro-stations/	<p>Yes to small blocks, plazas and open spaces!</p>	6/8/2018
1395	40	/policies/homelessness/	<p>There needs to be some kind of funding source connected to all of this.</p>	6/8/2018
1396	41	/policies/tenant-protections/	<p>We need just cause evictions, 60-day notice of rent increase, 90-day advance notice of sale, right of first refusal, and rent relocation assistance in the case of no cause or economic evictions. Tenant protections go a long way in protecting our most vulnerable populations.</p>	6/8/2018
1397	42	/policies/expand-homeownership/	<p>Thank you for specifically addressing the racial wealth gap through (b).</p>	6/8/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

1398	44	/policies/comprehensive-investments/	The city's dollars can only go so far, and we need to pressure Hennepin County to put in their fair share towards alleviating this housing crisis.	6/8/2018
1399	23	/policies/coordinated-development-strategy/	If the city levied a 2% construction excise tax on all development permits (exempting non-profits, public investment, schools/universities, churches, etc.), we could collect \$20 million a year in funding to invest in affordable housing.	6/8/2018
1400	0.1	/topics/land-use-built-form/	Regarding the Kenilworth Corridor adjacent to Cedar Lake Park on the east side between the Kenilworth Channel and West Franklin Avenue: When the Met Council decided to locate electrified LRT within feet of ethanol-carrying freight rail, the City of Minneapolis negotiated a Memorandum of Understanding that requires any land not directly needed for the SWLRT project to remain in public ownership. Further, a Kenilworth Station Area Art and Landscape Committee -- part of the SWLRT project -- has invested many, many hours and thousands of dollars into designing the corridor with environmental protection (to the extent possible) and aesthetics in mind. My understanding is that this plan was approved by the City of Minneapolis and the Met Council. This plan does not include housing on the small bit of land that will be left when freight rail, passenger rail, and bicycle and pedestrian paths are built. I would refer you to the SWLRT design plans to understand how the Southwest Project Office expects the space to work.	6/8/2018
1401	0.1	/topics/land-use-built-form/	Franklin Avenue West of Hennepin is not a bus route. I don't believe it ever has been a bus route. During the many hours I spent in SWLRT committee meetings of various types, I asked the question, "What will future transit connections look like?" I was told that the only bus route would be a continuation of the #25 bus that currently runs along 21st to Penn then up to Douglas Ave. I have a traffic study memo from the SWLRT Section 106 committee to this effect if you're interested in seeing it. - Jeanette Colby	6/8/2018
1402	0.1	/topics/land-use-built-form/	Kenwood Parkway is a historic district, and part of the Historic Grand Rounds. It would be inappropriate, and conflict with your policies relating to Historic Preservation, to designate any part of the Parkway as Interior 3 or 4.	6/8/2018
1403	1	/policies/access-to-housing/	I have spent most of my life's work serving and supporting families living in poverty. While I support much of this plan my fear is that new multi family housing will be purchased and erected by landlords who all ready own much property and therefore have no true understanding of the issues facing the poor. Look at Ben Johnson recent solution to homelessness, to raise the rent on HUD housing by 20% . I think the answer is to make purchasing g housing more accessible. and to look at land use differently, why not break up City lots and let folks build Tiny housed on them, ownership encourages community investment and builds strong neighborhoods. Or make multi unit/ 4=plexes only accessible to folks who do not already own tenant housing. Lets put a stop to the greed in multi unit housing!!	6/8/2018
1404	33	/policies/affordable-housing-production/	While I agree with the philosophical impulse of these action steps, they seem vague and ambiguous to me. Poor people, single women, single mothers, families, aging community members live in fear that their landlord will raise the rent and toss them out, leaving g them with no place to go. These are urgent matters, what are we going to do today? Why not look at some form of rent control that hold greedy landlords accountable for their behavior.	6/8/2018
1405	41	/policies/tenant-protections/	I worked the majority of my life serving g and supporting families living in poverty, from all my experience I have rarely seen Tennant get the support they need to stand up to sub standard housing issues. Many times when they take the brave step to report health and safety issues they loose their housing and the unit is condemned. Let make sure that theses issues are dealt with my upping inspections, training inspectors and holding g slum landlords account table for their egregious lack of humanity!!! Barbara Olson	6/8/2018
1406	80	/policies/development-near-metro-stations/	Please consider the facts about SWLRT: It was routed through a unique urban green space in order to save time for suburban commuters. This is baked into the cost-effectiveness formula used to select the route (please refer to SWLRT documents from 2008-10 for details). This routing means that development opportunities in Minneapolis are very limited. The Penn Ave/Bryn Mawr station is in a valley, accessible by a very long skyway and elevator, with limited access for emergency vehicles. The 21st Street station is adjacent to a park and in a neighborhood of historic homes. Development here would come at the cost of green space used daily by hundreds of people, as well as and historic preservation. The West Lake area already has terrible traffic congestion and people absolutely will continue to need these streets to get from St. Louis Park and points west to many parts of Minneapolis. Please proceed with great caution in considering development around the proposed SWLRT stations.	6/8/2018
1407	24	/policies/shared-mobility/	Please bring back Car-To-Go!!! Unlike other vehicle sharing services, cars were available in many more locations throughout the city, meaning that many more people could take advantage of this transportation option. This was a fantastic model. The company said that it discontinued because of an inappropriate tax structure. Maybe that's not the whole story, but if it is, that should be an easy fix!	6/8/2018
1408	25	/policies/innovations-in-transportation-and-infras	Use technology to improve traffic light coordination and to reduce vehicle idling in internal combustion engines. This technology exists now.	6/8/2018

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1409	20	/policies/transit/	this all sounds great but the devil is in the details. without a commitment to estimate the real-life routing needs of mass transit passengers, and then fund the needed transit, how can we achieve these goals? Resident, Mpls. 55416	6/8/2018
1410	80	/policies/development-near-metro-stations/	Without taking immediate steps to better connect metro stations to other forms of mass transit this will not work. some proposed metro stations are already situated in extremely congested areas. Increasing the housing density, e.g., by the SWLRT Lake Street station, will be disastrous unless the housing deliberately provides absolutely minimal parking spots, *and* unless mass transit along Lake Street is dramatically increased. I live in CIDNA and the congestion by Lake St., Exc. Blvd., Dean Parkway is becoming horrendous not to mention dangerous. Density is good. Density without specific plans for reducing car ownership and increasing mass transit is stupid. Mpls. Resident of 55416	6/8/2018
1411	88	/policies/public-services-policy/	Streamlined development review should not be understood to involve shrinking the role of neighborhood organizations in the City's development review process.	6/8/2018
1412	10	/policies/street-grid/	This policy seems very weak when referring to freeways. I94, I394, I35W, Hiawatha Avenue, Olson Highway, and countless freeway access ramps and viaducts make Minneapolis disconnected and create barriers for people walking and biking. freeway lids and de-commissioning of these roadways should be on the table.	6/9/2018
1413	49	/policies/educational-and-economic-access/	Every item in the Living-wage jobs portion of the comprehensive plan is a platitude with absolutely no substance. While many of the goals may be laudable, the means to get their are very important, and I'm concerned many with think the end will justify any means. There is no talk of funding, no talk of actual laws and regulations, and so on. Much is made of race; little is made of poverty, those with disabilities, or veterans. The plan seems bent on making it clear trucks, roads, blue collar work, and freedom from regulation are unwanted in the Minneapolis of the future. I'm for many progressive goals, but there must be moderation and a centric view so everyone feels welcome and supported and free to pursue goals.	6/9/2018
1414	80	/policies/development-near-metro-stations/	I generally agree with the policy, however, i do not agree with the introduction of high-rise buildings to increase housing density near all metro stops. i live near Lake of the Isles/Lake Calhoun --- and the plan seems to create a wall of high rise development that changes the character of the neighborhood. I do not support such development	6/9/2018
1415	5	/policies/visual-quality-of-new-development/	Development around metro stops seems to rely on the introduction of high rise buildings that can block the views and the value of surrounding properties. i believe more consideration and limitation should be practiced to identify areas for high rise development	6/9/2018
1416	80	/policies/development-near-metro-stations/	Development near the Lake Str/Calhoun metro station includes the introduction of several high rise buildings that are not in the character of the area. 20 to 30 story buildings dramatically change density of the area and the character of the area -- traffic, views, property value --- do not surround the lakes with high rise buildings	6/9/2018
1417	53	/policies/quality-of-life/	Protecting and ensuring public green space should be part of the very FIRST steps in any planning process. Current Green space should be protected and nurtured; and green space should be expanded in proportion to increased density. Definition of green space should be clearly articulated.	6/9/2018
1418	0.1	/topics/land-use-built-form/	â€œWe all want progress, but if you're on the wrong road, progress means doing an about-turn and walking back to the right road; in that case, the man who turns back soonest is the most progressive.â€ C. S. Lewis You need to go back to the drawing board on this inequitable built form plan	6/10/2018
1419	0.1	/topics/land-use-built-form/	â€œWe all want progress, but if you're on the wrong road, progress means doing an about-turn and walking back to the right road; in that case, the man who turns back soonest is the most progressive.â€ C. S. Lewis You need to go back to the drawing board on this inequitable built form plan	6/10/2018
1420	55	/policies/business-innovation-and-expansion/	How about stopping over regulation, where it makes it harder to established business to survive & thrive! And makes it impossible to new business to start.	6/10/2018
1421	56	/policies/supporting-small-businesses/	SO basically, if youâ€™re not a black owned business or a woman. Youâ€™re on your own. Time to get out of Minneapolis	6/10/2018
1422	3	/policies/production-and-processing/	We should rename this comprehensive plan to BLACK only 2040.	6/10/2018
1423	58	/policies/business-districts-and-corridors/	How about creating flexibility when it comes to current Available commercial buildings to allow for a different use & To adapt to different demands	6/10/2018

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1424	63	/policies/food-access/	How are suggest building constrave relationship with current store owners when the city is constantly target these establishment with over regulation, annual increase of license fees, adoption ordinance that takes away available products for sale, restricting some esblesmet & from the sale of products with creating unrealistic requirements whether in building, proximity requirements, crazy zoning requirements???	6/10/2018
1425	49	/policies/educational-and-economic-access/	Provide channels to build awareness on the programme, support and training available to the community. Also provide specific demographic targeting to make sure that the ones that need helps get the needed support and opportunities available to them.	6/10/2018
1426	20	/policies/transit/	The city needs to build and maintain more rail based transit with dedicated lanes. It is proven through studies that Americans hate buses (including me, a lover of transit!), so the best way to get people to use transit it to build the type they are willing to use. The system the city uses should shy away from a hub and spoke system and more of a integrated system that doesn't make people go out of their way to ensure people can get around the city in an efficient manner. It is imperative that the city gets this system its own right of way to increase frequency and to ensure that there aren't any unnecessary delays due to freight or car traffic.	6/10/2018
1427	20	/policies/transit/	The city needs to get Metro Transit on board with more frequency of our transit system at night. In order for the city to be more lively and livable, our transit systems shouldn't become unusable after 9pm. Busses and trains should remain on their 10-15 minute schedule until two hours after bar close to ensure that our city can become more of a world class city. This would also take cars off the road so we could reach our climate goals.	6/10/2018
1428	22	/policies/downtown-transportation/	The city should be thinking of added taxes and fees for personal automobiles in downtown and other dense areas such as uptown and others. This could follow other cities such as London that is trying to reduce the amount of cars on its roads. This policy could do that while getting more people to walk, bike, or use other means of transit getting us closer to our climate goals and making our streets more lively and friendly to cyclist and pedestrians	6/10/2018
1429	35	/policies/innovative-housing-types/	In other cities around the world, there is system in which one can buy ones apartment. This may sound like a condo type thing, but it's not. The city should see if this is replicable in the states and attempt to do it to expand housing types.	6/10/2018
1430	69	/policies/renewable-and-carbon-free-energy/	Closing of HERC should be embedded into the Comp Plan. Over half of what we burn could be recycled or composted, and its location within the city has glaring environmental justice implications for the neighborhoods of Glenwood and Near North. A truly sustainable Zero Waste Policy cannon include garbage burning - and we need to think of better solutions for municipal waste.	6/11/2018
1431	3	/policies/production-and-processing/	The Plan for 2040 seems to accept that educational attainment for minorities will remain static for the next 20 years, concluding that "setting aside space for production and processing businesses will help ensure that living-wage jobs in industries with minimal environmental impacts will be available to Minneapolis residents, especially people of color and those without a college degree." If the Plan assumes that the educational attainment of minorities will remain static over time and that there will be satisfaction in "living wages", then the economic gap at the regional, national, and international levels will widen, with Minneapolis tethered to manufacturing, while the rest of the world migrates to the knowledge economy. Twenty years offers an opportunity to inspire loftier goals than production and processing. How about re-calibrating the strategy, so that the 20 year goal is to have a highly-educated, HIGH wage knowledge workforce?	6/11/2018
1432	0.1	/topics/land-use-built-form/	I support the use of land-use and built form maps in tandem. I think the urban neighborhood land use should be more accomodating to different types of uses. There are many great corner stores in these areas already, including in my neighborhood. The land use map seems to imply that those types of stores would no longer be allowed. These are great community assets and we need to be more flexible about where retail and services are located. Don't specify what uses are allowed where, the planning commission shouldn't waste their time reviewing whether or not a barber shop can open on my neighborhood corner. let the market decide!	6/12/2018
1433	0.1	/topics/land-use-built-form/	We have many 80s buildings that have a long building face on the block, and half the lot is surface parking behind. Especially when these are on the end of a block, it creates a jarring gap in the building fabric. Allow infill housing on those rear surface parking lots that match the surrounding built form heights and massing. This mirrors the original built form of neighborhoods, where end-of-block lots were subdivided into thirds and 3 homes were built (instead of 1 as they were along the rest of the block). This essentially ensures ADUs-type infill is allowed on any site throughout the city.	6/12/2018

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1434	4	/policies/access-to-commercial-goods-and-service	<p>I like the idea of complete neighborhoods with walkability. Where I see a huge opportunity for completing neighborhoods and growth is over in the Northside. I live in Folwell neighborhood (near Humboldt and Dowling.) From what I can see, the availability of business to walk/bike to, as well as proper/safer pedestrian and biking spaces are far lacking compared to other places in the city. North is a beautiful area with historic homes, many large parks and a population eager for the same amenities and opportunities provided on South Mpls or other neighborhoods that seem to have historically received more attention and/or funding.</p> <p>Thank you.</p>	6/12/2018
1435	10	/policies/street-grid/	<p>Consider our urban wildlife. Squirrels, birds, rabbits, bats etc. make a home in mpls as well. They are part of the urban ecosystem. They don't just live in parks. They live on boulevards in trees and in back yards. Make budget for grass, trees. Minneapolis city planning has a rich history of making our city feel like a giant park. More trees on streets. Don't cut the big trees down, work with them. More beds for flowers and safe spaces for our urban wildlife to thrive.</p>	6/12/2018
1436	11	/policies/skyways/	<p>The skyways need to be safer. Consider this in your redesign. There are long corridors where vagrants linger, also homeless and gangs. I suggest more interactivity with the street below. Windows, exits, entrances, was to communicate if being attacked in the skyway. There are sections which are very isolated and unsafe. Add intercoms and security to ensure this wonderful skyway system is welcoming to all. Design with less crime in mind.</p>	6/12/2018
1437	84	/policies/public-safety/	<p>3 places I feel most unsafe in the cities:</p> <ol style="list-style-type: none"> 1. The skyway. 2. Alleys 3. The lakes after dark (surrounding sidewalks etc) <p>All 3 are places I've personally been harrassed, followed, or threatened at one time over 30 years of life in Minneapolis. Make the secluded public areas more protected. Integrate planning, technology, and police presence.</p>	6/12/2018
1438	5	/policies/visual-quality-of-new-development/	<p>Offer grants or tax rebates for new buildings that incorporate public art. Large scale sculpture, gallery spaces, murals etc. should be incorporated to these new spaces. Minneapolis is known nationwide as a city of the arts. We mustn't let greedy developers take that away from our architectural landscape. Let's ensure mpls is still a national Arts City in 2040</p>	6/12/2018
1439	30	/policies/arts-and-cultural-assets/	<p>More artists are moving to Minneapolis because of its diversity and music scene. Remember Minneapolis is known as a Music City. Create more programs that facilitate music. More concert series in public places. How about hiring live music in the skyways? Also offering permits for musicians to busk in skyways much like subway systems in NYC. Musicians also need more respect from police. They can really make it difficult for us to load our instruments into performance space because of dress or hairstyle. Mean cops are a huge problem in Minneapolis.</p> <p>Create public rehearsal spaces for musicians. A single empty warehouse could easily be converted into a wonderful arts rehearsal space as well as public dance studio. The city needs more public creation areas where artists can meet and create.</p>	6/12/2018
1440	0.1	/topics/land-use-built-form/	<p>This is WAY TOO MUCH Re Zoning in SW Mpls. This is a plan for a million plus people. Give me a break don't give the keys to the developers.</p>	6/12/2018
1441	33	/policies/affordable-housing-production/	<p>From what I see, the zoning changes and drive towards density described in this plan do nothing to support the goal of affordable housing. Just like we are seeing now, it will promote construction of expensive apartments in desirable neighborhoods.</p>	6/12/2018
1442	1	/policies/access-to-housing/	<p>It might be true that outdated policies have shaped the neighborhoods in Minneapolis, but now they are vibrant communities that make this city unique and livable. I think it is a huge mistake to drive multi story apartments and condos through the center of healthy neighborhoods in an experiment to reverse policies of the past. It makes much more sense to allow ADUs and see how these areas grow organically</p>	6/12/2018
1443	53	/policies/quality-of-life/	<p>The density you are promoting will erode the natural amenities the city boast. We already do not maintain the parks and lakes that make the city distinctive and livable. Adding high rise apartments along the lake will just add more stress to an already heavily used park system</p>	6/12/2018

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1444	19	/policies/bicycling/	I am a regular cyclist, but I think you need to better balance the needs of cyclists and other types of transportation. At 62 I imply cannot ride in the winter or for long distances. There is only one bus route through my neighborhood. So a car is still necessary, and will probably be more so as I age (Do any of the policies take seniors into account). It does not make sense to me to take out lanes of heavily traveled roads to create bike lanes, particularly where other bike routes are available (like 28th street, which is 2 blocks from the greenway). It also seems all of the money is going into new bike routes and none toward maintaining existing routes that actually get heavy use.	6/12/2018
1445	20	/policies/transit/	Transit has seen a steady decline since I moved to my current home 15 years ago, and there is now only one bus route with limited service. Why not work towards improving transit and see how development occurs organically rather than imposing zoning changes and hope that transit partners will come along.	6/12/2018
1446	9	/policies/open-spaces-in-new-development/	You say this principle contributes to meeting the goal on climate resilience yet you show a picture of a plaza that is adding impermeable surface to the city. To the extent possible, we need to increase permeable surface to prevent the 500-year floods that result from the 500-year rains and snowfalls that are now occurring with much greater frequency.	6/12/2018
1447	14	/policies/tree-canopy-and-urban-forest/	Good action steps! We should be doing these well before 2040!	6/12/2018
1448	46	/policies/healthy-housing/	For healthier living spaces, the public spaces need to be green spaces -- exposure to nature (trees, plants, etc.) is increasingly proving to be key to mental and physical health, so every new housing development or improvement should be guided by a policy to INCREASE, and never decrease, green space.	6/12/2018
1449	70	/policies/ecology-and-habitat/	Any reason why we can't be doing all of these things now?! If we're not, we should be!	6/12/2018
1450	69	/policies/renewable-and-carbon-free-energy/	These are good, but 10% renewables by 2025 is too low, and I don't see a number mentioned at all for 2040. If it's not 100%, we need to work out a better plan. There are entire countries in Europe that are there already!	6/12/2018
1451	0.1	/topics/land-use-built-form/	In the industrial area south of 24th street between Minnehaha and the LRT line, land use is production and processing but built form is Ransit 10 that doesn't allow single story. In Minneapolis, there is not going to be any production or warehouse facilities built that are more than one story. The economics just doesn't work.	6/12/2018
1452	33	/policies/affordable-housing-production/	Great goals, but no answers! At this point developers are allowed to build what ever they want at the market rate for both rentals and condo buildings. Developers should not be allowed to build more luxury apartments without adding a certain percentage of low income and moderate income units. (20% low, 40% moderate, %40 market rate). Increased density does not mean affordability. Restrictions need to be placed on developers.	6/12/2018
1453	1	/policies/access-to-housing/	I see increased density in the Uptown area. All luxury apartments; none affordable! The businesses are closing all around these apartments. There are many empty storefronts. So far I see nothing positive about this development in Uptown.	6/12/2018
1454	6	/policies/pedestrian-oriented-building-and-site-de	The public transit in Minneapolis needs massive improvements. In order to support all those that will live in a dense city, the public transit system needs to be more efficient! to take a bus from the lakes region to downtown can take an hour! Not all of us can physically walk and ride a bike downtown. There needs to be more express buses. The subway above ground!	6/12/2018
1455	0.1	/topics/land-use-built-form/	In the industrial area south of 24th street between Minnehaha and the LRT line, land use is production and processing but built form is Ransit 10 that doesn't allow single story. In Minneapolis, there is not going to be any production or warehouse facilities built that are more than one story. The economics just doesn't work.	6/12/2018

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1456	0.1	/topics/land-use-built-form/	<p>Increasing density and destroying green spaces, the main goals of the 2040 proposal, along already housing-dense and traffic-jammed neighborhoods such as Nicollet Avenue are threats to the public health because they will damage the already fragile environment permanently. 2040 is in direct conflict with the 2013 "Minneapolis Climate Action Plan" to "Promote and strengthen green infrastructure and natural systems that can build resilience, sequester or reduce emissions, and improve our neighborhoods." (Page 23)</p> <p>The mayor and city council back then understood the facts that:</p> <ol style="list-style-type: none"> 1. Global warming "will have catastrophic impacts" on Minneapolis residents. (Page 1) 2. That those impacts include "intense heat waves, increasingly common more prevalent water-and-insect-borne diseases and a greater number of days with low air quality." (Page 5) 3. That these intense heat waves will result "in an increase in heat-related deaths and heat related illnesses" (Page 5) including asthma which, by the way is more common among children living in poverty. 4. And, that all these public health catastrophes are made worse or caused by an increase in pavement and buildings in a neighborhood and a corresponding decrease in green spaces. (page 5) <p>So, one of my questions to the writers and promoters of the 2040 proposal is who is supposed to benefit from this proposal? It certainly is not the current and future residents of already housing-dense and traffic-jammed neighborhoods like Nicollet Avenue unless those residents include property developers. It certainly is not those of us who live in these neighborhoods who care about the environment in which our children and grandchildren will live. It is not those of us who want to stop the effects of global warming on Minneapolis.</p> <p>So, ditch this plan and start again with real residents and the fragile environment as top priorities so that Minneapolis will remain a city we can breath in.</p>	6/13/2018
1457	66	/policies/air-quality/	Penn ave has two lanes for traffic, not enough to support 4 story apartments along it!	6/13/2018
1458	69	/policies/renewable-and-carbon-free-energy/	Density is only going to bring more people in, then more cars. Even on transit routes, still very few will use transit	6/13/2018
1459	14	/policies/tree-canopy-and-urban-forest/	Density where I live in south Minneapolis would make many residents, myself included, very unhappy, as there is not enough parking for dense neighborhoods, and density and apartments would ruin the neighborhood feel that draws so many people here.	6/13/2018
1460	13	/policies/landscaping/	<p>More housing = more people</p> <p>More people = more pollution and more cars</p> <p>...</p> <p>How is this going to work?</p>	6/13/2018
1461	75	/policies/waste-reduction/	We should turn our task into energy in a clean way, then nothing is wasted	6/13/2018

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1462	17	/policies/complete-streets/	<p>I believe it is important to keep in mind walking, biking and transit during this planning phase but let's be realistic here - streets are designed and built for the purpose of automobile usage. I love to bike, and do so whenever it is possible. I also would take public transportation more often if it was efficient, but I live in Minneapolis and work east of St. Paul so there really isn't a possibility to either bike or ride public transit to work. I am not alone based on how many people there are on the on-ramp every day. Additionally, we need to keep in mind that we live in Minnesota and it gets brutally cold out for multiple months. Riding a bike just isn't practical for most. Nor is sitting out on a bench waiting for a bus. Let's not go crazy with our desire to make everything bike-friendly at the expense of being able to quickly get through town. A perfect example is what has been done on 26th and 28th avenues. I believe these streets were designed to: first, funnel drivers onto certain main streets and get them off neighborhood streets, second, enable drivers to quickly and efficiently get from point a to point b, and third, provide a corridor for emergency vehicles to quickly get where they need to go. With the recent change, all of these things are now gone. Additionally, the very few bikers that take advantage of these streets are now less safe than if they were to ride on the greenway - which is right there! Example, if I am traveling in a car eastbound on 28th street and approach Lyndale Avenue and need to turn right there is a turn-lane for the car that crosses over the bike lane (danger #1). Most drivers will look left to see if there are cars going south on Lyndale and if there is space they will turn right on red (legally). If a bike approaches behind the car and slides in on the right side (which I have repeatedly seen happen) and out of the drivers vision it will only be a matter of time before a biker is hit by a right-turning vehicle (danger #2). The greenway is a car-free zone and very safe because of that. We should be encouraging bikers to use that rather than mingle in with cars on busy streets.</p> <p>I have heard there is a plan to make Hennepin into a two lane road while replacing a lane and parking with a bike lane and rapid transit. I could not be more opposed to this idea. First, it will severely impact businesses on the street in a negative way. They rely on their customers being able to park in front, and removing parking will drive down business. Second, with the increased density into Uptown, more and more cars need to come in and out of this area, whether we want this or not. Creating a bottle-neck on one of the busiest roads will only drive cars onto the neighborhood streets, resulting in less-safe neighborhoods (and driving down property values and tax revenue). Despite some people's best efforts to force cars off the road, many people NEED to drive. Making it harder for them will only have negative impacts. The freeways were created years ago to help people get from one point to another efficiently. This same thought needs to be kept in mind regarding city streets. We need ways to efficiently move through the city, don't take away streets that were designed specifically for that purpose.</p>	6/13/2018
1463	80	/policies/development-near-metro-stations/	<p>prohibiting the establishment of park-and-ride facilities.</p> <p>How do you expect people to get to the nearest METRO station when it is raining/snowing or over 1 mile away? If you prohibit park ride facilities you will encourage single occupancy trips.</p>	6/13/2018
1464	34	/policies/affordable-housing-preservation/	<p>Create and strengthen strategies to retain naturally occurring affordable housing</p> <p>In the Near North side of Minneapolis which has the majority of Minneapolis's affordable housing this policy is in conflict with other policies that recommend an increase in density as the solution. Any removal of lower density housing to build higher density housing on the Near Northside will result in more expensive housing. Much of the increase in density proposed for the near Northside would allow densities similar to the warehouse district and that housing is way more expensive than most of the current housing</p>	6/13/2018
1465	42	/policies/expand-homeownership/	<p>The city should create some intensives to revive the building of for sale condominiums. Like making it a priority to lobby at the legislature to remove barriers for this type of construction and subsidizing builder warranty insurance</p>	6/13/2018
1466	0.2	/small-area-plans/	<p>I am commenting on the Seward Longfellow Greenway area plan. I am a resident of the 2600 block of 34th ave S. Specifically a homeowner and I am in strong opposition of any buildings going up around my home over 2 to 3 stories. Specifically apartment buildings or condos. Driving businesses out of the neighborhood seems like really bad idea. Also the thought of a towering 6 story building in my back yard is something me or my neighbors do not want to see. Seward is one of the oldest neighborhoods in the city, it has great charm and is a great place to live with a great sense of community. This would change dramatically with this plan. Not to mention affect mine and my neighbors property values immensely. I am sensitive to the need for housing in the city but I don't think 6 story downtown style buildings is the neighborhood. I have yet to talk to one of my neighbors who thinks this is a good idea. Single family homes or duplex's sure. NOT 6 STORY Buildings.....</p>	6/13/2018

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1467	34	/policies/affordable-housing-preservation/	Create and strengthen strategies to retain naturally occurring affordable housing In the Near North side of Minneapolis which has the majority of Minneapolis's affordable housing this policy is in conflict with other policies that recommend an increase in density as the solution. Any removal of lower density housing to build higher density housing on the Near Northside will result in more expensive housing. Much of the increase in density proposed for the near Northside would allow densities similar to the warehouse district and that housing is way more expensive than most of the current housing	6/13/2018
1468	33	/policies/affordable-housing-production/	Affordable housing is a big priority, but there's another issue with housing that must be addressed when it comes to "affordable housing." We have a plethora of market-based "luxury" rentals popping up all over driving up the price of housing in this area. My fear is that people who are not considered low income, like myself, are going to be priced out of the heart of the city. Ten years ago I chose to abandon my car and commit myself to a true urban lifestyle. Two years ago I moved out of the luxury apartment I shared with an ex, and I decided to downsize to a studio in a small century old building with basically no amenities. My location is fantastic, but I'm paying \$745 per month for a 300 sq foot studio in the Stevens Park neighborhood. When I moved in my rent was \$665. I have no "luxury amenities" such as in-unit laundry and I barely have a kitchen. I can afford to upgrade to a nicer/newer apartment, but why should I, on a \$50K annual salary, have to spend half my check on rent just to live in a nice place?	6/13/2018
1469	1	/policies/access-to-housing/	will there be size restrictions for building on traditional city size lots?	6/14/2018
1470	33	/policies/affordable-housing-production/	How do we entice builders to build low income properties?	6/14/2018
1471	34	/policies/affordable-housing-preservation/	great idea for multigenerational housing	6/14/2018
1472	82	/policies/aging/	As many baby boomers will not have adequate family support, could we examine the opportunity to provide adult day programs in much the same way we provide childcare now? Could rec centers be redesigned for this purpose? Allow adult children the opportunity to work while their aging parents are cared for?	6/14/2018
1473	19	/policies/bicycling/	I would really like to see the bicycle trail extended from columbia park at Central avenue, along the tracks all the way to 37th Ave at the border of the city limits included.	6/14/2018
1474	20	/policies/transit/	I would love an increased investment in transit! I would use it more often.	6/14/2018
1475	1	/policies/access-to-housing/	Policy or action steps should expressly include proactively mitigating historic redlining.	6/14/2018
1476	19	/policies/bicycling/	I feel like I'm getting bicycled right out of my home in Uptown. I love to bike and do so regularly, but I also need to drive for work, school and more and with the changes to 28th and 26th streets and proposals to make Hennepin more narrow, I am incredibly frustrated at how difficult is getting to get in and out of our neighborhood. This should be a place for everyone - not just young people who bus and bike, but families, older people and others who also use personal vehicles for transportation.	6/14/2018
1477	1	/policies/access-to-housing/	You seem to be trying to force us out of our cars without anywhere near adequate transit. And biking and walking do not work when it is 30 below and 2 new feet of snow, not to mention the elderly and moderately disabled. As well as transporting young children, trunkloads of groceries and sundries, getting to work outside of the city or to employment not located along our limited transit. Considering the initiative of allowing mixed use housing "everywhere", already the variances granted to developers pushes the above outlined policies well past the parameters presented.	6/14/2018
1478	1	/policies/access-to-housing/	I don't see how any of this supports affordable housing. Developers are building amenity filled units that attract high rents, high profits.	6/14/2018
1479	33	/policies/affordable-housing-production/	Where is the HOW of this policy? I only see dreams.	6/14/2018
1480	34	/policies/affordable-housing-preservation/	Again, shouldn't these strategies already be outlined to move forward with any kind of plan? The plan is not fleshed out here at all.	6/14/2018
1481	35	/policies/innovative-housing-types/	What exactly are the policies that pose barriers? Changes need to be proposed in a plan in order to support the plan. As an important and workable policy I would have expected to see definitive action steps.	6/14/2018
1482	36	/policies/innovative-housing-strategies/	Absolutely, now again the how? What kind of strategies, tools and opportunities have been discussed. Many of us would like to support initiatives to increase affordable housing but we do want to see what your actual ideas are first. Dreaming is easy, putting together workable plans should already be here.	6/14/2018
1483	31	/policies/creative-workers/	Mpls needs to address affordable art studio space. Once the artists move in an area it becomes attractive to development and building owners are driven to converting affordable art space to profit. The city could help the owners by providing property tax breaks, low cost redevelopment loans / grants, forgoing permit fees, etc.	6/14/2018
1484	23	/policies/coordinated-development-strategy/	This feels like it is paternalistic, a top-down, city-driven process to reinvest in communities that have historically been harmed by those kinds of planning processes. Whether that is the intent is irrelevant; how can this be rearticulated to clarify that it's a community-driven partnership with the City to chart those historically disinvested neighborhoods' futures?	6/14/2018

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1485	0.1	/topics/land-use-built-form/	I wish I could state more eloquently...This is an awful plan! We currently live 2 doors in from 50th Street and can hardly drive down our street in the winter! We have a few rental properties on our street which adds to the congestion: 6 tenants - 6 cars, etc. Add to that our street is used for parking for the businesses on 50th. We would really like to have more time to be convinced that this plan is a livable one. Also would like to see some data that supports the assertion that more affordable housing would become available.	6/14/2018
1486	37	/policies/mixed-income-housing/	Again, I think we are back to how and where to develop and support affordable housing. I can't see that it is possible to put lower income housing in high property tax areas. Those who have worked and scraped and saved and renovated and sold to buy up and did it again to buy up and can FINALLY afford the property tax to live in certain areas are ALL welcome to live where they wish. But how does one who has not been through all that, improved financially through hard work and sweat equity afford the property tax? So what exactly is being proposed here? Again, slim on the details which makes it hard to support the proposal.	6/14/2018
1487	1	/policies/access-to-housing/	I live in south Minneapolis in a small house on a small lot. I paid a premium for this privilege and continue to pay very high taxes, as well. I worked hard for 40 years to afford this. I oppose this measure, as it will change the look and feel of my little neighborhood, making it much less desirable.	6/14/2018
1488	38	/policies/affordable-housing-near-transit-and-job-	This makes perfect sense as a starting point, and in fact has begun but for a high rent market. Identifying properties is one thing, how will you recruit and select developers? It seems to me it is to their benefit to build high end and charge premium rents. Lets put an end to granted those developers nearly every variance they request and save those approvals for affordable housing developers. I also like a proposal I have heard that awards property tax rebates for multi unit housing with less than 10 units that hold rents to affordable limits. I understand this is already approved for Larger units? I would MUCH rather see it for smaller units to preserve the quaint but well built older units with character that suits the community. As this initiative develops it is imperative that transit continue to improve. Currently transit options are far to limited to think we can reduce the use of cars.	6/14/2018
1489	80	/policies/development-near-metro-stations/	Some good ideas here and I am glad to see actionable steps.	6/14/2018
1490	39	/policies/fair-housing/	I would really like to see exactly what has been identified as CURRENT barriers, we are well aware of research into previous barriers. I believe I have also seen that inroads have been made with lenders/banks to locate strategically in our city to make progress on that specific barrier. But I do think most of us need clear and transparent information on these barriers and proposed actions in order to lend more support to this initiative specifically.	6/14/2018
1491	40	/policies/homelessness/	Clearly funding will be required, what is the proposed source? I personally monetarily support youth facilities but of course the need is great. Employment and training efforts are critical as a long term solution for the able bodied.	6/14/2018
1492	35	/policies/innovative-housing-types/	Please do not allow a blanket multi-plex zoning all over the city. please please please. i love our quiet neighborhood. i understand the need for more housing but do we have to ruin quiet areas? there are plenty of areas that are already bustling. keep the multi-plexes to those areas and allow the quiet SINGLE FAMILY HOME areas to STAY single family home. It would keep DIVERSITY of housing throughout the city. People would be able to have a CHOICE of how they want to live. Making the blanket zoning would, in my opinion, ruin it. please don't.	6/14/2018
1493	33	/policies/affordable-housing-production/	I love our city. I was born and raised in the Camden neighborhood, went to the U, worked in downtown and now live in Page. Except for a year and a half in graduate school, I have never lived nor wanted to live anywhere else. We have the best parks; empowering schools (I am a proud Henry grad and my children are amazing Millers); thriving downtown; and a fabulous art scene. My neighborhood is wonderful for various reasons, but the most important reason is being threatened by Proposal 2040. The quiet peace we find in our little 'hood is a respite from the bustle we know and love in the other parts of the city, only a stone's throw away. The streets of our neighborhood have taught my children how to drive and parallel park, something I think would not be nearly as pleasant with increased traffic and street parking. I also love the stability of our neighborhood. We know every single person on our block and almost everyone on the other handful of blocks in our little community. I would love to see more affordable housing. I worked hard to support the building of Creekside Commons just a half mile from my home. It would be wonderful to find more fourplexes along bus routes such as Nicollet or Portland Ave, both shouting distance from me, but to have them in amongst the quiet of our neighborhood would just all but ruin it for me. Seriously. Please do not allow these fourplexes to be built within peaceful, quiet neighborhoods. Thank you.	6/14/2018

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1494	42	/policies/expand-homeownership/	<p>Good ideas, exactly how can they be implemented? What specifically are the current barriers? What specifically are the plans to overcome those barriers? The intro states: " These actions are not just investments in filling the financial gap between the cost of a home and what buyer can afford". Sorry, cash handouts are not acceptable. Education and counseling and removal of identifiable barriers are important. Sweat equity and personal financial equity is critical to long term wealth building. Handouts solve nothing long term.</p>	6/14/2018
1495	1	/policies/access-to-housing/	<p>I believe the lack of affordable housing is a huge concern. When we moved to the city, we had to pay \$840 for a tiny one-bedroom in an area where we had to rent parking and pay for storage, resulting in a monthly bill over \$1,000! (From a well-known slumlord, by the way). I fully support the idea of higher density housing near and around downtown, and more density along major transit lines. I think housing should be built all over the city.</p> <p>I think the proposal to allow four-plex units to be built on single-family lots in low-density neighborhoods is a foolish solution, though. Single family homes are going for shockingly high rates right now. For a developer to buy and demolish a single-family home and turn it into a four-plex would be cost-prohibitive. The only way to recoup that money would be to turn the apartments into luxury apartments and charge a ton of money. That won't boost affordable housing a bit. Subsidizing the building or rental of a single building into a four-plex is cost prohibitive, too -- very little bang for a lot of buck.</p> <p>The unintended consequences are great, too. Allowing four-plexes to be built on any city lot will change the quality of life in neighborhoods where people have saved their whole lives to have a home. It will mean more noise, more traffic, more parking messes, more congestion, more wear and tear on streets and other infrastructure and more pollution.</p> <p>It could mean a building towering over the garden I've saved 49 years for, blocking all my light. This is deeply personal to people. My husband and I are really worried about this. We finally were able to afford and buy our first home two years ago (in our late 40s!). We moved back home to Minneapolis from Chicago a few years ago due to all the issues above. The congestion, noise and traffic got so stressful, it felt like we were living a reduced quality of life. (I didn't appreciate the comment from the city council member about how Minneapolis could be just like Chicago. Why would that ever be a goal? Chicago doesn't have Minneapolis' energy, vibrancy, focus on environmentalism, excellent bike paths, investment in infrastructure, etc. etc. It does have a lot of debt and a lot of corruption.) I think there are smarter solutions that won't change the nature of our neighborhoods while still meeting a crucial need:</p> <ol style="list-style-type: none"> 1) Require more density along transit routes and major streets (nicolett, lake, etc.) 2) Allow more four-plexes on corners or busy streets 3) MAKE builders set aside a certain percentage of affordable housing in each new development (apartment/condo). 4) Hold builders accountable to make sure they're providing the agreed-upon percentage of affordable housing by asking them to provide income verification and do "sting" operations to make sure they're not steering away renters/buyers. 5) Work with builders to turn vacant lots into nice, size-appropriate complexes. 6) Make sure Section 8 vouchers are being honored! 	6/14/2018
1496	1	/policies/access-to-housing/	<p>I have concern about accessory building use as a dwelling space. We have tiny, tiny lots in the city, especially in the less affluent neighborhoods. Dwelling spaces in accessory buildings would work around lot line restrictions and put us into very close contact with neighbors, increasing noise.</p>	6/14/2018
1497	36	/policies/innovative-housing-strategies/	<p>I love our city. I was born and raised in _____ neighborhood, went to the U, worked in downtown and now live in Page. Except for a year and a half in graduate school, I have never lived nor wanted to live anywhere else. We have the best parks; empowering schools (I am a proud MPS grad and my children are amazing Millers); thriving downtown; and a fabulous art scene. My neighborhood is wonderful for various reasons, but the most important reason is being threatened by Proposal 2040. The quiet peace we find in our little 'hood is a respite from the bustle we know and love in the other parts of the city, only a stone's throw away. The streets of our neighborhood have taught my children how to drive and parallel park, something I think would not be nearly as pleasant with increased traffic and street parking. I also love the stability of our neighborhood. We know every single person on our block and almost everyone on the other handful of blocks in our little community. I would love to see more affordable housing. I worked hard to support the building of Creekside Commons just a half mile from my home. It would be wonderful to find more fourplexes along bus routes such as Nicollet or Portland Ave, both shouting distance from me, but to have them in amongst the quiet of our neighborhood would just all but ruin it for me. Seriously. Please do not allow these fourplexes to be built within peaceful, quiet neighborhoods. Thank you.</p>	6/14/2018

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1498	41	/policies/tenant-protections/	I lived in Chicago a number of years, and while there is not much I'd suggest we look to as a model, the tenant rights policy is MUCH stronger than in Minneapolis. We rented from a terrible slumlord and were shocked to find out how poor our options were.	6/14/2018
1499	42	/policies/expand-homeownership/	please make info about home buyer classes and low-income housing programs more widely available. there is no central place we could find while buying a home.	6/14/2018
1500	43	/policies/housing-displacement/	I think we should sever the homestead exemption from rising property taxes. it is ridiculous we're paying more in property taxes and getting a lesser homestead exemption simply because home values are hyper inflated beyond common sense right now. it's not like we bought a fancier home. the homestead exemption should stay the same.	6/14/2018
1501	23	/policies/coordinated-development-strategy/	we live in powderhorn, certainly one of the areas you talk about. please make sure you consider resident input, and hold meetings that are well-publicized. when we moved into our home, i called the planning department to find what was planned for our area. they sent me to a guy who never got back to me, and in this market, there was no time to make a trip downtown to city hall. please provide info about development plans, including zoning, online!	6/14/2018
1502	46	/policies/healthy-housing/	consider programs to help remediate radon	6/14/2018
1503	47	/policies/housing-maintenance/	please do c. city classes on home maintenance would be excellent.	6/14/2018
1504	78	/policies/park-design-and-programming/	Please add an equity category. We live in Powderhorn, and I'm always shocked by the disparities between our city parks. Have you seen the water quality in the pond there? We don't have working drinking fountains on the path around the pond in mid-June. Compare that to Lake Harriet, which has a bird sanctuary, a real warming house, and a snack shop/beer shop, and a full stage. Our walking paths aren't maintained like those around Nokomis in the winter. The staff and programs are excellent, but people in more affluent areas of the city should not have more resources in their parks!	6/14/2018
1505	84	/policies/public-safety/	MPD policies are missing here. Highlight deescalation training, requirements and accountability for failing to use deescalation techniques. Name reducing racial disparities in MPD interactions, whether it's quality of life crimes or traffic stops or anything else. Also, this policy should be listed as supporting the "reduce disparities" goal.	6/14/2018
1506	26	/policies/vision-zero/	Eliminate all references to enforcement until the MPD has eliminated all racial disparities in their data.	6/14/2018
1507	19	/policies/bicycling/	We need more protected bikeways to encourage less courageous cyclists to use their bicycle as a mode of transportation.	6/14/2018
1508	1	/policies/access-to-housing/	Homes closer to public transportation should be given to lower income family or they should have the priority because many of these families do not owe a car or share their transportation. This will give this families more disposable incomes.	6/15/2018
1509	2	/policies/access-to-employment/	Allow for entrepreneurs and minority business owners greater access to affordable office spaces. Subsidize office spaces or shared equipments.	6/15/2018
1510	2	/policies/access-to-employment/	Encourage all typea of businesses rather than large ones.	6/15/2018
1511	57	/policies/cluster-strategy/	The above doesn't make sense to me: "Promote business clusters using through focusing resources and regulatory policies toward developing and retaining businesses in a number of discrete sectors that demonstrate opportunity to advance City goals and enhance the region's economic strength." What is through focusing? I don't understand what the goal is. Please explain.	6/15/2018
1512	55	/policies/business-innovation-and-expansion/	The line: "Explore zoning modifications that reduce or eliminate barriers to innovative and alternative uses of space, especially for smaller-scale entrepreneurs" concerns me. I am wary of the 2040 plan that seems to want to rezone the whole city for business and multi-family dwellings. Is this the end of peaceful single-family home neighborhoods in our city?	6/15/2018
1513	25	/policies/innovations-in-transportation-and-infras	I am happy to have a city that is more bike friendly. Whole lanes, not just bike lanes, reserved for bikes would be great.	6/15/2018
1514	23	/policies/coordinated-development-strategy/	This is a vague description to me. It is unclear what "district-wide development plan" is. Is this another point in 2040 to say that there should be a city wide re-zoning? If so, why? Why the rush to push out single family home neighborhoods that are within walking distance of apartments, multi-plexes, and businesses? Why does EVERY neighborhood have to be zoned for business and multi-family structures?!!!!!!	6/15/2018
1515	17	/policies/complete-streets/	I am very happy to see that bicycles are a priority to the city.	6/15/2018
1516	76	/policies/new-parks/	Being within a 10 minute walk of a park is a huge asset. Another huge asset is being a 10 minute bike ride from a park. With safe infrastructure a bicycle significantly increases your range. Consider making safer off-street riding options for youth and adults to gain confidence on their bike so they can gain independence and reduce their dependence on their car.	6/15/2018

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1517	78	/policies/park-design-and-programming/	It's time we start treating the bicycle like the powerful tool it is. If we create space for people to learn and explore on their bikes we create opportunities for programming to occur and we bring bicycle advocacy to the forefront and to the residents who don't currently think bicycling impacts them. Bike parks equal improved opportunities and access for all walks of life.	6/15/2018
1518	77	/policies/park-access/	You are correct, improving on street and bike path infrastructure are very important, but something that is equally important and often overlooked is the places the youth in Mpls learn to ride their bikes. They have the street, sidewalks and an occasional empty parking lot to ride. That isn't nearly enough space and it definitely isn't safe or exciting. We need to create a network of off-road trails and bike parks throughout our city to give the 70,000 kids under the age of 14 places to learn and explore on their bikes. If we do that we engage that population and their parents to become bike advocates. We also promote active transportation and provide exciting outlets for kids to connect with nature.	6/15/2018
1519	53	/policies/quality-of-life/	Mpls needs to embrace a quality of life similar to Bentonville Arkansas. If we are able to blend the arts with cycling and the other amazing parts of our city we will be able to attract and maintain a talented workforce for years to come. Take a look at this site, it will give you an idea of what Mpls should do to follow their lead. https://becausebentonville.com/	6/15/2018
1520	76	/policies/new-parks/	I love this, everyone should be 10 minutes from a park no matter what part of town they live. Better yet 10 minute walk or bike to a bike park or bike playground. We should embrace our image as a top bike community and begin to use our bikeable city to access bike parks, which teach young riders valuable skills and build confident riders who in turn become drivers who think and see commuters.	6/15/2018
1521	31	/policies/creative-workers/	Provide support/guidance/funding for apprenticeship programs for all people. Jewelry, painting, sculpture, fiber, metalsmithing, glasswork, all of these need assistants, but artists find it hard to pay them. A great way to learn trades/crafts and build a resume in the arts and crafts!	6/15/2018
1522	8	/policies/public-safety-through-environmental-de	It's wonderful to have a sense of what you can do for future designs, which is always sexy for urban designers. However, please don't lose sight of the existing infrastructure of public spaces that are NOT conforming to CPTED guidelines. Simply lightening and placing cameras, which no one's watching until after ~ post hoc ~ a crime is committed, in hopes of finding the perpetrator. Please consider some of the techniques employed in Europe to slow streets down, such as: https://www.pps.org/article/livememtraffic . These can be implemented in existing streets, particularly those in residential neighborhoods. Transportation planners used to be praised for the volume of traffic they could get through the transportation arteries; today they would be scorned for driving so much traffic through residential neighborhoods where children play, the elderly use crosswalks, and parallel parking unfortunately transforms halcyon neighborhood streets into gauntlets for escaping car thieves, drug dealers, and burglars trying to get to the Interstates, where they can escape apprehension.	6/15/2018
1523	7	/policies/public-realm/	Please think more human-scale (rather than as watercolor street art projects) and focus on "activity spaces". The current concept lacks an understanding of how social interactions are what drives the creation of common spaces; they are not simply meant to be pretty renderings.	6/15/2018
1524	6	/policies/pedestrian-oriented-building-and-site-de	I love this. So important to encourage development that values walkability, bike and transit, as well as channels a welcoming spirit.	6/15/2018
1525	11	/policies/skyways/	Sensible plan, especially regarding the retail use being on ground level. Skyways may make sense for transportation, not for retail and community building.	6/15/2018
1526	10	/policies/street-grid/	Does this mean the street grid will be restored in places like the Lyndale and Linden Hills neighborhoods where diverters were put in to cut off traffic?	6/15/2018
1527	59	/policies/downtown/	The intro to this section exaggerates the success of Minneapolis' downtown. It had the same (or more) workers and far more retail when I moved to the city in 1992. This Policy ignores that street frontages downtown are bleak and dominated by empty retail, blank walls, and/or parking lots/ parking ramp entrances. Unlike other major cities, there are no museums, movie theaters, or student housing bringing in younger residents. It's all about sports ball facilities, bars,/strip clubs, and office towers. All the new residents don't seem to make the CBD any more interesting. I find downtown pretty depressing.	6/15/2018
1528	19	/policies/bicycling/	Please connect existing bike networks that abruptly start/end at dangerous intersections such as the intersection of Broadway Ave and Johnson Street.	6/15/2018

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1529	22	/policies/downtown-transportation/	The \$50 million reconstruction of Nicollet Mall is a huge disappointment. Public Works and the Downtown Council mismanaged the project resulting in an underwhelming and bleak street, while managing to kill off the Barnes & Noble, Macy's, and other retailers. All this plus the street remains painfully slow for local buses. Yet, we need to reserve both Marquette and 2nd Avenues for suburban people riding coach buses into downtown? The old, white men making these decisions should be fired.	6/15/2018
1530	22	/policies/downtown-transportation/	The Action Steps above are more of the same stuff that isn't working now. The only way to make downtown streets comfortable for people walking is to reduce the amount of space dedicated to moving cars. The streets/ crossings are too wide, traffic moves too fast, and there is hardly retail left at street level. If retail does exist, it gets located on the skyway level and closes by 5pm. Parking facilities and entrances are located on nearly every block face, which makes for a poor pedestrian experience. This Plan should propose more bold things like eliminating new parking in the CBD, creating pedestrian or bus-only streets, and removing the one-way street pattern. This vision for 2040 is underwhelming.	6/15/2018
1531	11	/policies/skyways/	Either downtown will be lively and walkable at street level or we'll continue to promote and expand the skyway system. Stop pretending that both can exist with positive results. Also, whoever wrote Action Steps C-E has no idea how the skyway system works now. They are mostly owned and maintained by PRIVATE property owners who do not have to open their skyways, put in standard signage, or rebuild their lobbies to make skyway access visible from the street. Stop allowing more skyways and start tearing others down. Finally, the City allows the Downtown Council to coordinate the skyway system including by staffing and influencing the Skyway Advisory Committee. Every other City commission or advisory committee has City staff coordinating their work not a business organization.	6/15/2018
1532	1	/policies/access-to-housing/	I support all of the points above, but I want to add that the housing added must be affordable. Nearly, or perhaps all of the condos recently built in Uptown have been luxury condos. This gentrification is awful.	6/15/2018
1533	14	/policies/tree-canopy-and-urban-forest/	I agree with the above points, but wanted to add a note regarding retaining mature trees: There needs to be some sort of tree treating program where if a homeowner gets a tree treated by a contracted-with-the-city arborist at a discounted rate, it will prevent that tree from being cut down just for disease prevention.	6/15/2018
1534	5	/policies/visual-quality-of-new-development/	love it	6/15/2018
1535	19	/policies/bicycling/	The City is going in the right direction with its bike infrastructure plan! The implementation of "emerging best practices" is encouraging. I would like to see more curb- or grade-separated bikeways such as what is found on Washington Ave and what is standard in modern infrastructure-leading Copenhagen.	6/15/2018
1536	10	/policies/street-grid/	What is meant by "relinquishing the City's ownership over vacations as a last resort, in order to preserve the network of city streets and arterials?" Is there a typo here? I can't understand the sentence at all.	6/15/2018
1537	17	/policies/complete-streets/	It's wrong to squeeze out cars. Parking is still needed and will still be needed. People over 56 start to feel muscles aging and riding a bike becomes more difficult. Hey a healthy minded 70 year old is NOT able to ride a bike 10 miles in the city. Our bus system doesn't serve Northeast and North the way it works in South Minneapolis. Long walks to catch a bus and irregular service! Baby boomers still live and will need to use their cars to get around.	6/15/2018
1538	11	/policies/skyways/	I fully support this policy. The skyways are really beneficial when working downtown. I especially agree we need new signage and maps so I'm excited to see that include in point D. I even have an idea to use subway style maps for the skyway. Those thoughts are outlined here: http://www.citypages.com/news/minneapolis-lovehate-relationship-with-the-skyway-and-how-to-make-it-suck-a-lot-less/414065113	6/15/2018
1539	33	/policies/affordable-housing-production/	Thank you!	6/15/2018
1540	34	/policies/affordable-housing-preservation/	Start by holding back "luxury condo units" or "luxury" anything. Simple, safe and clean materials should be doable. WHO is able to afford those luxury units???	6/15/2018
1541	1	/policies/access-to-housing/	Yes, on the multi generational housing.	6/15/2018
1542	29	/policies/creative-sector-economy/	Yes allow denser housing along Metro transit sites.	6/15/2018
1543	30	/policies/arts-and-cultural-assets/	Yes, I like these goals. Someone needs to make the connections to the philanthropic community. The built environment needs to be planned with the real estate sector.	6/15/2018
1544	31	/policies/creative-workers/	The long term vision of the arts program should focus on ART AS A THINKING tool. Movement of any type helps put ideas into place. Drawing of any type, scribbling even helps to get ideas out of the brain and into the world.	6/15/2018
			I like all of these action steps. We need to provide a paycheck for artists doing this work. Too much of it is now volunteer.	6/15/2018

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1545	32	/policies/arts-in-community-development/	I like all of these action steps too. Great work!	6/15/2018
1546	33	/policies/affordable-housing-production/	In the NE Arts District we should see more artists offered the opportunity to purchase houses there. Artists can get the money for this purchase. What happens now is that realtors don't give artists first choice or even any choice. It's a bidding war! Living beside your work area or near the work area is best. It should be planned for all housing. Houses should be planned around the manufacture areas.	6/15/2018
1547	0.1	/topics/land-use-built-form/	I live on the 3000 block of Colfax Ave S, a residential block that is all houses and this built form map calls for the unacceptable consolidation of lots to build larger buildings (interior 3). Did city staff visit each block before creating this map - seems unlikely. Also, this built form map is not in alignment with the Uptown Small Area plan that many neighbors spent over a year on. This has the potential to make my block an unpleasant place to live. This must change.	6/15/2018
1548	34	/policies/affordable-housing-preservation/	I have lived in my home in Longfellow since 1992. When I moved in, it was still an affordable working-class to middle-income neighborhood. Several of my neighbors grew up in the neighborhood and now own homes. It suffered from the racial segregation typical in the city (very white..), but that was slowly changing. Now, with the advent of developers, this neighborhood is losing its character and affordability. Small, very affordable homes are bought up, torn down, and replaced by single-family homes that cover as much of a given lot as they legally can. Most of the existing vegetation on the lot, including mature trees, is destroyed. The little bit of land left not filled by a Mc-mansion has bits of grass, and maybe a little new tree (I have noticed that those people who do not value mature trees are always willing to plant a little one..). The new house is generally more than a story higher than the houses on either side. This means that the house on the north side of one of these houses will never see the sun	6/15/2018
1549	34	/policies/affordable-housing-preservation/	I was in the middle of a comment when mine was submitted (too verbose, I guess). Big new houses in Longfellow 1.block the natural light to the neighboring houses. 2.Destroy existing affordable housing 3.increase the amount of paved/developed land. (This is a problem because many of my neighbors have problems with water in their basements. There are undiagnosed ground water issues here) 3.Increase the market value of existing homes. Some of my neighbors think that this is good. I am not happy that my home value jumped \$100,000 in the past ten years. This raises my taxes and makes my neighborhood un-affordable, even for people like my neighbors or me. Not good. Andrew Johnson once explained to me that this area doesn't have tighter development controls because it isn't considered to be architecturally significant. I'm sure that Mr. Johnson isn't responsible for this view, it is simply the discriminatory view of those more upper-class folks who do not value affordable neighborhoods. I think that NE Mpls may be suffering a similar fate. It seems that in this situation, we do not need more funding so much as we need MUCH tighter regulations about what can be built, and where. Developers who object, claiming that this is an assault on their rights, do not acknowledge the effect that their development has on the neighborhoods they choose to target. I get solicitations every day from people looking for desperate homeowners (we will pay you cash! you don't have to even clean the place!). After the last real-estate bubble burst, I saw several families having to move out of their affordable homes which were subsequently sold off and torn down, replaced by houses that none of their neighbors could afford. The neighborhood could certainly use more high-density affordable housing. That's not what we are getting. It seems to me that this plan says nice things while at the same time simply allowing "market forces" (bullying by people with money, really) to plunder the existing neighborhood. Please, tighten-up the redevelopment regulations now. We have already lost too much. Sincerely, Gretchen Harry 4209 45th Ave S Mpls	6/16/2018
1550	70	/policies/ecology-and-habitat/	You build too much, love concrete (gross) and destroy natural areas, and then beg for money saying you don't have money to do maintenance on parks and trails. People go to parks to feel that they are away from the city and not in a parking lot. You've totally destroyed Wirth Park, taken a peaceful natural area and turned it into a four season race track and then put an extremely noisy volleyball court across from beautiful pond setting. You should really call yourselves the "Park Destruction Board".	6/16/2018
1551	0.1	/topics/land-use-built-form/	We all tried this before, we built these terrible homes with the help of the city in the 70's and allowed whatever cheap design the developer wanted and put these right in the middle of bungalow's with out regards to neighborhood design or the style of the surrounding homes..we still live with these eye sores today... thanks for destorying our beautiful bungalow community... I hope the first high density home goes next to yours...	6/16/2018
1552	0.1	/topics/land-use-built-form/	There is a need for housing at all levels of income, why are we picking winners and losers, I know a couple who lost their prospective home to a developer because the developer was assured they could build a building that would not adhere to the the current zoning laws. This young couple were going to invest and fix up the house, now values of homes around going down all around this property, instead of increasing which would have been the case with a couple willing to fix it up....	6/16/2018

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1553	0.1	/topics/land-use-built-form/	What is the plan to help the people who have been great citizens of this community and now looking at a huge reduction in the value of their property when these huge terrible looking homes go next to them? Who are protesting these people?	6/16/2018
1554	0.1	/topics/land-use-built-form/	Why are you having public input to this? You have already implemented it...we have seen the counsel zoning meetings and the always side with the development of these new high density houses..	6/16/2018
1555	0.1	/topics/land-use-built-form/	What's the plan to help reduce the property taxes for the great citizens who are now being forced to live next to these huge high density houses? We have seen it happen already, values are going down... don't kid yourself...	6/16/2018
1556	1	/policies/access-to-housing/	Sounds good.	6/16/2018
1557	0.1	/topics/land-use-built-form/	<p>"Excessive Heat Wave Warning Triple Digit Heat Indices June 15- June 16, 8PM, 2018" Kare 11 Meteorologist Laura Betker</p> <p>"Heat Indices 95-100 degrees until tomorrow" NPR's Ron Trenda, June 16, 2018</p> <p>"Heat Index of 95-100 degrees until tomorrow" KSTP's meteorologist Sam Ryan, June 16, 2018</p> <p>Summer hasn't even officially begun.</p> <p>Why are the City Council and the Mayor proposing an increase in the density of crowded neighborhoods like Nicollet Ave and a corresponding destruction of green space when we are already suffering the effects of global warming in Minneapolis caused, in great part, by those two things??? It seems that you are either ignorant of the catastrophic public health impacts of the destruction of green space and the environment or you don't care.</p> <p style="text-align: center;">STOP NOW!</p> <p>Begin Again and put the residents first in your proposal. Ignore the property developers or we will be another Los Angeles or just as bad, another Uptown.</p>	6/16/2018
1558	11	/policies/skyways/	You need to include improved provisions for public toilets. Accessibility Trying to find public toilets is a nightmare downtown and almost impossible on the skyway. Stop for food and you can't even wash your hands. Ask where a toilet can be found and the staff will give you vague directions with little hope of finding one. Toilet locations need to be on every skyway map and signage should be uniform.	6/16/2018
1559	74	/policies/integration-of-water-management-into-	Bioswales that are required on private development need to have signage indicating what they are, and posted prohibition the use of pesticides, weed killers, and fertilizers. The average Joe hired to maintain these areas immediately sees weeds and douses them with chemicals to kill the very vegetation installed to stop the chemicals from reaching the river or groundwater. This scenario eventually plays out in every Bioswale in the city.	6/16/2018
1560	11	/policies/skyways/	Get rid of them. They contribute to the lifelessness of your downtowns. I was astounded by the lack of people on the streets on coming here; I knew nothing of the skyways. A few weeks after disembarking on the SS Minneapolis, I happened to look up - naked mole rats! That's what one sees, rather than a vibrant, engaged life on the streets.	6/16/2018
1561	14	/policies/tree-canopy-and-urban-forest/	Sounds good. I also strongly suggest you support the planting of prairie plants and native forbs in public places; get rid of the boring monoculture that is Kentucky Blue Grass! Birds and bugs would thank you, that's fore sure.	6/16/2018
1562	18	/policies/walking/	Conflicts with your policy on skyways, right?	6/16/2018
1563	13	/policies/landscaping/	Take a serious look at irrigation systems - don't they just waste water? Or could their use be permitted only if they use grey water or redistribute rain water? Plant species used should be the type that don't require watering. Also, herbicides and pesticides harmful to pollinators should be banned. Go door to door collecting up all the bad stuff, replace with organics that are acceptable. Like a one-time amnesty with lots of education.	6/16/2018

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1564	74	/policies/integration-of-water-management-into-	We are seeing lots of variances for setbacks around the city. This is clearly bad for water and air quality as well as for the human environment. We really, really need to enforce setbacks, require that developments include greenspace, and maximize permeable surfaces.	6/17/2018
1565	0.1	/topics/land-use-built-form/	Building monstrous fourplexes on single family home lots in the interior streets will not only take away from the neighborhood and destroy the most affordable single family homes in the city, it will also create a traffic nightmare during the winter. Why can't we discuss building more affordable housing on transit routes where it makes sense for people to not require cars, they can literally walk out the front door and step on the bus. We don't want to see the integrity of our neighborhood demolished along with the homes that are by far the most affordable for growing families, only to have a large apartment building which will inevitably charge rent that is not affordable.	6/17/2018
1566	19	/policies/bicycling/	The bike lanes are causing problems with traffic flow through out the city. We don't need a bike lane on every street. Keep in mind - there are a large number of commuters that need to drive in the city to get to work, etc. and that won't change.	6/17/2018
1567	11	/policies/skyways/	I think skyways have actually contributed to the deterioration of downtown. There is a lack of foot traffic on the street level which contributes to an increase in crime on the streets. Businesses in the skyway are also only open for a few hours over the lunch hour which makes it hard for restaurants to be successful in downtown. There isn't much of a draw to bring people into downtown and our downtown lacks vibrance like other major cities as a result of having all business on 2nd floor skyway level and not having street level access.	6/17/2018
1568	1	/policies/access-to-housing/	Please spread low income housing across the whole city!!!! Not just in North Minneapolis. Concentrated poverty is not good for communities, we need diversity of income in our communities for them to survive and be safe. Please listen to the voices in North Minneapolis, we are important. North needs to thrive and violent crimes needs to decrease!	6/17/2018
1569	14	/policies/tree-canopy-and-urban-forest/	Make sure you diversify tree species, especially given the damage done to Ash trees and others....	6/17/2018
1570	13	/policies/landscaping/	All fine to expect landscaping with new developments but history has proven that landscaping needs constant attention and that is NOT required. Not only is it not required it is often forgotten or ripped out.	6/17/2018
1571	25	/policies/innovations-in-transportation-and-infras	Nice ideas, but for the drones. The cost complications to using them in an urban setting do not justify the advantages. And in fact, having skimmed through the previous 24 policies, I have seen marked departure from realities from many of them. These are aspirational. But which is more important, which less, and on which axis of comparison? You're using birdshot, and aiming at far too many birds. We'd be better off with greater concentration, accompanied by some analysis, on fewer subjects,	6/17/2018
1572	6	/policies/pedestrian-oriented-building-and-site-de	Please develop programs to encourage safe bicycling by following existing traffic laws. Bicyclists who disregard and disrespect traffic laws are delaying the acceptance of bicycles as a legitimate form of transportation.	6/17/2018
1573	14	/policies/tree-canopy-and-urban-forest/	Having lived in Mpls long enough to see the Dutch Elm Blight, the Gypsy Moths, and now the Emerald Ash Borer, has Mpls Forestry finally figured it out? Do not plant an entire block or neighborhood with the same species!! In fact, there should be a very large portfolio of good urban trees that can be planted so that there are never large groups vulnerable again. And if one single tree gets sick and must be removed, isn't one better than the entire block?	6/17/2018
1574	15	/policies/transportation-and-equity/	I don't understand how eliminating driving and/or parking lanes (Emerson N, Fremont N, etc) in residential areas improves "equity" for anyone. Especially when the new, seldom used bicycle lanes are used as passing lanes by cars!	6/17/2018
1575	21	/policies/freight/	Step up the enforcement of illegal parking of semi trucks and other large commercial vehicles in North Mpls. Parking enforcement should automatically tag those vehicles rather than waiting for a 311 complaint.	6/17/2018
1576	25	/policies/innovations-in-transportation-and-infras	How about giving incentives for developers to install EV charging systems in the garages or parking areas?	6/17/2018
1577	34	/policies/affordable-housing-preservation/	These policies are in direct contradiction of recommendations to increase density. Those areas with the greatest proposed increases in density are also areas that have the largest stock of affordable housing. By making the land those housing units are on move valuable all you will accomplish is to replace them with more expensive units	6/17/2018
1578	14	/policies/tree-canopy-and-urban-forest/	The connection between carbon emissions (the cause of environmental degradation) and tree planting (a remedy for environmental degradation) should be identified and built into public policy. As a source seeks to emit more pollution, they should be willing to contribute to an offset program of tree plantings. Similarly, when anyone chooses to cover absorbent ground with concrete or asphalt, they should be contributing to an offset program that remediates the pollution of water that results from excessive runoff. When the connection between cause and effect is so easily quantified, public policy should make sure that those who pollute, give a hoot.	6/17/2018

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1579	60	/policies/intrinsic-value-of-properties/	These are good steps to take but actions to increase density proposed as solutions for other goals will negatively impact historic housing stock in neighborhoods close to downtown	6/17/2018
1580	41	/policies/tenant-protections/	Please understand that rent control has never worked in American cities and will, over time, actually decrease the amount of affordable housing. Learn from other cities mistakes.	6/17/2018
1581	13	/policies/landscaping/	Establish direct connections between those who pollute and the remediation that can be accomplished through environmentally beneficial landscaping. This can be accomplished by having the polluters fund urban landscaping initiatives and giving tradable credits to landscapers, who can sell those credits to builders, homeowners, etc., who would like to increase the pollution load on our environment.	6/17/2018
1582	38	/policies/affordable-housing-near-transit-and-job-	In many areas especially those on the Northside close to downtown these policies will remove current affordable housing and even if replaced by new affordable housing that new housing will be less affordable than what it replaces	6/17/2018
1583	12	/policies/lighting/	Don't forget the effects of light pollution. More is not necessarily better. https://www.globeatnight.org/light-pollution.php . Light pollution affects the migratory patterns of birds, circadian rhythmic cycles, and even affects the quality of the air that we breathe. It would be helpful to recognize that there is a cost, as well as a benefit, to lighting up the skies.	6/17/2018
1584	10	/policies/street-grid/	Please explore the benefits of slowing traffic down and using more natural curvilinear forms when laying out transportation lines. Just as rip-rap is oftentimes prescribed to solve problems when water moves too quickly through linear passages, find ways to avoid straight lines for streets. They will reduce the creation of wind tunnels, slow traffic down, reduce straightaways for speeders and escaping criminals, and reduce vistas to more human scales.	6/17/2018
1585	81	/policies/social-connectedness/	Action step "a" needs to include voices other than residents, business owners and property owners; for example, renters, unions, youth and youth program workers, persons with disabilities, teachers, churches, persons who are formerly incarcerated, etc. Also, this action step needs to facilitate democratic processes of participation among the citizen stakeholders in a neighborhood. ie neighborhood associations including voices of teachers, nurses, youth program leaders, social service providers, etc. This would provide a way for people to share their ideas about what they need in their communities for affordability and livability, and would inspire them to believe in the democratic process and to participate in it.	6/17/2018
1586	30	/policies/arts-and-cultural-assets/	Instead of using the language "...global competitiveness..." to define a major component of this goal, the city should seek to foster "global solidarity" and should model this by fostering stronger relationships between its 12 sister cities and local public schools and city youth programs. The city should also add more global cities to its sister cities list to reflect the growing and diverse immigrant population in Minneapolis. For example, there is only one Latin American sister city. There should be more. The city should create summer learning abroad programs in collaboration with local public high schools so that students can visit sister cities and learn how art and governance interact in other communities. This would benefit high school students when they apply to college, as admissions officers value students who spend summer months engaged in cultural activities that show a sense of international awareness and maturity.	6/17/2018
1587	43	/policies/housing-displacement/	I think this is a narrow view if who all will be impacted by this plan. People will loose their homes because of this plan.	6/18/2018
1588	16	/policies/environmental-impacts-of-transportation-	I believe we are at the point of sub-optimization when it comes to concentrating human activity in Minneapolis; time to use transportation to move people to the exurbs. By 2040, the build out of satellite communities, as they did all over California, Seattle, Washington, DC, Philadelphia, Atlanta, etc. will undoubtedly accelerate. Containing all this population in such close proximity (by going up and stuffing more people into single family lots) brings social ills, which regional transportation systems to the exurbs can solve. High concentrations of people result in high concentrations of byproducts (such as pollution), crime, economic disparity, etc... Time for the transportation plan to create arteries for people to live beyond the exurbs, and not be so close to each other.	6/18/2018
1589	26	/policies/vision-zero/	I would like to see more responsive traffic signals and enforcement of stopping for pedestrians at crosswalks. The walk signal across Lyndale Ave S at 48th St W is so brief I can barely get across before it changes (and I'm a fast walker!) - even after pressing the walk button, it takes a couple of minutes for the light to change.	6/18/2018
1590	82	/policies/aging/	This policy should be listed as supporting the affordable and accessible housing goal.	6/18/2018
1591	53	/policies/quality-of-life/	I do not see anything on this plan that addresses safety in the downtown districts? With all the shootings and other things happening, I will not, nor will a lot of people I know visit after dark.	6/18/2018
1592	34	/policies/affordable-housing-preservation/	I agree wholeheartedly with those two policies in general, but they need to add more specific information. Those policies are directly tied to certain parts of the 2040 plan to increase density, which I agree to in principle, but disagree with the unnecessary adding fourplexes where they disrupt the neighborhood charter. And I am not a nimby!	6/18/2018

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1593	0.1	/topics/land-use-built-form/	Land Use: Need to allow commercial! All residents including those who move more slowly deserve at least the chance to live within a 5 minute walk of a cafe, bar, or other gathering space open most of the day.	6/18/2018
1594	0.1	/topics/land-use-built-form/	LANDUSE: Our parks are our public backyards -- we need to encourage higher density housing and mixed use spaces in & around them, rather than limiting them to the wealthiest Minneapolitians. Beyond the racial & economical equity implications allowing more people reasons to be in & near our parks helps increase eyes on the parks & public safety! And cafes adjacent can help bring more quasi-public restroom to the parks so that they are more accessible to the elderly, those with children, etc.	6/18/2018
1595	7	/policies/public-realm/	Greenspace should be included in the understanding of public realm and "placemaking." The City Planning Commission has been allowing reduced setbacks (though variances) that all but eliminate permeable surfaces and space for plants and trees.	6/18/2018
1596	0.1	/topics/land-use-built-form/	6/18/2018
1597	0.1	/topics/land-use-built-form/	LAND USE: Climate change is real! We need to build for resiliency by reducing care dependence & the burden of maintaining roads for heavy vehicles that damage them exponentially more than bikes and walking. This zoning as proposed fails to allow us the flexibility we need to welcome displaced people, to keep gas price hikes from being a regressive tax on the already poor.	6/18/2018
1598	17	/policies/complete-streets/	Please consider dropping the word "walking", which people in wheelchairs cannot do. The word pedestrian is inclusive and does not discriminate.	6/18/2018
1599	1	/policies/access-to-housing/	œIn neighborhood interiors farthest from downtown that today contain primarily single-family homes, achieve greater housing supply and diversity by allowing small-scale residential structures on traditional size city lots with up to four dwelling units, including single family, duplex, 3-unit, 4-unit, and accessory dwelling unit building types.œ NO! This will change the character and livability of these single-family neighborhoods too much. I object. They were zoned originally the way they are for a reason. The scale of single family is what makes these neighborhoods attractive to live in in the first place. You will ruin the character of these neighborhoods. Also, I know that adequate parking is not being planned for these multi-unit buildings. It is folly to think that everyone will want to, or be physically able to, use mass transit, in place of owning an automobile.	6/19/2018
1600	19	/policies/bicycling/	I think that the choice of routes for some of the bike lanes added has not been well thought out. For example, 28th street. There have been many letters to the editor regarding congestion in that area as a result. Also I don't think that automobile use should be de-emphasized as much as it seems to have been in this plan, but rather, included as necessary for many people as one of the options. Not eliminated as an option.	6/19/2018
1601	1	/policies/access-to-housing/	Single family means less transient. Less transient means more stability. This should be a goal, too. I do not support putting multi-family housing in areas farthest from downtown that are currently primarily single family. I think this is extremely short sighted.	6/19/2018
1602	49	/policies/educational-and-economic-access/	The City needs to facilitate in collaboration with county and state offices, an educational center/program specifically designed for people who are formerly incarcerated to learn about entrepreneurship, cooperative economics and cooperative housing models. This could be offered through the City's already existing B-TAP and C-TAP programs: http://www.minneapolismn.gov/business/C-TAP?utm_content=&utm_medium=email&utm_name=&utm_source=govdelivery&utm_term=	6/19/2018
1603	49	/policies/educational-and-economic-access/	The City should work with the Minneapolis Public School System to enhance global interconnectedness through technology that enables Minneapolis students and teachers to be in communication with students and teachers in other sister cities. Also, the City should work with Minneapolis Public schools to create/enhance a curriculum that enables schools to be model green schools devoted to sustainable development. The City needs to work with Minneapolis Public Schools to supplement this hands-on curriculum with a historical curriculum that illustrates the contributions that communities of color and indigenous communities have made to environmental awareness and sustainable development.	6/19/2018
1604	80	/policies/development-near-metro-stations/	Until we have an integrated transit system that has busses connected to neighborhoods serving stops as frequently as the light rail serves stations, people will continue to drive to a stop to access the light rail. Note how popular the Fort Snelling park and ride lot is. There would be less impact on neighborhoods if park and ride lots were planned near certain key stations. I live close to two stations but they are both a 20 minute walk away if there is no snow and in my current health situation. Bus service is only every 30 minutes and is ill-timed with train service. It just doesn't work. I drive to a neighborhood and park on the street if I can't walk to the station. As I age that walk will become more of an issue. We live in Minnesota and walking/biking isn't always an option. A few park and rides will help neighborhoods with transit parkers.	6/19/2018

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1605	18	/policies/walking/	<p>My main issue with this policy, and the Comp. plan in general, is it is looking 20 years in the future but many of the policies focus on things the city is implementing right now, particularly when it comes to pedestrian improvements.</p> <p>This policy goes into crosswalks, lighting, and visibility, buffers from the street, amenity zones, bump outs, narrowing street widths etc. but doesn't go beyond that for improvements. The city is already making these improvements now and maintaining them will be important but this document should reflect the future and improvements that go past the reactive pedestrian safety things we've been doing for 20+ years already.</p> <p>Policy 18 is still centered around a car-centered city which supposedly from the Complete Streets policy (adopted in 2016) pedestrians should be the first mode of transit addressed when adopting a new plan. Policy 18 focuses on reactive measures to protect pedestrians from cars which would be unnecessary if roads were built as they are supposed to be in the Complete Streets policy with pedestrians first.</p> <p>Things to add to Policy 18: -Mention of WINTER and winter sidewalk maintenance - Not sure why I haven't seen winter, ice, and snow mentioned at all in the comp. plan when we live in Minnesota. -Leading pedestrian intervals -Longer pedestrian cycles -Eliminating beg buttons -Eliminating lanes rather than just narrowing street widths -Repairing sidewalks based on the condition of the sidewalk rather than the condition of the road it is adjacent to -Reduce car speed to reduce pedestrian death</p>	6/19/2018
1606	1	/policies/access-to-housing/	<p>My biggest objection to the housing policy is the part of e) allowing 3 and 4 unit housing on "traditional size" (40'x110') residential lots. There is nothing "small scale" about a 4-plex, which would drastically degrade the character of neighborhoods for existing residents. Duplexes would be far more acceptable. -Dan Burbank, 3940 41st Av S</p>	6/19/2018
1607	6	/policies/pedestrian-oriented-building-and-site-de	<p>Relating "e)", the Fairview Hiawatha Clinic building at 38th St and 42nd Ave was required to remove a rather nice awning because of a complaint of ice falling on pedestrians from the awning. The policy will have to address this issue. -Dan Burbank, 3940 41st Av S</p>	6/19/2018
1608	8	/policies/public-safety-through-environmental-de	<p>I am concerned about light pollution and excess lighting. Most people seem to FEEL they are safer from property crimes and assault in brilliantly lit areas. In reality, over-illumination offers very little security. -Dan Burbank, 3940 41st Av S</p>	6/19/2018
1609	12	/policies/lighting/	<p>I am all for elimination of wasteful light and light pollution. The transition to LED lighting should be used to both reduce lighting energy consumption, improve lighting effectiveness, and reducing night sky light pollution. -Dan Burbank, 3940 41st Ave S</p>	6/19/2018
1610	0.1	/topics/land-use-built-form/	<p>I like that the Destination Mixed Use corridor designation extends down Nicollet and Chicago Avenues into the Loring and Elliot Park neighborhoods - n.hood resident</p>	6/19/2018
1611	1	/policies/access-to-housing/	<p>I do not believe expanding corridors and up zoning across the city will make healthy communities. I believe it will open the door to speculation, raising prices of rentals and homes.</p>	6/19/2018
1612	1	/policies/access-to-housing/	<p>I believe we are developing along critical corridors near the lakes before we have the light rail paid for. This is very dangerous. Many of us cannot bike to work.</p>	6/19/2018
1613	1	/policies/access-to-housing/	<p>Upzoning across the city will create more noise issues. It will also reduce the sense of community in neighborhoods.</p>	6/19/2018
1614	1	/policies/access-to-housing/	<p>I believe we should not expand commercial corridors along all transit routes. We have too many empty businesses already along Lake and Hennepin. Gentrification has driven out small businesses. This plan will not work. We'll turn the whole city into Nicollet Mall.</p>	6/19/2018
1615	1	/policies/access-to-housing/	<p>The developers have ruined Uptown. We have ugly architecture and terrible traffic. Now this plan proposes to do that to the whole city? This is terrible.</p>	6/19/2018
1616	1	/policies/access-to-housing/	<p>I believe the development intended for Lake Bde Maka Ska will ruin the lakes. They are already overwhelmed by cars. People will not bike in winter!</p>	6/19/2018

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1617	0.1	/topics/land-use-built-form/	<p>In the Built Form District descriptions all of the districts from Transit 4 to Transit 30 include a final sentence that says "Requests to exceed x stories will be evaluated on the basis of whether or not a taller building is a reasonable means for further achieving Comprehensive Plan goals." This to me suggests that Conditional Use can be a valuable tool for the City to encourage things like affordable housing and active ground floor space, etc.</p> <p>The draft Built Form Plan appears like it will reduce the use/need for Conditional Use permits by significantly increasing heights. Perhaps a different approach would be to keep allowable heights lower, and instead more clearly define for both developers and residents what the expectations of conditional use are. This way you might achieve both higher density and higher pay back to the community.</p>	6/19/2018
1618	33	/policies/affordable-housing-production/	<p>This is a very important goal and I applaud the city for working to reach it. We definitely need to address and repair access to affordable housing for everyone.</p> <p>Jan Kleinman</p>	6/19/2018
1619	79	/policies/healthy-youth-development/	<p>There needs to be increased support for out of school time programming that addresses a range of issues and needs young people have. The policy mentions sexually transmitted infections, there is limited funding right now for programming that supports young people's ability to make informed decisions about their sexual health.</p>	6/19/2018
1620	81	/policies/social-connectedness/	<p>I like point "e", I think integrated spaces that are multifunctional are helpful in increasing access. I'd recommend bringing in community partners to provide services, so people increase their awareness of different organizations and connectedness to community resources.</p>	6/19/2018
1621	63	/policies/food-access/	<p>It's a good idea to work to increase mobile food markets/pantries, folks that are under-resourced may be busy and have transportation issues so bringing it to them seems like it would be helpful.</p>	6/19/2018
1622	1	/policies/access-to-housing/	<p>While I agree with the need to consider density, especially around transit hubs, it should be handled in a planful manner. In neighborhoods that are primarily single-family homes, perhaps there should be a limit on how many multi-family units can be added to each block to ensure parking and other infrastructure can handle the increase in population.</p>	6/19/2018
1623	19	/policies/bicycling/	<p>Be sure that when expanding bikeway access - which is important and good - you remember that not all residents are able to bike or use transit, due to age, family size or physical ability. Ensuring equal access to multiple modes (bike, walk, transit and car) will mean people from all backgrounds can use the mode that works for them. For example, a family with small children may need to use a car, a person with a broken arm or leg may need to use a car, an elderly person may need to use a car. Others can access the more environmentally friendly options.</p>	6/19/2018
1624	0.1	/topics/land-use-built-form/	<p>I am very concerned that this plan will lead to the wholesale demolition of single family homes to construct duplexes and 4-plexes in their place. This will destroy the fabric of our neighborhood and put untold numbers of houses in the shade of their giant new neighbors. People choose to live in a neighborhood for a reason, to change the nature of a neighborhood is to rob residents of their choice.</p>	6/20/2018
1625	0.2	/small-area-plans/	<p>First of all, I don't even know where half these areas are. How are we supposed to comment on these? Here's what I do know.</p> <p>UPTOWN AREA. This area is very congested and difficult to drive through. I live 3 miles from this area, but never go there because there's NO PLACE TO PARK! Parking ramps are a MUST because driving around trying to find a place to park creates a lot of excess carbon emissions in the air. Businesses are losing money. No parking ramps keep people out of the Uptown area. Look to 50th and France in Edina. They have parking ramps and surface parking to accommodate all the businesses in their area. So guess what? My business goes to Edina NOT Mpls.</p>	6/20/2018
1626	30	/policies/arts-and-cultural-assets/	<p>City support for studios... somehow. We are getting priced out.</p>	6/20/2018
1627	33	/policies/affordable-housing-production/	<p>Excellent ideas. Further suggestions/questions:</p> <ol style="list-style-type: none"> 1. HIGHLY support the "little house" movement. No need for thousands of feet per inhabitant - a couple can happily live in 450 Sq Ft, even a family - average living area for a family in Tokyo is under 1,000 Sq Ft. 2. How to combat NIMBYism? More people makes a better city, more apartments drives rent down. But it's up to you to open up the hearts of these others. Long time dwellers think that they own neighborhoods. But who does? It's a delicate dance. <p>Good luck.</p>	6/20/2018

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1628	0.1	/topics/land-use-built-form/	I am a 30 year old woman currently living in the Stevens Square neighborhood and have lived in Minneapolis my entire life. Stevens Square is a dense neighborhood of condominiums and apartment buildings and it is an overcrowded, loud, incredibly stressful environment severely lacking in green space that I one day wish to escape. I grew up in a beautiful stucco single family home, with a yard, on a quiet tree lined street in Southwest Minneapolis and plan to one day move back to that peaceful environment. Minneapolis 2040 and the rezoning plans will destroy that. It will destroy our neighborhoods and their beauty that is so attractive to people. More density brings more noise, more stress, a destruction of green space. Bigger is NOT better. Most people do not want to live in an apartment their entire lives. Nobody wants to raise kids in an apartment, they want a house with a yard. This will NOT bring down housing costs, with the addition of all the housing in recent years housing costs have continued to rise. You are making this city unaffordable. If I wanted to live in an overpriced apartment in an overcrowded, loud, dirty city I would move to New York. You would sell our homes and our neighborhoods to developers in the name of human greed. Minneapolis 2040 will be the end of Minneapolis and must be changed.	6/20/2018
1629	17	/policies/complete-streets/	I am against this policy as stated. In this time of equity, this policy is inequitable. The vast majority of transportation is by motor vehicle. Rewrite the policy to take into account ALL modes of transportation equally rather than allowing the minority to dictate how the majority live. This simply causes more congestion and frustration for the majority. Put bike paths on secondary roads, not primary, with a change of signing to make them a thruway. Give back the lanes removed on main roads to the vehicles to alleviate the congestion caused. The walkers already have sidewalks and walking paths so they are unaffected.	6/20/2018
1630	0.1	/topics/land-use-built-form/	The specific plan to add 3-6 story zoning in Tangletown (and other single family home neighborhoods) is a disaster. As life long residents of Mpls and graduates of Washburn High School, we are growing increasingly tiresome of the city's apparent disregard (or lack of priority) in creating a family-friendly city. We have spent years advocating for our neighborhood schools, parks, and associations. It is becoming increasingly clear families are not the primary concern of either The Minneapolis School District, the Park Board, or the city at large. Unfortunately, it seems like The City would prefer we move to the suburbs, which is frustrating to Mpls-lifers like us. We're not LA or New York or Chicago; that's what is unique and great about Minneapolis, so don't make them your role model for urban development. Do we really need to have high rise condos and commercial space the entire Nicollet corridor? If this bulldozing of single family homes in our neighborhood is approved, we'll do all we can to un-elect the current mayor and our city representatives; then move to the 'burbs (but again, that's probably what you all want anyways).	6/20/2018
1631	1	/policies/access-to-housing/	Dear City, Allow people to use their land however they wish, to build what they wish, and you will see more opportunity in housing and business. Reduce personal freedom and rights and you will see limitations on housing and business. Don't be a barrier, get out of the way of the people. If you want to help, facilitate how people may better achieve their business and property goals.	6/20/2018
1632	2	/policies/access-to-employment/	Dear Minneapolis, Get out of the way of local businesses and you'll see an increase in opportunity. People in society are no worse than government employees. In fact, many may be smarter, more successful, so why is it the city feels the need to dictate what business owners and property owners do with their own labors, their own fruits? Creating opportunity should not come at the price of freedom. Want opportunity? Get out of the way or support the efforts of local businesses to do as they wish. If their ideas are not good, they will not succeed in business. That's their risk to take. Not yours.	6/20/2018
1633	4	/policies/access-to-commercial-goods-and-service	Dear City, Get out of the way of business. Trade should be as free as people demanding a product and someone providing it at a price the consumers will agree to pay. The city doesn't need to step in unless an act of fraud, force, or coercion occurs. Get out of the way. Don't be a barrier to economic improvement and trade.	6/20/2018

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1634	42	/policies/expand-homeownership/	<p>by support for financial counseling and pre-purchase education are critical but must be paired with reliable DPA and affordability assistance along with an inventory of starter homes. Too often, counseling and education succeeds in getting households of color mortgage ready only to have consumers thwarted by a lack of inventory or the unavailability of DPA.</p> <p>b) Particularly in low-income, community of color neighborhoods, the emphasis ought to be on asset building (income gets you out of poverty but assets are what keeps you out). To the extent that shared equity models are used in these communities, they should be done so to 1) assist a homebuyer who could not own but for the added assistance, and 2) to ensure the future availability of affordable, entry level homes. The critical question here is "who benefits"? Any strategies employed in this effort should provide asset building opportunities for existing residents rather than relying on in-migration.</p> <p>c) This has been a significant source of frustration for the non-profit housing counseling and development community. For example, Minneapolis DPA has consistently served low numbers of households of color, despite the non-profits advice to the city as how to effectively reach households of color while still meeting fair housing requirements. Similarly, the non-profit development community outperforms the private market by seven times in selling homes to households of color, yet the city opened up its development subsidy programs a few years ago to private developers, and without any transparency on how they are performing on equity measures (contracting and sales), and has continued to do so. This is an area where we know what works and just need to invest more into the work to bring it to scale.</p> <p>d) Despite the fact that we are reaching historic low levels of default and foreclosure, capacity needs to be maintained as low-income and communities of color are often the victims of predatory practices and employment instability and as a result have higher rates than the population as whole.</p> <p>e) . A distinction between what is referred to in the draft comprehensive plan as "market failure" versus "affordable housing need" and policy makers need to support the appropriate tools to address these two important issues. And, while there may be some overlap in appropriate strategies, these are complex problems that require multi-faceted solutions. To the degree that the city is investing in its affordable housing need, there absolutely should be an emphasis on shared equity models (placed-based long-term affordability) and recapture models (recycling of assistance to buyers). I would argue the shared-equity models should be located primarily, though not exclusively, in what is referred to as "high-opportunity" areas.</p> <p>Finally, inventory needs to be addressed. The city has an estimated 500 vacant lots, mostly in areas experiencing "market failure" i.e. the cost to develop the lots exceeds the fair market value upon redevelopment, resulting in a development/appraisal gap. Current strategies to address this inventory optimistically project addressing up to 35 properties a year. Correcting "market failure" should be a priority of city government and there are tools in the municipal toolbox to do so. These include bonding (using newly generated property</p>	6/20/2018
1635	45	/policies/leverage-housing-programs-to-benefit-c	<p>a) Of the CPED-funded projects undertaken during the foreclosure crisis, the non-profit development community awarded construction contracts to minority owned and operated firms six times more often than the City's single family homes compliance requires. Further, Section 3 businesses were awarded 60% of these contracts and people of color comprised 66% of the workforce on these jobs (more than double the lauded participation on the Viking's Stadium).</p> <p>b) 1. Outreach to contractors to promote benefits of certification programs; ensure compliance requirements are commensurate with the size of the organization; provide incentives to entities that demonstrate exemplary performance contracting with companies of color.</p> <p>c) resident councils, nonprofit boards and advisory groups, incentivize neighborhood associations who increase under-represented population's participation, etc.</p>	6/20/2018
1636	0.1	/topics/land-use-built-form/	<p>600 block of Queen Ave South, East side is proposed Corridor 4. This block is better suited for interior 2, because it is separated from Penn ave by a large vacant lot. The west side of 600 blk Queen ave south should be Interior 2 as well. Due to the surrounding mndot right of way, the proposed corridor 4 block would be too far from Penn to have the desired effect. I think if you view the site in person, you would see what i mean, I dont have the expertise to properly describe the issue correctly.</p>	6/20/2018

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1637	21	/policies/freight/	<p>Regarding (C) Crossing improvements along active corridors - There is plenty of opportunity at the Humboldt Crossing in Webber-Camden for improvement. Since this is not only an active corridor, but an active railyard, activity is extremely high, with trains coming to actual halts almost daily. At these times, trains can sit idle anywhere from 2-20 minutes. I live at the intersection of Humboldt and Victory, and my alley/garage faces this intersection. Cars often race through our alley out of frustration, in order to get to Irving, and back on the parkway. I've counted an average of about 25 trains a day that cross Humboldt. That averages to at least one train every hour, although truth be told its more active in the late evenings and weekends.</p> <p>I94 and Osseo Road are the only two arteries in North MPLS that can cross the railroad track unimpeded, thanks to bridges. Humboldt, Fremont, and Lyndale are all crossings with arms.</p> <p>Due to the proximity of the railcrossing on Humboldt with the 4-way stop at Victory, this intersection can get backed up in all four directions when the train is idle. I have witnessed people illegally pass other cars on the drive when this happens, and seen several near accidents caused by frustrated drivers.</p> <p>Unfortunately I don't have any solutions, but this seemed like the proper forum to call attention to it at the very least. I don't know if its as simple a fix as beginning to document when it happens and fine the railroad when they block traffic for extended periods of time, or if it can be solved by making the crossing at Fremont a bridge, allowing a smaller side street to connect Webber and Bohanan neighborhoods without the need for cross-arms, allowing traffic to flow better in the neighborhood.</p>	6/20/2018
1638	15	/policies/transportation-and-equity/	<p>I think it is time we consider a subway system in addition to our commitment to light rail expansion. We have the Sky Way for pedestrian traffic, the greenway for cycling, but a truly great and connected city should commit to rapid, clean, and reliable transportation. Subterranean rail transit has proven to connect people to their metros. The Twin Cities have a good start but are far behind Cities like Seattle, LA, Chicago, San Francisco, andnNew York. While we may not be as populous now, I can imagine 700,000 more cars throughout our metro!</p>	6/20/2018
1639	18	/policies/walking/	<p>These things are already being done by the City, but at a slow pace and in an unorganized manner.</p> <p>A. What about focusing on what makes streets dangerous- cars? Start reducing the number of lanes and space dedicated to them.</p> <p>B. This step sounds like jargon and lacks meaning and detail.</p> <p>C. How about comfortable places to walk where people do interact with the street rather than being protected from it?</p> <p>D. Why not eliminate curb cuts- especially in high-pedestrian corridors like downtown, Uptown, etc.? Make cars park on the street or use an alley.</p> <p>E. There have got to be other traffic calming methods that can be implemented like speed bumps, bump-outs, and speed tables.</p> <p>F. Cover the freeways with lids and de-commission awful highways like Hiawatha Ave. No one wants to walk across them.</p> <p>G. The City doesn't count pedestrians unless they are going to reconstruct a street. There is little useful data to make this step logical or useful. Why not make sidewalks wide enough to feel comfortable?</p> <p>H. This means that streetscape improvements are only possible on roads where there is a high concentration of commercial property and a Special Services District can be established. The City should also put this stuff in in other places with lots of pedestrians, high transit use, etc.</p> <p>I. Where are "appropriate" places to add sidewalks? The City only budgets \$150,000 per year in the CIP to fill gaps, which means it will take one million years to fill all the sidewalk gaps.</p> <p>It snows in Minneapolis and sidewalks are nearly impassible for months at a time and construction cloeses sidewalks al the time.</p> <p>Why not make the CBD "pedestrian, bike, and transit only?"</p>	6/20/2018
1640	0.1	/topics/land-use-built-form/	<p>Zoning lots at 47th and Aldrich the same as those on the edge of downtown for multi-lot apartment buildings is ridiculous. Destabilizing a great neighborhood, devaluing homes and driving people who want single family areas to the suburbs will be the net result. Cities should have areas for all types of homes - jamming apartments everywhere accomplishes nothing positive. Please listen to the people who have invested their life savings in their homes and place our wants above those of a potential renter in 2030 who needs a place to rent until he/she moves to the suburbs to start their family, since they want a house versus any apartment.</p>	6/20/2018

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1641	29	/policies/creative-sector-economy/	Performance houses and restaurants and bars that offer live music need to be named. Our part time/on-the-side gigging community makes up a great deal of our amazing city. Having incentives for businesses to have stages, book performances, and share the arts is vital. It can't just be about the business owner being an artist or creative, it has to be about encouraging and supporting the owner in bringing in the arts as well.	6/20/2018
1642	54	/policies/supporting-economic-growth/	You can make it better for business in the city by not sticking your fingers unnecessarily in all aspects of a business. For example, what legal items a business can sell, who they can sell them to, what they must pay their employees, how much sick time and vacation time they must give, how they schedule them, etc, etc. These things are not for the city to control. There are state and federal laws covering this. Not to mention all the money it will cost for the city to monitor and enforce all these ordinances.	6/21/2018
1643	59	/policies/downtown/	Enforce laws and ordinances, don't eliminate them because too many minorities are disproportionately affected.	6/21/2018
1644	63	/policies/food-access/	Offer incentives, not regulations, for stores to offer healthy items over unhealthy items.	6/21/2018
1645	80	/policies/development-near-metro-stations/	DO NOT prohibit park and ride facilities!!!	6/21/2018
1646	1	/policies/access-to-housing/	I am concerned about meeting the needs of people, but am concerned that developers not be allowed to take advantage of policy changes. Will they put pressure on residents to sell, walk off with \$\$\$ without producing the needed affordable housing? As this is getting off the ground, how do we handle the resentments I hear (and occasionally feel) about a significant influx of new residents. How comfortable will the new residents be with their new neighbors? From what I read on Nextdoor and some of my own reservations about property values, it seems there's an incredible amount of work to do to arrive at an implementation that will make such a transition smooth.	6/21/2018
1647	84	/policies/public-safety/	Enforce the existing laws, don't eliminate them!	6/21/2018
1648	17	/policies/complete-streets/	By prioritizing walkers have you analyzed the impact on commuter traffic, particularly with regard to extra carbon emissions from standing traffic? Will this be a result? I am in favor of a plan that recognizes just how weak your public transit is and doesn't attempt to use its weakness as its advantage by touting room for growth. If you want public transit build it! You can't regulate your way to clean travel. cj	6/21/2018
1649	18	/policies/walking/	As to 18b. There should be more pedestrian and cyclist only malls and promenades in the city. This entails closing some streets and possibly creating some permanent street bazaars.	6/21/2018
1650	19	/policies/bicycling/	19a. Build bicycle highways and make them physically separated and partitioned from car traffic. The rule should be to make the routes 30 minute nodal points if possible, where you can get from one congested hub to another in no more than 30 minutes on a bike. It will connect communities and release cars from some of the burdens of bicycle share stress. It's a real thing. Driving next to bicycles is stressful. https://www.citylab.com/transportation/2016/01/germany-launches-its-national-bike-autobahn-cycle-network/422451/	6/21/2018
1651	21	/policies/freight/	47d. One thing you can do is ban tractor trailers within 10 miles of the city center. Save our roads, prevent traffic and encourage rail use by mandating train or small truck transport of goods into town. Large trucks destroy our roads which then have to be repaired which has an enormous economic and environmental and stress impact on residents.	6/21/2018
1652	22	/policies/downtown-transportation/	Encourage use of a heavy downtown parking tax. This only works if paired with adequate public transportation. Congestion fees and pricing are good for the air and environment and promote use of public transportation.	6/21/2018
1653	4	/policies/access-to-commercial-goods-and-service	This is perhaps my favorite policy on this plan. It is fantastic! Increasing walk-ability/bike-ability throughout the city will make this city such an amazing place to live!	6/21/2018
1654	0.1	/topics/land-use-built-form/	The Nicollet Island Inn should be historically protected if it isn't already.	6/21/2018
1655	0.1	/topics/land-use-built-form/	The Nicollet Island Inn property should be historically protected if it isn't already.	6/21/2018
1656	0.1	/topics/land-use-built-form/	I would like to see this plot become an extension of Gateway Park to support plans for the renovation of the Post Office.	6/21/2018

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1657	0.1	/topics/land-use-built-form/	<p>50th Street South. This plan will wipe out entire tree lined neighborhoods that today are vibrant and wonderful to live in. The 50th street development built maps show 3 and 4 story building being built well into what are now wonderful neighborhood streets. The maps must be amended to only allow 2 story buildings along 50th to one lot size into the neighborhood streets. To allow 3 and 4 story (or more if approved) halfway down the current side streets on 50th would produce a crisis in traffic, overshadow single family homes with commercial and apt buildings is not the way to help our city grow. We want to grow and provide affordable housing but we must maintain our wonderful neighborhoods. There needs to be a more thoughtful approach to existing residents and homes. I am angry that you are so cavalier with people's homes and lives that you do not see the impact to those of us living on or close to the transit corridors.</p> <p>The residential 1 built map must also be amended to only include single family or at most, a duplex style home. Allowing a 4 plex to be built anywhere in the interior will lessen surrounding property values.</p> <p>Is there going to be a building code ensuring that any new buildings keep the historical look of the neighborhoods? If not, tall cheap modern boxes will be built alongside wonderful old single family homes.</p> <p>Allowing this plan to go forward as written is a terrible travesty and the people who will be hurt are the existing residents in the affected neighborhoods and the beneficiaries will be corporations who buy up old homes and turn them into 3 and 4 story ugly modern cheap looking boxes. The corporations have no stake in the community or neighborhoods thus higher rents will be demanded and affordable housing goals will not be met. People who live here have a stake and ensure a wonderful vibrant neighborhood. Please do not tear our neighborhoods apart. Existing residents deserve better than this.</p>	6/21/2018
1658	1	/policies/access-to-housing/	<p>I'm writing specifically with objection to the plan in zoning changes from Lyndale to Bryant along 50th. Specifically for this area, allowing developers to build four-plexes would do nothing but destroy the character of the neighborhood and allow developers to exploit the zoning for a high return. This change in zoning for these blocks would not create affordable housing in the slightest and would increase the seriousness of off-street parking, which is already an issue specifically for the areas highlighted for a change in zoning. Would parking be taken into consideration at all? Would developers be required to provide off-street parking? Would they be required to build to reflect the history and aesthetics of the area? This change in zoning creates an opportunity for developers and nothing more. It would have a serious, negative impact on the neighborhood itself and the community surrounding it. Please consider duplexes and two stories as a revision to this policy.</p>	6/21/2018
1659	23	/policies/coordinated-development-strategy/	<p>You're missing the workforce in this coordination, which includes labor and education. Between today and 2040, an entire generation of workers will have passed into retirement and those who are yet to be born will be just entering that workforce. Those two decades of opportunity will be lost if there is no coordination. It would be truly disastrous if the workforce created does not complement the needs of the labor market. A vision ~ beyond 20th century impulses to aim low with manufacturing and production to bridge the gap between races and economic strata ~ is required that inspires people with a 2040 that has prosperity and a quality of life that everyone enjoys. Not simply something "affordable"...</p>	6/21/2018

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1660	0.1	/topics/land-use-built-form/	<p>Councilmember Schroeder, Are you seriously thinking about the closing of Justice Page Middle School? Education should be the priority here, not dense, low"er" income housing! You are doing a disservice to the beautiful, historical areas of Minneapolis and should be ashamed of yourself for being a sheep! Education is the answer to get rid of the need for more low"er" income housing (disguised in this plan as "Population Shifts").</p> <p>I am 100% opposed to this 2040 plan as the future of Minneapolis. This will force out people who are proud of Minneapolis, and are willing to put up with the insane taxation for very few city services to begin with. I grew up here and have lived here for the majority of my life. With this sort of "threat" in the name of progress, I can say...the suburbs are looking better and better! I hope there is a plan to double the budget for the Police and Fire Departments as well.</p> <p>Sir, Please reconsider this plan.</p> <p>Michael P. Kuehn W. Minnehaha Pkwy</p>	6/21/2018
1661	20	/policies/transit/	<p>Transit: I love this. Thank you for putting such an emphasis on this in the plan. My only concern is that there isn't enough emphasis on this! If we want more density in our city (I do!!!) this must be a priority. I worry that we will promote density as a city (because we can) and we won't have the control we need to create better transit. These run hand in glove and must be promoted together. Thanks!!!</p>	6/22/2018
1662	1	/policies/access-to-housing/	<p>I love this plan. It is a great step toward creating (maintaining) diversity and preventing gentrification. Density is great.</p> <p>I would like to see a commitment to improving the infrastructure required to service the concentrated density. If a current northside city block were to be replaced with 4 plexes, the city must take action to improve sewer and water supply. The hidden services that people neglect to consider (most people don't know the required sizing of drain lines needed to service a given area) can be ignored by developers who build these units. That neglect then is put back on the people renting or owning there. This to me has potential to create a new form of disparity or inequality.</p> <p>Create requirements for developers who buy bungalows and replace with multi-unit housing. The burden to improve the infrastructure in the area should be on them.</p>	6/22/2018
1663	0.1	/topics/land-use-built-form/	<p>Can I just say what a relief to seek out someone who actually knows what theyre talking about on the internet. You undoubtedly know how one can bring a problem to mild and make it important. More people have to read this and perceive this aspect of the story. I cant believe youre no more common because you undoubtedly have the gift.</p> <p>Fitflops Sale http://www.fitflopssaleclearanceuk.com</p>	6/22/2018
1664	14	/policies/tree-canopy-and-urban-forest/	<p>If, when time for reconstruction, a street does not have a boulevard with trees- make sure that is priority #1 when evaluating the new layout, even if it means removing street parking.</p> <p>Free storage of Private Property on Public Ways should not be more important than the ecosystems which we all directly and indirectly depend on.</p> <p>Also, consider bulb-outs with trees planted in commercial areas that do not have trees already. The "bulb-outs" could be spaced to allow 2 parallel parked cars with a tree planted between them along the whole block. Perhaps stagger the bulbs for aesthetic purposes.</p>	6/22/2018
1665	14	/policies/tree-canopy-and-urban-forest/	<p>If, when time for reconstruction, a street does not have a boulevard with trees- make sure that is priority #1 when evaluating the new layout, even if it means removing street parking.</p> <p>Free storage of Private Property on Public Ways should not be more important than the ecosystems which we all directly and indirectly depend on.</p> <p>Also, consider bulb-outs with trees planted in commercial areas that do not have trees already. The "bulb-outs" could be spaced to allow 2 parallel parked cars with a tree planted between them along the whole block. Perhaps stagger the bulbs for aesthetic purposes.</p>	6/22/2018

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1666	14	/policies/tree-canopy-and-urban-forest/	Fulfill a survey of trees through out the City, and write an ordinance to penalize the destruction and removals of trees, in order to discourage "willy-nilly" tree chopping, and to encourage more unique building design.	6/22/2018
1667	14	/policies/tree-canopy-and-urban-forest/	Fulfill a survey of trees through out the City, and write an ordinance to penalize the destruction and removals of trees, in order to discourage "willy-nilly" tree chopping, and to encourage more unique building design.	6/22/2018
1668	1	/policies/access-to-housing/	I absolutely love this idea! I currently rent in the Fulton area, but even finding an affordable spot to rent was extremely difficult. We're hoping to buy a home within the next few years, and would much prefer to stay in Minneapolis, but housing prices right now are making us also think about St Louis Park or Hopkins. With this idea, housing can be more accessible for all! What drew me to Minneapolis was the large mix of people I interact with on a daily basis: rich, poor, black, white, everything in between. That being said, my neighborhood is not nearly diverse as I think it could/should be, and I am excited to see change being implemented.	6/22/2018
1669	1	/policies/access-to-housing/	I absolutely love this idea! I currently rent in the Fulton area, but even finding an affordable spot to rent was extremely difficult. We're hoping to buy a home within the next few years, and would much prefer to stay in Minneapolis, but housing prices right now are making us also think about St Louis Park or Hopkins. With this idea, housing can be more accessible for all! What drew me to Minneapolis was the large mix of people I interact with on a daily basis: rich, poor, black, white, everything in between. That being said, my neighborhood is not nearly diverse as I think it could/should be, and I am excited to see change being implemented.	6/22/2018
1670	18	/policies/walking/	We need more street trees for shade!	6/22/2018
1671	18	/policies/walking/	We need more street trees for shade!	6/22/2018
1672	18	/policies/walking/	In order for people to walk more, the city needs to zone most of the city for mixed use so that people can walk to their jobs, food, retail, and other commercial uses of land. Without this the city will never get more people to walk or use transit.	6/22/2018
1673	18	/policies/walking/	In order for people to walk more, the city needs to zone most of the city for mixed use so that people can walk to their jobs, food, retail, and other commercial uses of land. Without this the city will never get more people to walk or use transit.	6/22/2018
1674	49	/policies/educational-and-economic-access/	Living in the fulton/linden hills area, I see a lot of families that open-enroll their children to Edina public schools rather than send them here. I would like to see more specific details on avoiding "white flight". I know it's not an easy solution, but I think that it will continue to be a problem in this area.	6/22/2018
1675	49	/policies/educational-and-economic-access/	Living in the fulton/linden hills area, I see a lot of families that open-enroll their children to Edina public schools rather than send them here. I would like to see more specific details on avoiding "white flight". I know it's not an easy solution, but I think that it will continue to be a problem in this area.	6/22/2018
1676	3	/policies/production-and-processing/	We need to keep commercial areas of NE Minneapolis now designated for art production as production areas! These areas are now marked commercial, but they need protection and diminished tax because an artist sells \$2000. and pays \$7000. in rent. NOT profitable, but that's how slow the art market goes. It takes TIME in hours to make art. TIME in thinking, time in gathering, time in making. WE need the space!	6/22/2018
1677	3	/policies/production-and-processing/	We need to keep commercial areas of NE Minneapolis now designated for art production as production areas! These areas are now marked commercial, but they need protection and diminished tax because an artist sells \$2000. and pays \$7000. in rent. NOT profitable, but that's how slow the art market goes. It takes TIME in hours to make art. TIME in thinking, time in gathering, time in making. WE need the space!	6/22/2018
1678	4	/policies/access-to-commercial-goods-and-service	Please allow the large commercial marked buildings in NE Minneapolis to remain commercial. Several of these are used as art production buildings. These should remain used for art production. Tax benefits should be given to the owners to keep the owners from selling out. Maybe mark the buildings as historic and significant to the arts community. The arts community NEEDS to have the space to produce art. College and University accreditation requirements require that art is offered. Artists do graduate and after working out of their home, they grow to need the space. Business is not brisk, but it's consistent. We cannot work out of a house anymore.	6/22/2018
1679	4	/policies/access-to-commercial-goods-and-service	Please allow the large commercial marked buildings in NE Minneapolis to remain commercial. Several of these are used as art production buildings. These should remain used for art production. Tax benefits should be given to the owners to keep the owners from selling out. Maybe mark the buildings as historic and significant to the arts community. The arts community NEEDS to have the space to produce art. College and University accreditation requirements require that art is offered. Artists do graduate and after working out of their home, they grow to need the space. Business is not brisk, but it's consistent. We cannot work out of a house anymore.	6/22/2018

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1680	1	/policies/access-to-housing/	Build carefully around the buildings already used as art production buildings in NE Minneapolis. The artists need space to load and unload art. They need to rent trucks to do this. We need the commercial buildings now being used as art production buildings to STAY as art production buildings. The artists enhance the city with their art.	6/22/2018
1681	1	/policies/access-to-housing/	Build carefully around the buildings already used as art production buildings in NE Minneapolis. The artists need space to load and unload art. They need to rent trucks to do this. We need the commercial buildings now being used as art production buildings to STAY as art production buildings. The artists enhance the city with their art.	6/22/2018
1682	4	/policies/access-to-commercial-goods-and-service/	Access to the studio requires HAULING art supplies and materials. This cannot be done on a bike.	6/22/2018
1683	4	/policies/access-to-commercial-goods-and-service/	Access to the studio requires HAULING art supplies and materials. This cannot be done on a bike.	6/22/2018
1684	52	/policies/human-capital-and-a-trained-workforce/	Small businesses owned by one person will become the future of our work world. These businesses must have small store fronts or a shop area to produce their products. The arts buildings in NE Minneapolis already have that space and the people in those businesses should be allowed to live closer to their work space.	6/22/2018
1685	52	/policies/human-capital-and-a-trained-workforce/	Small businesses owned by one person will become the future of our work world. These businesses must have small store fronts or a shop area to produce their products. The arts buildings in NE Minneapolis already have that space and the people in those businesses should be allowed to live closer to their work space.	6/22/2018
1686	28	/policies/msp-airport/	In addition to your MSP International Airport action points, please add the following. I live in Kingfield and fall underneath departures tracks Measurement and publication of noise contours and number of people impacted maps at 55dB DNL, the international standard Â· Noise reduction goalsâ€”50% reduction by 2025 Â· Citizen representatives from Minneapolis on the NOC	6/22/2018
1687	28	/policies/msp-airport/	In addition to your MSP International Airport action points, please add the following. I live in Kingfield and fall underneath departures tracks Measurement and publication of noise contours and number of people impacted maps at 55dB DNL, the international standard Â· Noise reduction goalsâ€”50% reduction by 2025 Â· Citizen representatives from Minneapolis on the NOC	6/22/2018
1688	48	/policies/data-driven-decisions/	Thank you for using a smart, data-driven approach to this. It's the only way it can be done effectively.	6/22/2018
1689	48	/policies/data-driven-decisions/	Thank you for using a smart, data-driven approach to this. It's the only way it can be done effectively.	6/22/2018
1690	9	/policies/open-spaces-in-new-development/	I wish "requirements" was stricken from this policy. Some of my favorite places to spend time are simply a bench surrounded by massive buildings. Incentives are nice, but as an aspiring developer myself, Requirements will definitely scare me away, especially since there are so many other fees such as the Park Board fee.	6/22/2018
1691	9	/policies/open-spaces-in-new-development/	I wish "requirements" was stricken from this policy. Some of my favorite places to spend time are simply a bench surrounded by massive buildings. Incentives are nice, but as an aspiring developer myself, Requirements will definitely scare me away, especially since there are so many other fees such as the Park Board fee.	6/22/2018
1692	16	/policies/environmental-impacts-of-transportation/	Pertaining to Action Step A, on the part about "market-based parking". Continuing on that, I would like to see all street parking in front of ANY commercial space to be pay-parking. I would also like to see a flat-rate "service charge" of at least \$2 imposed on all parking "sessions", with that fee going towards a goal of Municipal Transit Passes, where every single resident has access to riding transit for free. Could also be paired with Municipal ID	6/22/2018

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1693	16	/policies/environmental-impacts-of-transportation/	<p>Pertaining to Action Step A, on the part about "market-based parking".</p> <p>Continuing on that, I would like to see all street parking in front of ANY commercial space to be pay-parking.</p> <p>I would also like to see a flat-rate "service charge" of at least \$2 imposed on all parking "sessions", with that fee going towards a goal of Municipal Transit Passes, where every single resident has access to riding transit for free. Could also be paired with Municipal ID</p>	6/22/2018
1694	17	/policies/complete-streets/	<p>Pertaining to Action Step H:</p> <p>Encourage double-parking, especially in areas with (Parking) Protected bike lanes.</p> <p>Abolish the notion that idling cars (delivery drivers) need to be parked at the curb.</p>	6/22/2018
1695	17	/policies/complete-streets/	<p>Pertaining to Action Step H:</p> <p>Encourage double-parking, especially in areas with (Parking) Protected bike lanes.</p> <p>Abolish the notion that idling cars (delivery drivers) need to be parked at the curb.</p>	6/22/2018
1696	30	/policies/arts-and-cultural-assets/	<p>Recognize Musicians as artists!</p> <p>The closures of small venues (400 bar, Triple Rock, Toybox, Bedlam, Medusa) over the last decade are appalling, and have drastically decreased my access to local, intimate music experiences.</p> <p>While it is possible that these venues closed due to the choice of the owners, I am still confident that the fee structures and licensing hoops imposed by the City on those venues were far too steep given the revenues these local bar operators were seeking. (\$5 concerts are no longer possible anywhere)</p> <p>Related, Alcohol is a very common aspect in the creative economy, and it seems that it would be much easier for a Painter to set up a gallery and serve wine, than it would be for a musician to play a concert and get paid in part through door sales and also from drinks.</p> <p>This does not seem fair to me.</p>	6/22/2018
1697	30	/policies/arts-and-cultural-assets/	<p>Recognize Musicians as artists!</p> <p>The closures of small venues (400 bar, Triple Rock, Toybox, Bedlam, Medusa) over the last decade are appalling, and have drastically decreased my access to local, intimate music experiences.</p> <p>While it is possible that these venues closed due to the choice of the owners, I am still confident that the fee structures and licensing hoops imposed by the City on those venues were far too steep given the revenues these local bar operators were seeking. (\$5 concerts are no longer possible anywhere)</p> <p>Related, Alcohol is a very common aspect in the creative economy, and it seems that it would be much easier for a Painter to set up a gallery and serve wine, than it would be for a musician to play a concert and get paid in part through door sales and also from drinks.</p> <p>This does not seem fair to me.</p>	6/22/2018
1698	30	/policies/arts-and-cultural-assets/	Legalize music practice spaces.	6/22/2018
1699	30	/policies/arts-and-cultural-assets/	Legalize music practice spaces.	6/22/2018
1700	59	/policies/downtown/	<p>Eliminate street parking downtown, or at least have the rate be decided as 10% more than adjacent ramps.</p> <p>Street parking is a luxury. Price it as such.</p>	6/22/2018
1701	59	/policies/downtown/	<p>Eliminate street parking downtown, or at least have the rate be decided as 10% more than adjacent ramps.</p> <p>Street parking is a luxury. Price it as such.</p>	6/22/2018
1702	25	/policies/innovations-in-transportation-and-infrastruc	Go underground.	6/22/2018

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1703	0.1	/topics/land-use-built-form/	It is interesting that in a neighborhood that already has parking problems and highly active commercial establishments that plans would be to convert the existing single family and duplex dwelling into apartment buildings. I am just glad to have had the opportunity to live in the 50th and Aldrich neighborhood when it was a desirable and neighborly place to live. On our block, everybody knows everybody and the community spirit makes it an excellent environment for both young and old. When the changes to bring in less affluent tenants to buildings being built to replace the current dwellings, I fear the community spirit will be lost and both parking availability and property values will lessen. Again, I feel privileged to have had the experience of this Lynnhurst neighborhood and will be looking to find another similar one - perhaps in St. Paul.	6/23/2018
1704	76	/policies/new-parks/	Yes. Building parks in underserved areas can increase the number of popular living areas, as people will want to live there, invest in existing homes, etc. Then, we might not have to to overbuild (& ruin) the few "ideal" neighborhoods.	6/23/2018
1705	60	/policies/intrinsic-value-of-properties/	I would contend that our neighborhoods contribute greatly to the value of this city. Re-habbing run-down properties can make neighborhoods unique, livable, & attractive more so than razing and building new structures that serve developers over community. I love my 100-year old home & will do all I can to maintain it. Who will maintain multi-unit buildings?	6/23/2018
1706	47	/policies/housing-maintenance/	We are so close to our neighborhood stewardship when people can no longer afford to live here. They will sell to builders to add density, and then who will 'love' & maintain these structures and landscapes?	6/23/2018
1707	13	/policies/landscaping/	Can we require developers/builders to meet strict environmental city policies so that we can continue to be a very livable place? What about all these variances they are allowed??	6/23/2018
1708	5	/policies/visual-quality-of-new-development/	What about all the variances developers are allowed?? Neighbors voices should be listened to as they are the current stewards	6/23/2018
1709	23	/policies/coordinated-development-strategy/	Are we paying attention to areas where density increases work for the people that live there, not just the developers? If we want to add density, people have to continue to want to live here. https://www.strongtowns.org/journal/2018/1/3/comparing-approaches-to-achieving-density	6/23/2018
1710	0.1	/topics/land-use-built-form/	I live in the Tangletown neighborhood. I'm very close to 45th and Bryant, where you're proposing to build. I think it's a terrible idea. Let our neighborhood stay the quiet and peaceful area that it is. Why would you want to change that? How is that improvement? Why is more better?	6/23/2018
1711	0.1	/topics/land-use-built-form/	I OPPOSE the lack of effective consideration for true AFFORDABLE HOUSING and accessible TRANSPORTATION for all residents of Minneapolis: young, old, rich, poor and the many in between. I DO NOT approve of the unilateral upzoning of our city. As a renter/resident of Uptown, I see the first signs of this oppressive level of density in the Sons of Norway after Ryan Co. received carte blanche to go big and bigger from Lisa Bender's City Council, with no respect for the voices of her constituents and the residents of this city. The same seems to be happening with the 2040 proposal and the brutally unilateral 4-plex upzoning. Aside from obliterating the character of Minneapolis Neighborhoods and doing NOTHING to actually provide AFFORDABLE housing for the many in need, I see NO EFFORT TO ADDRESS PUBLIC TRANSPORTATION as a key component of adding so many people to the city. I am perfectly happy to do away with cars if there is adequate and convenient public transportation, but there IS NOT, so this is a recipe for gridlock, congestion and stress. I grieve for my city, and at this rate will eventually take my diversity, creativity, education and income level out of this town to find a more receptive community.	6/23/2018
1712	0.1	/topics/land-use-built-form/	You say the plan is for racial equality but all you are doing is making developers pockets bigger and creating 2-3-4 plexes that will be too expensive for most people of color. (oh, I'm sure you'll put a few affordable housing units in, just so you can check it off the list.) Please, just add some density to the Corridors and don't mess with the mpls charming neighborhoods. Add apartments to the north side too, so they have nice places to live, shop, etc. PLEASE ADD THIS TO THE PUBLIC RECORD	6/24/2018
1713	0.1	/topics/land-use-built-form/	Mayor Frey and david frank do not represent the entire city. They are very pro north loop, but are against SW mpls. I wish I had a mayor and head city planner that represented all neighborhoods and understood that different city residents want different types of neighborhoods. I for one would never want to live in north loop, but I understand that some folks love it. I love SW mpls, because I feel luke I live in a small town with all the charming homes, gardens, trees, sidewalks and community. Please don't take our neighborhood away and make it just like yours.	6/24/2018
1714	0.1	/topics/land-use-built-form/	I'm saddened that Heather Worthington that has a degree in historic preservation from the university of Michigan, is ok with all the developers plowing down beautiful old early 1900 homes/neighborhoods to build gigantic 2-3-4 plexes. Not only would the beautiful Gomes be gone, but there would be no more back and front yards. It will just be a plethora of building material to the sky. Not green to me. Please don't add a provision for all homes to be zoned for 2-3-4 plexes. Add density to the Corridors.	6/24/2018

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1715	0.1	/topics/land-use-built-form/	Leave the interior corridors alone.	6/24/2018
1716	0.1	/topics/land-use-built-form/	Leave the interior 1 corridors alone.	6/24/2018
1717	1	/policies/access-to-housing/	I moved into Minneapolis for a smaller footprint single family home, WITH CHARACTER. What you are proposing is shameful and makes me unhappy now and as a future resident.	6/24/2018
1718	0.1	/topics/land-use-built-form/	Hell no! You want to take the character out of the neighborhoods, and turn SE Minneapolis into a suburban vanilla town with Walmarts and faux finishes! NO NO NO NO NO NO	6/24/2018
1719	0.1	/topics/land-use-built-form/	Leave the city alone! Why are you trying to ruin this beautiful city for the people who live here? I'm against this, and I plan on fighting it.	6/24/2018
1720	1	/policies/access-to-housing/	We love Minneapolis. We love it so much that we are in the process of investing nearly one million dollars into building a new home in the Fulton neighborhood. After breaking ground we heard about Minneapolis 2040 and are regretting our choice. While we don't question that need for increased housing density, we do question the approach that is being taken. I grew up in a rural area in an area that is impoverished. Neither of my parents went to college, and they certainly didn't have the money to send me. I paid and worked my way through college and started out in a job that paid well below a living wage. I don't doubt for one second however that I still had privilege given the fact that I am not a part of a minority group. I worked hard to get where I am and realize that my hard work was accompanied by doors opening for me that do not open for others. Having said that, I have lived all over this city based on what I could afford. I didn't expect the government to magically make space for me in whatever neighborhood I choose to live in. I have lived in apartments, starter single family homes, and now am lucky to have been able to work and save for our dream home. A dream that the city of Minneapolis now says that they can stomp all over because someone decided that the way to fix "racist federal housing policies" is to build multi-unit housing wherever they want so that whoever wants to live there can do so. I do not dispute that we all benefit when EVERYONE has a chance, and everyone is able to find affordable housing. I would rather make investments that create opportunities for everyone that lift people out of poverty and turn Camden and Phillips into Fulton, not the other way around which is what this policy aims to do. For a lesson in the aftermath visit Detroit - it didn't work there and it won't work here. Houses that are small and affordable now will be the first to be purchased by speculators and converted to multi-unit housing. Having been a renter myself for many years I can guarantee you that the pride of ownership in property and community that a renter has compared to someone that owns their own home is night and day. The livability of our neighborhood will erode, and people like us that have the means to leave will do so and take our tax dollars with us. This may not be the goal of Minneapolis 2040 but it will be the outcome. I would urge our city leaders to think long and hard before approving this plan. While the goal of increasing density and creating opportunity for people is right, there are ways to do this that lift both the people of Minneapolis and the city up. Let's figure out a way to encourage investment in neighborhoods that will benefit and make us all better - destroying and radically altering the composition of neighborhoods that are thriving benefits no one and does nothing to make Minneapolis a better place to live.	6/24/2018
1721	0.1	/topics/land-use-built-form/	Interesting	6/24/2018
1722	0.1	/topics/land-use-built-form/	Who are these changes for? Everyone who lives in these houses will leave the city. This is communism.	6/24/2018
1723	0.1	/topics/land-use-built-form/	The people who live here have worked hard to have our little houses and yards in such a wonderful area. DO NOT take his away from us!	6/24/2018
1724	1	/policies/access-to-housing/	I am against the use of eminent domain in order for a government body to strong-arm their agenda.	6/24/2018
1725	0.1	/topics/land-use-built-form/	This is a terrible idea. Those that will benefit most will not be residents, but land developers. I will not vote for any representatives that support this initiative in the coming elections.	6/24/2018

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1726	0.2	/small-area-plans/	<p>We live in the Midtown Greenway Land Use and Development Plan Small Area Plan on Lake Street and Excelsior Boulevard. There was recently approved a new development on this intersection by Brickstone Development. It was controversial, but with the assistance of Lisa Goodwin, a compromise on the height of the new apartment building was worked out that everyone can live with. It is 8 stories of housing. Your new Comp Plan would allow for buildings up to 30 stories high in this area. That height is in violation of the current Shoreland Overlay Policy. It is also contrary to all of the efforts done over the years, especially most recently by Lisa Goodwin, CIDNA, and others, to work collaboratively with the Developers of new housing projects to build new housing projects that work for all of those stakeholders in the area where new developments are being built.</p> <p>This is a very sensitive area with its location immediately next to Bde Maka Ska (Lake Calhoun). Yes, it is close to the new Lake Street LRT Station that will be built (hopefully). That said, there are already many developments being built and proposed in this immediate area that will add a significant number of new housing units. This area already has significant transportation issues, especially during rush hour. These transportation issues will not go away and will soon get worse with as all of the new developments being planned. There have been studies on how to remedy this problem and there are simply not solutions because of the geography of the area " there is no land to add another east-west street. Funding for major improvements needed, or even funding for small improvements is not available because Hennepin County must buy in to this problem (and help fund it), and from what I was told this fall, they won't even talk to the City about this issue.</p> <p>In conclusion, this small area you are proposing to change to Transit 30 simply cannot accommodate a Transit 30 designation. I strongly oppose your proposed designation of Transit 30 for this area. Julie Obermiller.</p>	6/24/2018
1727	0.1	/topics/land-use-built-form/	<p>So, assuming I understand this correctly, your plan is to "remove" us from the house we've lived in for over 60 years - the house my in-laws purchased in 1954 and my children hope to own some day. You intend to destroy everything that makes this city lovely and liveable and turn it into concrete corridors packed with people.</p> <p>I don't see anything about this policy that I can even begin to support. You want to replace people who love this city and BUILT these neighborhoods into the desirable areas they are with darkness and noise and misery.</p>	6/24/2018
1728	1	/policies/access-to-housing/	<p>Allow 6-story housing on Nicollet only at commercial hubs (46th street, Diamond Lake Road). Such housing is too tall to exist on the other side of the alley from century-old, architect-designed single family houses. Require off-street parking. Elderly and single people are not going to take public transportation at night and in the winter out of safety concerns. Require outlets for electric cars in parking stalls, and do not to consider an increase in electric vehicle use when thinking about air quality.</p>	6/24/2018
1729	0.1	/topics/land-use-built-form/	<p>These zones seem to be located in areas where production and processing would fit in. Is the public transportation adequate?</p>	6/24/2018
1730	3	/policies/production-and-processing/	<p>These zones seem to be located in areas where production and processing would fit in. Is the public transportation adequate?</p>	6/24/2018
1731	1	/policies/access-to-housing/	<p>Minneapolis is a city of charm and history. That is what draws people here. To tear down the beautiful unique houses to make way for cookie box dwellings will make our city look like every other. There were duplexes built back in the day that look like the other houses in the neighborhoods. Most of the time you aren't even aware they are duplexes until you see 2 house numbers. That was good planning on the part of the city back in the 30s to make housing affordable to all yet have the houses look like all the others on the block.</p> <p>Now developers are buying up the small affordable square foot houses and putting in mansions which price out the people who could have bought the smaller square foot homes. That is what is pushing up the price of the homes. Put in new laws about ripping down the smaller affordable homes. That would help solve our problem.</p> <p>Keep the charm of Minneapolis and the beauty of our neighborhoods. Make new construction blend in with the houses on the block and the neighborhood. We don't need modern homes in historic neighborhoods</p>	6/24/2018
1732	0.1	/topics/land-use-built-form/	<p>100% against having multiple family unit in some of our beautiful quiet neighborhood</p>	6/24/2018

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1733	29	/policies/creative-sector-economy/	The economy is a lattice of related suppliers, producers, and consumers. The relationships among the players need to be more clearly defined (upstream, downstream, etc...) to ensure that the hand-offs are seamless and efficient. "Supporting" the creative sector is a free-market approach, which doesn't work where there is no effort to integrate them/us into the economic fabric of Minneapolis. It is far more than contributing funds to help the creative sector to survive; they must flourish and become economic multipliers. There are successful models for integration of sectors in NYC, SF, LA, Philadelphia, Seattle and Atlanta. Washington DC, Chicago, and Denver, not so much...	6/24/2018
1734	42	/policies/expand-homeownership/	Not sure who wrote these goals and related "policy statements," but the document could benefit from integration of current federal, state and local concrete initiatives that support the goal. Residents might be able to better support any/all of these types of goals in knowing that these goals are not "a bridge too far."	6/25/2018
1735	30	/policies/arts-and-cultural-assets/	We need people who are talented in explaining what all that noise is, coming from cars driving by and our neighbors. With the arts, we shouldn't be preaching "tolerance", as though being annoying is multiculturalism. Until someone explains how certain social and economic strata identify with certain types of arts, most of us will simply dismiss the other cultural efforts at creative arts ~ and consider them offensive or lowbrow. How about Minneapolis start promoting more public education about the origins, meaning, context, and appreciation of some of these "new sights and sounds" that other cultures are introducing. We don't have to like it or appreciate it; unfortunately, much of it carries stigma, like "gangsta rap", which is associated with gangster and Al Capone and the mob and crime syndicates and etc... I'm SURE that's not the culture being promoted by those sounds. So someone needs to explain to the rest of us...	6/25/2018
1736	1	/policies/access-to-housing/	I am opposed to the idea of increasing density in single-family neighborhoods. In particular, I am strongly opposed to allow the construction of fourplexes.	6/25/2018
1737	0.1	/topics/land-use-built-form/	The proposed changes to the areas between Chicago and Portland and 57th Street to HWY 62 is not in line with the expectations of homeowners that live in that area. For example, 59th Street to 61st street (between Portland and Chicago) is a single family residential area. The homes are nice - they are well taken care of - and there are several children that live in the area. There are also homes in a variety of price ranges. I do not believe it is realistic to characterize 60th street as a high speed frequency transit area because the number 5 bus travels four blocks on 60th. I understand that the city is changing the name of the 5 to the D-Line, but it is still the same bus route. This area should remain small scale residential. This is not an area for high density and/or transition from lower density to residential. It is single family residential and should remain that way.	6/25/2018
1738	1	/policies/access-to-housing/	Please don't destroy the character and historical architecture of the city. I for one bought a house so I didn't have to deal with apartment dwellers. This is a no vote for me. You're turning Democrats into Republicans with these ideas.	6/25/2018
1739	33	/policies/affordable-housing-production/	I feel this is the most important issue on the agenda.	6/25/2018
1740	19	/policies/bicycling/	I am absolutely disgusted by the plan to discriminate against families and the disabled by prioritizing bikes over cars. Already areas where car lanes were replaced with bike lanes, roads are choked with traffic, spewing pollution and leading to aggressive driving, putting children (often minorities) safety at risk. The city should be ashamed such an idiotic and discriminatory policy has made it this far in to the planning stage.	6/25/2018
1741	92	/policies/identify-and-evaluate-historic-resources/	preserving historic buildings should not be a priority. they are often unsightly and poorly kept up. The city would be better served by replacing these structures with something more modern.	6/25/2018
1742	16	/policies/environmental-impacts-of-transportation/	Deployment of Electric Vehicle chargers should be given the highest priority. The most recent Xcel Energy target is 85% carbon free electricity by 2030. Encouraging electric vehicles would reduce roadside pollution as well as carbon emissions with the current Xcel strategy.	6/25/2018
1743	19	/policies/bicycling/	Enough is enough with the bike lanes! Bike lanes have been a disaster and not only should we NOT add more anywhere in the city, but should eliminate the bike lanes recently installed on 26th and 28th street.	6/25/2018
1744	1	/policies/access-to-housing/	I worry that the proposal to allow fourplexes on MPLS properties currently zoned for single-family homes will negatively impact many neighborhoods in terms of neighborhood identity, cohesiveness, and charm. I hope the City and Council can consider a more measured approach to increasing population density, such as relaxing restrictions in specific areas where it makes sense and not in other areas where neighborhoods don't want it. Thank you for considering my comments.	6/25/2018
1745	54	/policies/supporting-economic-growth/	The city needs to be more supportive of companies which call Minneapolis home, and should actively encourage more companies to move here. Please do not follow the example of cities such as Seattle by trying to extort money out of companies and encouraging companies to leave and take their good paying jobs with them.	6/25/2018

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1746	1	/policies/access-to-housing/	I live in North Minneapolis and DO NOT WANT any more four-plex buildings here. No need for off street parking?! WHAT?? That is exactly what the northside DOESN'T NEED, more renters who don't care about their neighborhoods, more cars racing down the streets, and more gang violence because of all the renters. WE NEED HOME OWNERSHIP NOW!!!! SINGLE FAMILY HOMES ONLY FOR THE NORTH SIDE. Get more first time home buyers here and more home owners, NO MORE RENTERS IN THE NORTHSIDE.	6/25/2018
1747	19	/policies/bicycling/	This looks excellent, as a basic policy concept. I hope it will also encourage the provision of additional bike racks in popular destination areas. For example, at the downtown Target store on the Nicollet Mall, there are currently only 3 bike racks nearby - all almost always filled during the day.	6/25/2018
1748	35	/policies/innovative-housing-types/	I like the idea of building more 3 and 4 unit apartment buildings around the City.	6/25/2018
1749	0.2	/small-area-plans/	The small area plans should not over ride CITY policy. The small area plans should only be a guide. MOST neighborhood planning processes are flawed in most neighborhoods because it excludes too many people. Usually renters are excluded from the process.	6/25/2018
1750	0.1	/topics/land-use-built-form/	St Anthony East should be Interior 2.	6/25/2018
1751	35	/policies/innovative-housing-types/	How about policies to encourage more net-zero housing construction? Houses that produce as much energy as they use are a major way to cut carbon emissions. I should know because I built and live in one. Also, such houses--built at a premium of 15% over normal cost--are free of drafts, cold spots, moisture build up. They lose heat less rapidly if the power goes off (only 1/2 degree per hour at -20F outside). They have minimal utility bills. They might be especially suited to seniors who need energy security in their houses as they 'age in place'	6/25/2018
1752	0.1	/topics/land-use-built-form/	<p>Overall the Plan goals are admirable but we need to see it modified from its current draft form.</p> <p>Under the new zoning plan there are too many multi-lot, multi-level apartments on single family home blocks. Zoning a currently single family home block into the new Interior 3 and Corridor 4 will ruin these neighborhoods and will destroy homeowners' property values.</p> <p>The height and size limits of Interior 3 and Corridor 4 should be reduced and limited.</p> <p>We want to see less radical zoning changes in the draft along so-called transitways.</p> <p>We want to see explicit preservation of single family blocks that are historic and well kept.</p> <p>The plan should include green, ecological standards for apartments such as tree, green space, green rooftop and storm water runoff requirements.</p> <p>The plan should specifically include discussion about impact to water quality and runoff.</p> <p>The plan needs to address of the Plan on parks and wildlife spaces? Specifically green space, wildlife space and pollinator habitat needs to be protected as well as water quality of the lakes and creeks.</p> <p>The plan does not address impacts on schools and this must be included.</p> <p>Neighborhoods should be able to be more involved in creating the next version of the plan vs a dictated blanket approach across the city.</p> <p>Instead of spreading Interior 3, Interior 3 and Corridor 4 across so-called transitways, we prefer that the plan be altered to concentrate new upzoned development around areas of the city that are already business nodes. For example in Southwest 56th and Diamond Lake Road, Hennepin between Lyndale and 35W, removal of the Nicollet Kmart by eminent domain if needed to open up Nicollet again.</p>	6/25/2018

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1753	0.1	/topics/land-use-built-form/	<p>Brian Crotteau 6/25/208 Overall the Plan goals are admirable but we need to see it modified from its current draft form.</p> <p>Under the new zoning plan there are too many multi-lot, multi-level apartments on single family home blocks. Zoning a currently single family home block into the new Interior 3 and Corridor 4 will ruin these neighborhoods and will destroy homeowners' property values.</p> <p>The height and size limits of Interior 3 and Corridor 4 should be reduced and limited.</p> <p>We want to see less radical zoning changes in the draft along so-called transitways.</p> <p>We want to see explicit preservation of single family blocks that are historic and well kept.</p> <p>The plan should include green, ecological standards for apartments such as tree, green space, green rooftop and storm water runoff requirements.</p> <p>The plan should specifically include discussion about impact to water quality and runoff.</p> <p>The plan needs to address of the Plan on parks and wildlife spaces? Specifically green space, wildlife space and pollinator habitat needs to be protected as well as water quality of the lakes and creeks.</p> <p>The plan does not address impacts on schools and this must be included.</p> <p>Neighborhoods should be able to be more involved in creating the next version of the plan vs a dictated blanket approach across the city.</p> <p>Instead of spreading Interior 3, Interior 3 and Corridor 4 across so-called transitways, we prefer that the plan be altered to concentrate new upzoned development around areas of the city that are already business nodes. For example in Southwest 56th and Diamond Lake Road, Hennepin between Lyndale and 35W, removal of the Nicollet Kmart by eminent domain if needed to open up Nicollet again.</p>	6/25/2018
1754	41	/policies/tenant-protections/	<p>For my job, I work with Minneapolis low income, IP&POC renters who live in run down places owned by property owners trying to squeeze every last cent out of the buildings. The vast majority of the renters are on a month to month lease and have NO protections against a "silent" eviction. The landlord simply does not renew the monthly lease and tenants are out in 30 days.</p> <p>Implement a "Just Cause" eviction policy. This provides landlords with a list of valid reasons to end a rental agreement, and prevents leases from being ended "at will". Include protections for month to month renters.</p>	6/25/2018
1755	41	/policies/tenant-protections/	<p>More funding and stable funding for Inquilinx Unidxs, HomeLine and Housing Link. Add to Neighborhoods 2020 funding structure. They do amazing work with a select population in Minneapolis that neighborhood orgs cannot support well (ie advocacy, direction action and legal). Neighborhoods orgs refer renters to these partner orgs. It is a win win!</p>	6/25/2018
1756	84	/policies/public-safety/	<p>Stop MPD from shooting people.</p>	6/25/2018
1757	0.1	/topics/land-use-built-form/	<p>This is not about SUPPLY. You still have a "Cost to Build" and just because you rezone a massive amount of land and create a free for all, that doesn't mean that you will increase your supply.</p>	6/25/2018
1758	0.1	/topics/land-use-built-form/	<p>Huge chunks of single family homes should not be rezoned. This will create a Hodgepodge of building structures. The growth we face is SMALL less than 2% a year when you compound out the 40K more residents in 2030.</p>	6/25/2018
1759	0.1	/topics/land-use-built-form/	<p>SW Mpls has the most to lose. This is obscenely unfair what you are doing. It isn't about four plexes, its about putting huge apartment complexes on streets like Zenith or York. Those are all single family home and then you decide to change it from that to 100 unit apartment complex....Get some balance!!!!</p>	6/25/2018
1760	41	/policies/tenant-protections/	<p>Along with part b, the city of Minneapolis should make tenant rights even more accessible through: more widespread tenant resources in multiple languages, and a media campaign to promote specific tenant rights.</p>	6/25/2018
1761	41	/policies/tenant-protections/	<p>In regards to part A, the city should be strong advocates and stand up for LGBT and Trans folks, and their civil rights as tenants.</p>	6/25/2018

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1762	67	/policies/climate-resilient-communities/	These seem like reasonable actions that would have an impact on climate change impact. I especially like the goal of establishing an urban tree canopy to manage the heat island effect. I'm not sure how exactly they'll decrease the demand for energy and strengthen connections between individuals and networks though.	6/25/2018
1763	0.1	/topics/land-use-built-form/	The Birchwood Cafe at 3311 E 25th St and 2501 33rd Ave S is listed as Urban Neighborhood and should be Neighborhood Mixed Use. Same for the 3330 25th St E parcel, which is also active commercial.	6/25/2018
1764	51	/policies/healthy-pre-k-development/	Targeted home visiting services are effective, and I think important for supporting families and the well-being of young children. I do not have a child, but from friends that do, I think it is very necessary to increase access to high-quality child care. Parents and caregivers are put in very difficult situations when they do not have access to childcare support.	6/25/2018
1765	79	/policies/healthy-youth-development/	I see eliminating barriers to engaging in civic opportunities, but I do not see youth leadership opportunities which are very important. Young people should explicitly be in leadership roles and able to share their experience, voice, and strengths in their communities, especially in matters that impact their lives and futures.	6/25/2018
1766	0.1	/topics/land-use-built-form/	<p>Tying these zoning changes so tightly to transit routes seems short-sighted. Don't transit routes often change? In this plan, Bryant Ave S becomes Corridor 4, while Lyndale S of 42nd Street is Interior 1? Bus routes should really be going down Lyndale instead of Bryant anyway as Lyndale is the higher traffic road and Bryant should be left to be the bike route that it claims to be (which is unusable as a bike route now due to buses with no room to give space to bikes). It is ridiculous that Colfax, Aldrich and Garfield are zoned higher than Lyndale (S of 42nd) at Interior 3.</p> <p>Also, why is it only one side of the avenues bordering Bryant are zoned higher when really it's the same distance to walk to bus stops from either side of the street. This zoning is unfair. It makes sense to zone transit lines themselves and busy streets higher. People get discounts when they buy houses on these busier streets and they know what they're doing when they make their purchases. Adding this intermediate level to bordering streets is not obvious and unnecessary. Please keep the higher zoning to the busier streets where it can be expected.</p>	6/25/2018
1767	35	/policies/innovative-housing-types/	I'm a homeowner in South Minneapolis and I love this goal! I'm excited the city is moving to expand beyond just single-family homes. Homes with multiple units can fit into existing neighborhoods just fine - I should know, I used to live in one! Now that I own my own home, I would welcome that kind of development in my neighborhood.	6/25/2018
1768	1	/policies/access-to-housing/	C and D. I am concerned that too much density in areas currently zoned for single family homes will overwhelm our infrastructure. We need to build the infrastructure before we can build the structures. Our streets are nearly impassible in winter due to difficulty in snow removal. Too much density before we build out our transit system (and there is no new money for this from the state), is putting the cart before the horse.	6/26/2018
1769	31	/policies/creative-workers/	Artists, no matter what their attributes might be, respond to market forces, unless there is venture capital or patronages that are willing to support those creative workers. Some of the creative work is simply identified with less prestigious or wealthy segments of our economy; other creative arts are associated with wealthier patrons. This goal seeks to get patrons to invest in things that they don't like or in which they fail to see merit. Perhaps creative artists need to check the marketplace before trying to market their wares?	6/26/2018
1770	33	/policies/affordable-housing-production/	33 A. Creating density does not create affordable housing. We need to have assurances that any new development will not tear down what is currently affordable to be replaced with new, high end apartments. This is what we are seeing now. Perhaps we need to incentivize developers to have a certain number of units that are affordable (highly affordable) in order to be able to get permits to build.	6/26/2018
1771	35	/policies/innovative-housing-types/	35 A. I live on a block with single family homes, duplexes, a fourplex and apartment buildings. These structures are all to scale with the surrounding neighborhoods and all blend well. We need to restrict height to the height that areas are currently zoned so as not to infringe on people's access to light and air.	6/26/2018
1772	0.1	/topics/land-use-built-form/	Do NOT ruin our neighborhoods. Allowing larger multiple unit buildings will only encourage teardowns in a beautiful historic neighborhood. Minneapolis will become a city of cheap developer owned complexes, that already seem to be taking over the Wedge neighborhood and Uptown.	6/26/2018

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1773	49	/policies/educational-and-economic-access/	Policy 49.c. Minneapolis Public Schools has not had good outcomes in terms of educational outcome gaps. I think the City should consider, as feasible based on levers the City has at its disposal: supporting intensive teacher and administrator training in cultural fluency/intercultural development; teacher and administrator outcomes; parent-teacher and parent-administrator relationships as an effectiveness outcome; parent/community-teacher/administrator informal but structured conversations to undo the tensions between the mostly white, female teacher base and the large student and parent of color residents of the City (e.g. Living Room Conversations on Status and Privilege). A significant change in mindset among WHITE RESIDENTS is needed to change outcomes in the City. Intentional, ongoing, positive interactions among people across race and class is needed.	6/26/2018
1774	11	/policies/skyways/	I don't see anything about making sure that any new or renovated skyways use bird friendly glass. Why not when that is a simple thing with little financial impact at the time of design or renovation.	6/26/2018
1775	32	/policies/arts-in-community-development/	There are three categories of art and culture for most people: That which they like; that which they tolerate; that which they find offensive. Until the form is "liked", there will be no investment in that form. Moreover, if there is polarity in the modes of appreciation, you can expect social and cultural groups to disengage with each other. One group will require plush concert halls with ideal acoustics; another might need a large stadium with huge speakers and strobe lights dancing towards the stars. The two groups will not very often meet, except through exceptional efforts. Spending more money on one does not imply that it will ever be woven into the fabric of society or become widely appreciated. It'll be present, yet disenfranchised.	6/26/2018
1776	93	/policies/stewarding-historic-properties/	I am thrilled that this specific policy as well as the others focusing on History and Culture are a significant part of Minneapolis 2040. It is important that these policies are carried out in commercial and public areas but also in residential areas. Neighborhoods are being decimated with "tear-downs" and "over-builds" - demolishing a home and building a large and architecturally obtrusive home in place. Often these are older homes adding character, integrity and history to a block. Please add policies for historic preservation in residential neighborhoods. Thank you.	6/26/2018
1777	38	/policies/affordable-housing-near-transit-and-job-	While I support increased community diversity, I DO NOT SUPPORT Proposal 2014 as it aims to destroy historic homes and neighborhoods and the plans look awful in their design and outlook.	6/26/2018
1778	33	/policies/affordable-housing-production/	Firmly opposed to Prop 2040.	6/26/2018
1779	1	/policies/access-to-housing/	NO to prop 2040. No new housing in historic neighborhoods. No destruction of architecturally significant home. No increased density in these areas. Have a heart and respect for historic Minneapolis. NO TO 2040.	6/26/2018
1780	1	/policies/access-to-housing/	1 C and D: I live on a block with single family homes, duplexes, fourplexes and apartments. It is lovely. It is lovely because the multifamily houses blend in with the surrounding homes. No structures above the current height limit and the designs need to blend with the surrounding community.	6/26/2018
1781	34	/policies/affordable-housing-preservation/	NO to Prop 2040. Bad planning, poor design and destroys historic areas.	6/26/2018
1782	35	/policies/innovative-housing-types/	NO to PROP 2040.	6/26/2018
1783	36	/policies/innovative-housing-strategies/	NO TO PROP 2040.	6/26/2018
1784	37	/policies/mixed-income-housing/	NO TO PROP 2040. No to tearing down good quality historic homes. Think of something a bit more interesting and sophisticated before you do this.	6/26/2018
1785	43	/policies/housing-displacement/	NO TO PROP 2040.	6/26/2018
1786	23	/policies/coordinated-development-strategy/	NO TO PROP 2040.	6/26/2018
1787	49	/policies/educational-and-economic-access/	The good news is that all racial groups are trending up in getting more than a high school diploma. The bad news is that home ownership is trending down. Home ownership is one of the safest ways for people to gain wealth and have stability in housing. Added bonus, it keeps our neighborhoods more stable as people are invested in their neighborhoods long term. This plan needs to find ways to encourage people to BUY in to their homes.	6/26/2018
1788	44	/policies/comprehensive-investments/	NO TO PROP 2040 AND ALL YOUR DEVELOPERS AND THEIR MONEY. I see what you're doing in the name of affordable housing - you're trying to make a lot of money while recklessly destroying historic homes. No way.	6/26/2018
1789	56	/policies/supporting-small-businesses/	56 E. We have already seen the impact of increased density on small businesses in our city. Many have been displaced when developers buy the buildings where they are housed and are forced out, others have lost parking so patrons have a harder time stopping at their places of business easily. I am not sure how to solve this, but having bike lanes on so many streets, taking away parking (yeh, people still drive cars because our transit system is not that well developed for them not to), allowing developers to come in a giving them anything they ask for in terms of CUP's and variances is NOT helping small businesses. You need to have small businesses involved in all of these decisions.	6/26/2018

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1790	57	/policies/cluster-strategy/	57C. We need to invest in ALL of our small area business nodes and keep this model. This would support small businesses, keep things local so people are more apt to walk or bike and help to disperse opportunities throughout the city.	6/26/2018
1791	53	/policies/quality-of-life/	53C. You need to have language that you will respect the shoreland overlay districts. You also need to make sure that you have proper setbacks and that new development has the same amount of green space that current structures have. We have lovely parks, peoples' yards, boulevards. Overdevelopment puts all of this at risk.	6/26/2018
1792	1	/policies/access-to-housing/	"In neighborhood interiors farthest from downtown that today contain primarily single-family homes, achieve greater housing supply and diversity by allowing small-scale residential structures on traditional size city lots with up to four dwelling units, including single family, duplex, 3-unit, 4-unit, and accessory dwelling unit building types." Yes, yes, a thousand times yes.	6/26/2018
1793	53	/policies/quality-of-life/	Minneapolis will never be a city truly open to all until exclusionary, single family home zoning is eliminated. https://www.ted.com/talks/vishaan_chakrabarti_how_we_can_design_timeless_cities_for_our_collective_future?utm_source=facebook.com&utm_medium=social&utm_campaign=tedsread#t-303311	6/26/2018
1794	0.1	/topics/land-use-built-form/	The proposed built form map will destroy the character of residential areas of Minneapolis and decrease the already tight supply of affordable single-family homes. The Corridor 4 and Interior 3 designations will allow commercial 4 and 3 story buildings in areas that are historically and currently single-family homes. The proposed plan for 50th street, 46th street, Xerxes, Bryant, Colfax etc. will sacrifice affordable single-family homes for commercial development. Who will lose? Families as the supply of single-family homes decreases and prices shoot up. Who will win? Developers. Likewise, opening up all areas of the city to development of fourplex apartment buildings will sacrifice the supply of affordable single-family homes. The Star Tribune has run very good series explaining that the high cost of new construction means no new construction can be affordable. So how does destroying affordable single-family homes and replacing them with fourplex apartment buildings increase the supply of affordable housing? It doesn't. Just another give away to developers.	6/26/2018
1795	1	/policies/access-to-housing/	This is not the solution. Money should be used to beautify existing affordable areas. This is the opposite of Reduce, Reuse, Recycle.	6/26/2018
1796	33	/policies/affordable-housing-production/	Minneapolis is a metropolitan area that must see housing as a regional problem that cannot be solved within city boundaries as we already know the impacts of higher densities in populations. It is time to re-imagine the Twin Cities as an urban core with easily accessible satellite communities that are planned and built for livability and quality of life. Aging in place is a socially and economically unfeasible option, particularly as older people will become more and more isolated from peers and cohorts, alienating them from services most needed by that strata. As the American family structure has changed over the past 50 years, with fewer and fewer close families geographically collocated, cohorts need to create new social structures that continue to provide the care and emotional support that is needed in our twilight years. Aging in place is equal to putting a car in a parking lot, where it is out of sight and out of mind. We can feel that we are doing what families did in the early 20th century; however, this is the 21st century. I am glad that access to housing is no longer focused entirely on home ownership, which is also a post World War II goal, and captured under the Veterans Home loan programs. For many Americans, based on lifestyles and choices on quality of life, home ownership is a folly. A more productive life might be experienced with more spending on education, travel, entertainment, and so on... This is a great strength in this part of the Minneapolis 2040 plan, i.e., respecting people's life choices, which may not include home ownership.	6/26/2018
1797	32	/policies/arts-in-community-development/	Creative placemaking has always been a convenient way for me to know if I want to be part of and support a community or neighborhood ~ or not. If I see spray-painted walls or overpasses, I know that I should roll up my windows, drive without stopping, and find an escape route. If I hear loud noises and boom boxes, I have ventured into an area I don't belong. If I see a Calder mobile with water fountains and artistically landscaped grounds, I would find that inviting and find a parking space. How a community creates its identity through the sights and sounds of its inhabitants is a useful tool for "outsiders" to know if that is where they want to be and neighbors with whom they would like to interact. Creative expressions is cultural expression and a mark of socio-economic identity; they are also convenient indications of whether you will feel at home in a neighborhood.	6/26/2018
1798	1	/policies/access-to-housing/	I am firmly against this item. We thoughtfully choose our neighborhood and bought our house where the majority of the homes are single family houses. It's not ok to change the zoning laws and that will change the look and feel of our neighborhood.	6/26/2018

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1799	20	/policies/transit/	Please bring back a robust streetcar system!	6/26/2018
1800	1	/policies/access-to-housing/	1e. DO NOT allow small-scale residential structures on traditional size city lots with up to four dwelling units, including duplex, 3-unit, 4-unit, and accessory dwelling unit building types in neighborhood interiors farthest from downtown that today contain primarily single-family homes. Instead, stop the teardowns and major remodels in these areas. If we keep the smaller homes, people who can afford less will still be able to live in these neighborhoods.	6/27/2018
1801	1	/policies/access-to-housing/	1e. DO NOT allow small-scale residential structures on traditional size city lots with up to four dwelling units, including duplex, 3-unit, 4-unit, and accessory dwelling unit building types in neighborhood interiors farthest from downtown that today contain primarily single-family homes. When I bought my home 18 years ago, I did not plan on living in a neighborhood of multifamily homes. I am tired of developers and city officials that think they can do whatever they want with complete disregard for their constituents.	6/27/2018
1802	0.1	/topics/land-use-built-form/	I love it. Now we need the development to keep coming in and filling up all of the ugly and wasteful parking lots. This is especially the case downtown.	6/27/2018
1803	0.1	/topics/land-use-built-form/	34th Avenue S is a transit corridor between 42nd and 46th Street (I ride this bus regularly and pass the old streetcar nodes along this stretch). This segment should be zoned for Corridor 4, not interior.	6/27/2018
1804	0.1	/topics/land-use-built-form/	54th Street is a transit corridor east of 34th Avenue. Please upzone this segment to Corridor 4 between 34th Avenue and Minnehaha Avenue.	6/27/2018
1805	1	/policies/access-to-housing/	1e. DO NOT allow small-scale residential structures on traditional size city lots with up to four dwelling units, including duplex, 3-unit, 4-unit, and accessory dwelling unit building types in neighborhood interiors farthest from downtown that today contain primarily single-family homes. This policy will accelerate the destruction of affordable starter single family homes. Teardowns of starter homes have been happening in the Linden Hills, Fulton and Lynnhurst neighborhoods of Minneapolis for over 7 years..	6/27/2018
1806	1	/policies/access-to-housing/	1e. Allowing small-scale residential structures on traditional size city lots with up to four dwelling units, including duplex, 3-unit, 4-unit, and accessory dwelling unit building types in neighborhood interiors farthest from downtown that today contain primarily single-family homes is VERY BAD policy. This policy will accelerate the destruction of affordable starter homes. Less people will be living in single family homes and more people will be living in apartments. How does this achieve more prosperity for any Mpls resident?	6/27/2018
1807	1	/policies/access-to-housing/	1e. Allowing small-scale residential structures on traditional size city lots with up to four dwelling units, including duplex, 3-unit, 4-unit, and accessory dwelling unit building types in neighborhood interiors farthest from downtown that today contain primarily single-family homes is VERY BAD policy. A better solution is to stop all teardowns and major remodels of single family homes. Developers are tearing down houses in many Minneapolis neighborhoods for their own opportunistic profits. They are building McMansions. The McMansions are making it difficult to live in our current single family homes because they cause our property taxes to keep going up. Many people are on fixed incomes. Instead stop the teardowns and major remodels, and keep the smaller more affordable homes.	6/27/2018
1808	1	/policies/access-to-housing/	1e. Don't allow small-scale residential structures on traditional size city lots with up to four dwelling units, including duplex, 3-unit, 4-unit, and accessory dwelling unit building types in neighborhood interiors farthest from downtown that today contain primarily single-family homes. A better policy is to stop all teardowns and major remodels of homes. Very few people can afford these McMansions. It is making it difficult to live in my area for all homeowners because our property taxes are too high! Instead keep the smaller more affordable single family homes.	6/27/2018

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1809	51	/policies/healthy-pre-k-development/	<p>These are all great goals, but HOW are they to be accomplished? To address these goals, tax structure must be changed, and this actually should be metro-wide, and eventually, nation-wide. Minneapolis itself cannot accomplish these goals, with its real estate taxes alone. Increased income taxes across Minnesota probably won't "fly" politically.</p> <p>I agree strongly that we need much better mental health services, including funding for Hennepin County Medical Center, funding for inpatient psychiatric care and aftercare programs, etc. These goals actually point to a need for a national health care system, woefully lacking in the U.S. And for a social safety net that would include good child care, support for families living in poverty, etc. I honestly don't see how Minneapolis can hope to accomplish this on its own, so listing these as goals without the means to accomplish these goals seems disingenuous.</p>	6/27/2018
1810	0.1	/topics/land-use-built-form/	<p>This plan is top-down, sweeping and unwise. The citizens of Minneapolis have NOT been given enough time to know about the plan, understand it thoroughly and truly have a voice in the management of their own city. Why has no written information been distributed to the residents of Minneapolis? We routinely receive information about garbage disposal, instructions on composting, snow removal, etc. Not everyone has a computer, and not everyone can possibly navigate a complex website like this one.</p> <p>Minneapolis does not have a great history when it comes to city planning, and we have had plenty of examples of failures in city planning (City Center, Block E, K Mart in the middle of Nicollet Ave., teardowns of historic buildings.) St. Paul has preserved a gorgeous historic downtown, while Minneapolis keeps replacing its mistakes. I think that this plan is an epic example of over-reach in city planning.</p> <p>Why do people want to move to Minneapolis? One reason is its lakes with public access all around, its nationally-awarded system of parks, walking and biking paths, public beaches, trails along Minnehaha Creek and the Mississippi River. We have wonderful access to nature because of the wisdom of city fathers and mothers, and because of Henry Wirth and colleagues who created and preserved a natural environment for all of us. We owe it to future generations to preserve access to parks and historic neighborhoods. This plan would drastically increase traffic and increase parking problems. We already see this in areas around Lake Bde Maka Ska, and in Uptown. If traffic and parking problems increase around Lake Bde Maka Ska, due to large residential towers in a area already glutted with traffic, access to the lakes will be available only to nearby residents and to young people who can bike there. Families, people with disabilities and seniors will not have access to our lakes.</p> <p>Visitors to Minneapolis remark on our wonderful, diverse neighborhoods with housing and small businesses unique often to these neighborhoods. Typically, neighbors know one another and help one another out. This sort of easy familiarity is typical of areas of single-family homes, where residents have a stake in their own property and in the welfare of their neighborhoods. Introduction of apartment houses that are not owner-occupied will most certainly change the feel of the neighborhoods and cohesiveness. Our SW Mpls neighborhood is diverse from a racial, ethnic and gender-identity perspective, and we value all of our neighbors. Our diverse neighborhoods deserve to be preserved.</p> <p>There is affordable housing in our neighborhoods, in the form of smaller, "starter"- homes. It might be that millenias are not yet buying homes, but the likelihood is that as they grow older and many have families, they too will want houses with yards and places for their children to run about.</p> <p>We in SW Minneapolis already are experiencing parking problems because developers have not been required to provide parking spots. Not all of us have two-car garages; some of us don't have usable garages at all, and must park on the street. Most families and elderly people do still need cars in Minneapolis -- because of our climate and because of the need to get to church, work, childcare, sporting and musical activities for children, and to see family and friends throughout the metro area. I'm all for making biking safer in Minneapolis so that more residents will be biking instead of driving -- but most Minneapolis residents will not be able to rely on biking, because of family needs,</p>	6/27/2018
1811	82	/policies/aging/	82. Provide services for seniors to remain in their single family homes.	6/27/2018
1812	33	/policies/affordable-housing-production/	All housing is affordable. Otherwise, nobody would be buying houses. Enough with social engineering already. Enough with propping up those who have no business buying a house they can't afford in the first place.	6/27/2018
1813	1	/policies/access-to-housing/	This is just another form of block-busting and will cause white flight just like in the 1960s. When will liberals learn from the past?	6/27/2018
1814	33	/policies/affordable-housing-production/	The government has no business engaging in social engineering. Please respect the existing residents' freedom to association.	6/27/2018
1815	37	/policies/mixed-income-housing/	Why do you think anybody who pays 100% of the rent would want to live next door to the affordable housing crowd? You need to start respecting people's freedom of association.	6/27/2018

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1816	1	/policies/access-to-housing/	I live in Lowry Hill, on the border of Lowry Hill and Kenwood. I strongly object to the plan to allow multi-family units and apartments in this already dense neighborhood. I know *many* of my neighbors feel the same way. My neighbors and I have invested heavily in our homes and in the city because of the character of this neighborhood with the belief that it can be preserved. Allowing multi-family units and additional apartment buildings in this area would violate the trust we have put in city government to help preserve older historic neighborhoods. We pay substantially higher property taxes and spend proportionally more per household than any other area in the city. I want to register my objection to these housing plans.	6/27/2018
1817	0.1	/topics/land-use-built-form/	We live in Lynnhurst and oppose the idea of including four-plexes within the future plan. The addition of McMansions has already taken away much of the character and green space that attracted us (a family of four) to live in the City. Allowing four-plexes (particularly without any restriction on number of tenants or animals) will further erode the neighborhood feel that initially attracted us to this area.	6/27/2018
1818	40	/policies/homelessness/	Have you considered Homeless Navigation Centers? They are about twice the price of emergency shelters but it appears they actually help solve homelessness rather than continue the cycle, by offering support services packages with temporary shelter. There is an article in the San Francisco Chronicle on the topic. https://www.facebook.com/307851324523/posts/10156635765244524/	6/27/2018
1819	15	/policies/transportation-and-equity/	Since building the LRT, bus transportation has gone steadily down hill. I am 85 years old. I cannot walk 1/2 mile and up a smelly staircase (when the elevator is out of order) in order to take the LRT. No busses go downtown now, so I MUST change on the LRT to use public transportation. I have seen several comments about increasing the budget for public transportation, and so far I have not seen anything in the 2040 plan indicating that this is a priority if the 2040 plan is to work.	6/27/2018
1820	18	/policies/walking/	VIBRANT, WALKABLE streets are nice things to have in downtown or the Uptown area, where healthy, youngish people can inhabit their own Little Walking Village. This vision of everyone walking or riding bikes, or taking public transportation-if-they-can-find-it, is totally impossible for the elderly, handicapped, health impaired, parents with young children, people with heavy grocery bags, business people with large parcels, etc. etc. This idea, along with the ridiculous bicycle lanes, is the most self-centered and unrealistic idea of them all.	6/27/2018
1821	58	/policies/business-districts-and-corridors/	One of the things that has been an issue with new development, leading to commercial displacement, is the new commercial spaces being built are large and expensive. I understand that there are financial reasons that developers build this way, but it leads to lengthy vacancies and makes it harder for small-businesses to find space in new developments. It would be helpful if the city could encourage developers to include a mix of sizes of commercial space, perhaps by offering height/density bonuses for including smaller commercial spaces in new mixed-use buildings. The solution to ensuring affordable space for small businesses isn't to merely rely on aging commercial stock that will require expensive renovation to stay safe, but to ensure that new development can serve those purposes as well. It seems like offering bonuses for small spaces could be an effective way to do that.	6/27/2018
1822	1	/policies/access-to-housing/	I am supportive of the above proposals and especially the increased density in all neighborhoods of Minneapolis, as called out in #e. The City has to do something different than the status quo if it is to address the current housing crisis and our history of racial disparities in housing.	6/27/2018
1823	27	/policies/transportation-partnerships/	I would support the jurisdictional transfers of roadways from Hennepin County to the City, such as East 2nd St from Cedar Ave to Hiawatha Ave, as coordinated with major construction projects. Hennepin County wants to move traffic as fast as possible on their roads, and only sees these corridors are thoroughfares. Roads like 42nd St are designed for higher speeds than the posted speed and are dangerous and create barriers for people who live in our neighborhoods to get to schools, parks, and commercial areas.	6/27/2018
1824	28	/policies/msp-airport/	Walking and riding a bicycle to the airport? TELL ME THIS IS A JOKE! TELL ME YOU'RE KIDDING! Where is the action strategy about public transportation to the airport. Have you actually taken the LRT to the airport? With a broken leg and a big suitcase?	6/27/2018
1825	28	/policies/msp-airport/	Walking and riding a bicycle to the airport? TELL ME THIS IS A JOKE! TELL ME YOU'RE KIDDING! Where is the action strategy about public transportation to the airport. Have you actually taken the LRT to the airport? With a broken leg and a big suitcase?	6/27/2018
1826	26	/policies/vision-zero/	The City should take back all County roads like Lowry, E 42nd St, Lyndale Ave S...no need for high speeds through neighborhoods!	6/27/2018

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1827	28	/policies/msp-airport/	Walking and riding a bicycle to the airport? TELL ME THIS IS A JOKE! TELL ME YOU'RE KIDDING! Where is the action strategy about public transportation to the airport. Have you actually taken the LRT to the airport? With a broken leg and a big suitcase?	6/27/2018
1828	1	/policies/access-to-housing/	If fourplexes are approved throughout the City, the City of Minneapolis should team up with the University of Minnesota School of Architecture to design a half dozen or more fourplex designs that meet the setback requirements for the city, have enough drainage, on-property parking, and other city-mandated restrictions as well as generally fitting the ascetics of existing neighborhoods in Minneapolis. These several blueprints/site plans could then be "pre-approved" by zoning/building planning/permitting to receive expedited approval at the city level. Having pre-approved building plans and expedited means to get through the city approval process the costs to build before the first shovel is turned will be greatly reduced. Reducing these costs will give housing a greater opportunity to be affordable. In exchange for this expedited review and cutting out the cost of hiring an architect there could be some sort of use restriction for rent control for a period of time (say 5 years) on two or all of the units of the fourplex. Additionally, because the same plans would be used repeatedly, it would be easy to create a baseline for how costs to build housing are increasing in Minneapolis since the building costs limit affordability.	6/27/2018
1829	27	/policies/transportation-partnerships/	LRT is, without question, the MOST expensive and LEAST flexible mode of transportation. \$2 billion dollars to transport affluent white people from Eden Prairie to downtown is totally unfair, unjust, uneconomical, and ineffective. OK, it IS nice. Nice nice nice. For a few. Why not build up the fleet of busses with different sized busses for different times of the day and different demands of neighborhood routes. Why not have electronic scheduling at each bus stop, in effect in Europe for 30 years??? Why not use Social Media or Next Door communication to put together a little bus load of riders? People can tell when a store or service doesn't want them. Why not make public transportation as nice nice nice as the LRT cars are, so that all (most) riders will feel recognized and valued and responsible? Hybrid busses may be a good thing for the environment, but I stopped riding the busses when I was thrown forward several seats by the bus accelerating. Slowing down was equally frightening, and stepping up the bus stairs was very painful for my arthritic legs. It's not worth it. Also, I have NO idea how to purchase a bus card -- another best kept secret. More arguments for making public transportation accessible and valuable to the PUBLIC.	6/27/2018
1830	82	/policies/aging/	Aha! The Geezers have been acknowledged! In all the photos on the Goals section there is 1 white haired woman. ALL the other photos show children or young (no doubt hip and well employed) people. A picture is worth 1000 words. I might have a small meeting of elderly people to talk about these action strategies, and will forward anything useful that comes out such a meeting. But ONLY if there is EVIDENCE that anyone connected with this project is SERIOUSLY LISTENING. We don't have a lot of time to waste on "citizen participation" that is required by law or instinct, but is merely an annoying hoop to be jumped through. We have been around a few barns on this issue, as you can see.	6/27/2018
1831	1	/policies/access-to-housing/	This is vital and very good. We MUST allow more housing to be built by right in all neighborhoods! Especially in wealthy neighborhoods that have historically shut people out! We cannot continue the status quo of allowing small groups of wealthy, white people claiming to speak for the city to hold and delay new housing. Allow more homes everywhere!	6/27/2018
1832	34	/policies/affordable-housing-preservation/	Of course, the number one way to preserve existing affordable housing is to build more housing at all levels - luxury, market-rate and workforce, subsidized, and public. There is little incentive to maintain NOAH when there are dozens of applicants for each available unit - landlords can make minimal improvements and charge much more. We must build to relieve pressure! It is extremely inequity when a person's options are to either spend more than 50% of their income on housing or spend an excessive amount of time competing against dozens of other people for a single, affordable home.	6/27/2018
1833	33	/policies/affordable-housing-production/	I agree with this as long as we do not concentrate low income housing in one area. This has shown not to work well.	6/27/2018
1834	40	/policies/homelessness/	As a city I would like to see us end homelessness starting with children	6/27/2018
1835	49	/policies/educational-and-economic-access/	Would like to see a police department where the officers lived in the city where they work so the investment is personal and they are our neighbors.	6/27/2018

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1836	5	/policies/visual-quality-of-new-development/	I would add that developers and the City should partner with neighborhood and district leaders to consider small area plans and master plans that indicate desires for new architecture to contribute to an area or neighborhood's sense of place and character. Also engage the local creative community early in design process to contribute additional ideas and approaches.	6/27/2018
1837	54	/policies/supporting-economic-growth/	The city has done a poor job when it comes to expectations of developers when they apply for permits. Developers have maximized profits while we as a city are left with buildings that do not fit in to the community and look terrible. There has been an issue with quality of some of the buildings being built also.	6/27/2018
1838	14	/policies/tree-canopy-and-urban-forest/	Given the public response to the horrendous trimming of existing trees this spring, I believe a plan/policy for care of old growth should be considered that either removes them rather than butchering them or relocate or bury utilities.	6/27/2018
1839	7	/policies/public-realm/	I would include: engage with neighborhood and area leaders to explore art and culture in the public realm that is meaningful to that neighborhood and area.	6/27/2018
1840	16	/policies/environmental-impacts-of-transportation/	I think the city has gone to far with the bike lanes in the city. I feel the designs put forth in some cases are more dangerous. Also the parking that has been taken off the streets does not support those that need and want a car for transportation. The reduced parking has also affected small businesses around the city in a negative way.	6/27/2018
1841	49	/policies/educational-and-economic-access/	Minneapolis schools are segregated and have racial disparities because our neighborhoods are segregated by race and class, especially in areas of SW Minneapolis. Allowing new, dense housing in the neighborhoods of the Southwest and Washburn High School attendance area in Ward 13.	6/27/2018
1842	73	/policies/stormwater-management/	Working with the Park Board and watershed districts to incorporate trash containment systems for street runoff that is directly to local lakes, streams, and rivers. Some of the lakes in Mpls have these systems, but not all like Lake Hiawatha. The amount of storm water drains that empty into Lake Hiawatha and the Mississippi River add not only toxic chemicals, but also everyday trash that is being littered throughout the city.	6/27/2018
1843	80	/policies/development-near-metro-stations/	I support the minimum level of development near Metro stations! Need to make sure sidewalks near station areas get adequately cleared of snow as soon as possible.	6/27/2018
1844	18	/policies/walking/	I support prioritizing walking over other modes of transportation. I also would support a more aggressive snow clearing policy and for the city to explore ways to clear sidewalks of snow in areas around transit stations and other areas with high pedestrian activity.	6/27/2018
1845	0.1	/topics/land-use-built-form/	Corridor 4 seems like a cop-out for "protecting" certain areas of the city from practices of Highest and Best use for land development. All blocks adjacent to buses should be Corridor 6, and Corridor 4 should be eliminated.	6/27/2018
1846	19	/policies/bicycling/	People riding bikes should be able to safely use any road and have access to all businesses, schools, and housing that people driving vehicles do.	6/27/2018
1847	0.1	/topics/land-use-built-form/	I can support some components of the plan to increase density along corridors in South Minneapolis (where we currently own a house and are looking to transition from that entry level house to a "move up" level house). However, I think some pieces are not fully thought out, or explained. Increasing density on the busier corridors (Chicago, Nicollet, Lyndale, Cedar) makes sense, there are already many duplexes, they are busy and they aren't exactly a coveted location for families. However, I think extending increased density beyond the lots directly along these lines ignores the actual context of these neighborhoods. The idea in the plan seems to be a "transition" zone, fading from higher density to medium density to low density, but that just isn't how the neighborhoods operate. In our neighborhood, and in others, the lots that share an alley with a busier street are all or mostly single family homes on very quiet streets. There just isn't an existing transition zone in many places, so your plan seems to either not be aware of that or is forcing it to exist so the maps and plan look like "textbook" planning. I really like the zoning changes to blocks not immediately adjacent to these busy corridors should be reconsidered. I understand the need for more density, more housing options, more transit options is growing, but we can't ignore the existing context either. Many of these are very old neighborhoods, where the streets and homes have a lot of character. That adds value to the property, but also to the community and to the social structure of the neighborhoods. We bought in this are because of the old character it has, there are plenty of other places that offer new construction, but so few that have homes like South Minneapolis.	6/27/2018

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1848	0.1	/topics/land-use-built-form/	I understand the push for greater variety of housing types and more affordable housing options. However, I do not think your plan addresses, or will result in, more affordable housing. Just allowing increased density and more multifamily housing does not mean that the housing will be more affordable. In Downtown and the North Loop, tens of thousands of apartments units have been built or are under construction right now, and very few would meet any affordability definition. In fact, most advertise rents that are more than our mortgage payment (including insurance and property taxes)! The city needs to establish some type of affordability requirement for a portion of the units. And really, you should have been doing it all along with the new downtown developments, especially considering the walkability and transit connectedness that exists downtown as compared to areas in South Minneapolis. Further, because the sale prices are so high in South Minneapolis, and new construction will involve buying an existing structure and tearing it down. Those added costs are likely to result in a unit that is as expensive, or more expensive, than what existed on that property before (especially since developers will be targeting the lower cost properties).	6/27/2018
1849	0.1	/topics/land-use-built-form/	Do not do this to our neighborhoods! The only people who benefit from this policy are the developers. Tear-downs, re-zoning, and re-developments decimate residential blocks. They take away the character, history, and stability.	6/27/2018
1850	0.1	/topics/land-use-built-form/	Rezoning is a bait and switch for the residents. I bought in my neighbor specifically because there wasn't a bunch of apartments, and street parking was a problem for guests. The city needs to stop trying to cram their agenda down our throats.	6/27/2018
1851	14	/policies/tree-canopy-and-urban-forest/	There were landscapes here that had no trees, but prairies. Why not plant prairie in some places? trees area great, but a prairie has LOTS of diversity in plant materials. And you don't have to worry about utilities as much. I hope you are consulting with the MPRB foresters, they have full control over the entire city's trees in public spaces.	6/27/2018
1852	65	/policies/urban-agriculture-and-food-production/	Do you want to have farms on public land or on private land? Check with the Park Board. They have been working on this one.	6/27/2018
1853	35	/policies/innovative-housing-types/	This is a rather self-serving statement regarding deregulation of the housing industry. Calling inferior housing stock "creative" is not a solution. The industry should be driven by consumer requirements (including continuously improving quality of life), rather than trying to drive the consumer to whatever the industry finds most profitable.	6/27/2018
1854	5	/policies/visual-quality-of-new-development/	I do not believe the buildings being built are adding anything to our city. The above examples are cookie cutter type buildings like the kind that fill Marcy and Uptown. They lack architectural integrity. I believe neighborhoods should have input on architecture in their zip code.	6/28/2018
1855	5	/policies/visual-quality-of-new-development/	Who decides what looks good? The city has stopped listening to neighborhoods, hence we have the hideous Sons of Norway going into Uptown. This is a great goal, but there's nothing about how it will be implemented.	6/28/2018
1856	5	/policies/visual-quality-of-new-development/	Too many old buildings have been torn down. The new towers and developments are ugly. You need to have developers work with neighborhoods.	6/28/2018
1857	17	/policies/complete-streets/	This is the most ridiculous prioritizing scheme I have ever seen. They have to all work together, and so far the city planners have done a terrible job. I have never seen traffic like this summer, and all winter there were no bikes on the trails. This doesn't work, especially when development precedes traffic infrastructure.	6/28/2018
1858	17	/policies/complete-streets/	This doesn't work. I live near a bike lane that is hardly used on 36th street. People ride along the lake to the greenway. But traffic is terrible.	6/28/2018
1859	17	/policies/complete-streets/	I'm as worried about climate change as anyone, but idling cars backed up because of oversized bike lanes with no one on them, is not the answer.	6/28/2018
1860	17	/policies/complete-streets/	Who decided to prioritize bikes and pedestrians? Families sometimes have to drive. Old people have to drive. We don't have enough mass transit for real options, and driverless cars and light rail are years away. Get realistic....Please!	6/28/2018
1861	17	/policies/complete-streets/	What about winter? Ice? This winter was long and there were no pedestrians or bikes on the bike trail. You have to take cars into consideration. When driverless cars come, they will still be cars and they will still cause traffic.	6/28/2018
1862	19	/policies/bicycling/	Do not expand. We have enough bike lanes, and they are so confusing. No one uses them in winter.	6/28/2018
1863	19	/policies/bicycling/	Not everyone can bike. Most people can't bike. We are a winter city. This idea works in cities where winter isn't long, cold, and icy. But that's not our reality.	6/28/2018
1864	23	/policies/coordinated-development-strategy/	We have already sold too much of the city to the highest bidders -- developers. Thus far, I have no faith in city planners. They take their mandate from elected officials at a 90 million a year cost to tax payers, and they are beholden to the very people who hire them.	6/28/2018
1865	43	/policies/housing-displacement/	This plan will not help displaced people. And the plan shows no real way toward affordable housing except trickle down economics. From my experience, up zoning a whole city increases displacement. Read Gary Cunningham's article.	6/28/2018

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1866	58	/policies/business-districts-and-corridors/	The development in Uptown has decreased parking and has led to many of the best businesses closing. This plan does nothing to support small businesses. So far the recent development has brought in chains and killed once-thriving neighborhoods such as Uptown and Marcy.	6/28/2018
1867	58	/policies/business-districts-and-corridors/	I like the idea of community led efforts, but that isn't what I've seen from this city council. Development without parking is a dead end for most commercial zones.	6/28/2018
1868	58	/policies/business-districts-and-corridors/	Do not increase commercial corridors on all transit lines. Many transit lines have houses and small businesses. Let's leave what's working alone.	6/28/2018
1869	6	/policies/pedestrian-oriented-building-and-site-de	Encourage, reward, or demand high Gehl Door Averages.	6/28/2018
1870	20	/policies/transit/	In support of better public transit, the city should add sidewalks to all streets, especially any with bus routes or leading to bus stops. The bus stops should be made wheelchair accessible (currently quite a few are not). Whenever a signalized intersection runs better than Level of Service E, the majority of green time should be given to the bus route. Often this can be done in off-peak hours, if not during rush hours. At intersections where buses make right turns, the intersection should be configured to ease the turn movement for buses.	6/28/2018
1871	6	/policies/pedestrian-oriented-building-and-site-de	Use all opportunities to move away from back-of-curb sidewalks, creating snow storage and amenity space between the curb and the main pedestrianway.	6/28/2018
1872	25	/policies/innovations-in-transportation-and-infras	Looking forward to using the space taken up by private vehicles	6/28/2018
1873	48	/policies/data-driven-decisions/	We went to data based decisions at my work. We have never been as effective as we are at achieving results. Less emotional decisions.	6/28/2018
1874	1	/policies/access-to-housing/	I'm looking forward to the multifamily housing on public transit routes. It makes sense!	6/28/2018

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1875	0.1	/topics/land-use-built-form/	<p>I have been in Minneapolis resident since 1988. I view with alarm the far-reaching and radical overhaul of the existing zoning infrastructure. The zoning code has its flaws, but it has worked well to balance competing issues and separate parts of the city for different uses. I feel like every time there is a bubble in the housing market there was a rush to throw up a lot of poorly thought through developments that forever alter the built environment of the city usually detracting from the qualities that have made the city such a livable place in the past. while I am not opposed to new development or increase density especially in areas served by transit, I feel like the current plan is driven more by the agenda of developers who want to create more high-end housing Uptown and in The Lakes area than it is to serve the residents of the city. Rather than shoehorning more luxury apartments in to the Uptown Lakes area I think the city should focus on creating affordable housing and developing areas of the city that have been traditionally neglected to help fight homelessness and the legacy of discrimination. I am especially concerned about the toll that unchecked for-profit development will take on the city's historic housing infrastructure the fine stock of early 20th century homes especially in The Lakes area is one of the city's greatest assets and something that draws people from all over the country to want to live here. With no formula for design review Overhauling the zoning code would mean destroying the historic character of countless neighborhoods that are not designated historic districts. It would also forever alter the scale streetscape and livability of some of Minneapolis is greatest assets. When friends of mine come to visit from out of town they always ask what there is to see and do here. I tell them that we don't have an Eiffel Tower or Empire State Building, but we do have are many Charming neighborhoods located near amenities such as lakes and Parks. to my mind these should be preserved as they have served the city well for over a hundred years. The place for new development is on vacant and underutilized land especially around Transit stations, the Glenwood area seems like a great place to develop, also along Hiawatha, and they're still vast tracts of North Minneapolis that suffer from massive underinvestment. Furthermore, the city is attempting to redevelop neighborhoods around a transit system that is mediocre at best. There needs to be much greater investment in transit the for transit-oriented development to be realized. In my personal opinion, the real crisis in Minneapolis is with the school system and the police department not the zoning situation. Addressing the systemic racism in education and closing the achievement Gap and relieving the pressure of the police on minorities would do a lot more to address inequality and make Minneapolis a better place to live then serving up corporate development interests and investors their wishlist on a platter.</p> <p>I have few illusions that anyone will read these comments or that they will influence the development as big money interests have probably made this overhaul of the zoning code a foregone conclusion. However, I feel it is incumbent upon me as a longtime resident to say that I oppose the changes to the zoning code in the 2040 plan.</p>	6/28/2018
1876	18	/policies/walking/	Please address winter snow removal on sidewalks, especially at corners, alleys, and other areas where the snow piles up. Need to do better about snow-removal enforcement and be consistent with proper sidewalk snow and ice removal.	6/28/2018
1877	84	/policies/public-safety/	This sounds great. Please don't forget the 4th ward and the lind-bohanon neighborhood as this is implemented.	6/28/2018
1878	11	/policies/skyways/	Creating more businesses with street facing entrances would make Downtown Minneapolis feel more inviting. Skyways should be seen a public spaces and have rules and policing similar to sidewalks and other public spaces downtown.	6/28/2018
1879	0.1	/topics/land-use-built-form/	N Dowling Ave in North Minneapolis is a major corridor for the neighborhood and should allow for larger built forms to increase the density of the neighborhood and allow for more mixed use projects. It should be Corridor 4 or at least Interior 3.	6/28/2018
1880	10	/policies/street-grid/	Prioritize non-motor vehicle connections when restoring the grid. These spaces are not used by cars now, and do not need to be filled with cars once new street space is opened up.	6/28/2018
1881	80	/policies/development-near-metro-stations/	It is essential to maintain affordable housing near new and existing METRO stations. Luxury developments use transit as a building amenity. Those using affordable housing can benefit from not needing to own a second car, or any car at all.	6/28/2018
1882	0.1	/topics/land-use-built-form/	Dowling Ave N should be Neighborhood Mixed use for the entire corridor. The area desperately needs more commercial activity.	6/28/2018
1883	28	/policies/msp-airport/	Important to prioritize pedestrian and bicycling access to the airport including transportation options.	6/28/2018
1884	38	/policies/affordable-housing-near-transit-and-job-	Affordable housing and jobs near transit is essential in creating a city where all can afford to live in.	6/28/2018
1885	36	/policies/innovative-housing-strategies/	Affordable housing needs to happen or salaries need to increase across the board.	6/28/2018
1886	10	/policies/street-grid/	These five action steps are very weak and are likely to lead to little improvement. The City needs to take bold action like creating freeway lids, tearing down the 3rd & 4th Ave N. freeway viaducts, filling in the Washington Ave freeway trench on the West Bank, and getting rid of Hiawatha Avenue as a highway. "As opportunities arise" is a passive phrasing and communicates that the City isn't going to spend much effort implementing this Policy.	6/28/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

1887	6	/policies/pedestrian-oriented-building-and-site-de	In downtown why does absolutely every development need its own parking facility, which means driveways crossing the sidewalk? A person can barely walk along any block face downtown without seeing at least one parking ramp entrance, usually barking "Car approaching!". Make developers share parking facilities and driveways. Better yet, why not restrict any new parking spaces within the CBD? Everything is connected by skyway, so people are connected to parking nearby anyway.	6/28/2018
1888	15	/policies/transportation-and-equity/	The intent of this Policy is great, but the content is terrible. It basically says very little. Public Works ONLY considers the condition of the street when determining priorities. They do not consider whether the sidewalk is too narrow, filled with obstacles, or lacks space for streetscape elements. This lens means they are still focused on cars and not equitable outcomes.	6/28/2018
1889	16	/policies/environmental-impacts-of-transportation	The City is already doing these action steps, which are pretty weak and unlikely to make much difference. Why doesn't the City sell or demolish their parking ramps that host thousands of parking stalls and encourage driveing- especially downtown? Why not stop allowing more parking spaces in the downtown? How about spending City funds to improve the pedestrian network and transit?	6/28/2018
1890	17	/policies/complete-streets/	The City currently spends \$150,000 per year filling sidewalk gaps, which means it will take decades start making an impact because it costs way more than that to address the gaps. This is just one example of how Public Works only does the bare minimum to try to improve the pedestrian network. They only widen sidewalks when a street is reconstructed, not based on whether the sidewalk needs to be widened. So far, the Complete Streets policy is a bunch of words. How about clearing sidewalks of snow and ice? They clear roadways and alleys? Not complete!	6/28/2018
1891	20	/policies/transit/	The goal of this policy is great, but these action steps are quite weak and are unlikely to make much improvement. Why doesn't the City put funding into upgraded transit service and better bus stops? Buses are currently very slow and infrequent and more density isn't magically going to fix that. Metro Transit apparently doesn't have enough money, so maybe the City needs to kick in to make transit actually functional?	6/28/2018
1892	22	/policies/downtown-transportation/	"Efficient for all modes"? I thought pedestrians were supposed to be prioritized in the Complete Streets policy. This Policy implies that moving cars is on an equal level. Get rid of the awful one-way streets, make bus-only lanes, remove traffic lanes, widen sidewalks, create streets for pedestrians and bikes only, stop allowing more parking in the CBD, tear down parking ramps, take the buses off of Nicllet. The 2040 Plan is supposed to be a vision for 2040 years out, but this draft Policy reads like the Minneapolis 1990 plan.	6/28/2018
1893	14	/policies/tree-canopy-and-urban-forest/	Residents should not be allowed to opt out of having a boulevard tree. Any boulevard tree removed or those currently missing should be replaced. Often a whole block is planted with one species of tree. Diversity within a block should be the norm.	6/28/2018
1894	35	/policies/innovative-housing-types/	Will part of this plan include zoning laws to allow tiny homes?	6/28/2018
1895	34	/policies/affordable-housing-preservation/	I fully support this goal	6/28/2018
1896	32	/policies/arts-in-community-development/	I support this policy. Arts have such a positive effect on communities, the 4th ward could use a more intense focus on this area	6/28/2018
1897	0.1	/topics/land-use-built-form/	It is not clear how the zoning laws will be changed for any of the categories. Will our 2 level commercial areas...e.g. 34th Ave. S. and 50th St. have 3-5 stories or high rises? I oppose the idea and wording: "multi-story development is required" regarding commercial mixed use. Missing: impact on the environment, light/noise pollution, parking, referrals to other cities who've had success with this plan.	6/28/2018
1898	0.1	/topics/land-use-built-form/	Yesterday 6/28/18 a child getting dropped off for soccer practice in Kenwood Park was hit by a car driving on Franklin. I think the child was dropped off in the middle of the block and was not crossing in the marked crosswalk by the Rec Center. I think the driver who hit him probably couldn't see the child and therefore was not doing anything wrong. This is just one example of why it is a terrible idea to have density - four story plus buildings - in this area on Franklin Avenue by the Kenwood school and rec center. This accident didn't even happen at rush hour when there is much more traffic. Density may be appropriate near Hennepin on Franklin but not by Lake of the Isles, Kenwood Park and the Kenwood Rec Center, where increased traffic would jeopardize the many pedestrians, bikers and children in the area.	6/28/2018
1899	1	/policies/access-to-housing/	Hi, I live in the Seward Neighborhood. I support the idea of infilling with tri-plexes and 4-plexes on lots thru out the city but I think that 6 story buildings along the Greenway in Seward are way too high. It would also go against the Safe Routes to school plan that we have worked very hard to create from the Midtown Greenway to Seward Montessori School on 29th Ave.	6/28/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

1900	37	/policies/mixed-income-housing/	Ensure that Minneapolis is not conducting social experiments and has a Plan B (exit strategy) should the mixed-income housing strategy not work. There need to be metrics and continuous checks on the pulse of this strategy, as it could either be fruitful, rewarding, and many steps forward for equity among our various social strata; or, it could be utterly disastrous and virtually dystopian. Important to define goals and milestones early, and not leave this to sink or swim.	6/28/2018
1901	0.1	/topics/land-use-built-form/	Please pass the Land use and Built Form portion of the Comprehensive Plan as it is currently written. It is ambitious, forward thinking, and absolutely necessary to keep Minneapolis an affordable place. Please do not send to the will of wealthy home owners who selfishly want to see their property values increase, nor to the xenophobic rhetoric coming from those who speak of "neighborhood character" as coded language for low and working class people, POC, immigrants, and young people. This is absolutely crucial, and I will fight to unseat any council member who votes to water down the plan as it currently reads. Thank you.	6/28/2018
1902	0.1	/topics/land-use-built-form/	Yesterday 6/28/18 a child getting dropped off for soccer practice in Kenwood Park was hit by a car driving on Franklin. Ambulance and police came. (It appeared that the child was dropped off in the middle of the block and was not crossing in the marked crosswalk by the Rec Center. I think the driver who hit him probably couldn't see the child and hadn't done anything wrong.) This is just one example of why it is a terrible idea to have density - four story plus buildings - in this area on Franklin Avenue by the Kenwood school and rec center. This accident didn't even happen at rush hour when there is much more traffic. Density may be appropriate near Hennepin on Franklin but not by Lake of the Isles, Kenwood Park and the Kenwood Rec Center, where increased traffic would jeopardize the many pedestrians, bikers and children in the area. (I also saw a bike accident at the intersection of Lake of the Isles and Franklin Avenue today; I didn't see what happened but someone had gotten out of their car and a bicyclist was lying on the ground.)	6/28/2018
1903	1	/policies/access-to-housing/	I disagree with allowing multi family units anywhere in the city. Residents in single-family housing have made a financial commitment to living in Minneapolis DESPITE its high taxes. Now with this policy of allowing the single-family housing to be disrupted - and devalued - by random two-, three-, and four-plexes Minneapolis will be taking away many people's only savings - the values of their homes. How about a certain number of neighbors getting to okay such a use, at a minimum, since they and their property values will be directly affected? (At the very least!) You will find that this will result in flight from the city, causing devalued properties, which will cause less taxes paid to Minneapolis.	6/28/2018
1904	33	/policies/affordable-housing-production/	After reading the data on income and attending the meeting on June 28th, 2018. It was stated "The median income is \$90,000." People in the meeting and in this neighborhood income is 40,000 and less. You are using general data given and not based on area in neighborhoods in the city limits. Please look at local data.	6/29/2018
1905	0.1	/topics/land-use-built-form/	I am a resident of Seward. I'm very concerned about the addition of large apartments along the Midtown Greenway. I would like to see smaller apartments (3 stories or less) and possibly some single family and town homes. I do not want Seward to look like Uptown. Keep things small please. And please consider adding a lot of green space around buildings. Thank you, Kim Hoffmann	6/29/2018
1906	49	/policies/educational-and-economic-access/	I feel the draft lacks explicitly stated plans to maintain Minneapolis Public School sites as such, and has no eye toward building more schools for all the housing that is being projected. I note a public land use at the Webster school site, but not at the current Pillsbury or Waite Park schools sites, nor at Edison HS. How will the city work with MPS to protect their current holdings and address the need for future school sites?	6/29/2018
1907	20	/policies/transit/	Need to increase frequency of buses along the routes that are being highlighted for "higher density". A good example is along 38th Street. Bus service is very infrequent, 30 minutes apart during non-rush hours. More density will only encourage more cars if transit options are not appealing. Walking is an option, but again - people will choose to drive if it's more convenient and faster.	6/29/2018
1908	38	/policies/affordable-housing-near-transit-and-job-	We need to consider more options to speed up the bus service.	6/29/2018
1909	18	/policies/walking/	Affordable housing is key.	6/29/2018
1910	15	/policies/transportation-and-equity/	Pedestrian priority at traffic signals including lead time and no right turn on red. Reduce speed limits!	6/29/2018
1911	20	/policies/transit/	If there's something that this summer of construction has made clear, it's the need for dedicated transit lanes. The detour of generally wealthier and less environmentally friendly drivers onto city streets from the interstate has led to significant delays for those doing the right thing and taking the bus. We should be prioritizing the more sustainable and efficient forms of transportation instead of sacrificing them at the alter of making driving trips easier.	6/29/2018
			I want bus only lanes and other ways of prioritizing buses on high traffic routes and during construction season. The busiest routes deserve higher frequency, better buses, and amenities. When I'm on a packed route 21 bus I am mindful of all the times I've been alone on a route 113, 156, and 558. The challenge, I realize is getting more ridership from areas like SW Mpls.	6/29/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

1912	18	/policies/walking/	<p>Please add a point calling for cutting speed limits on main thoroughfares, which would save pedestrian lives. And there's no need for "where appropriate" in Point 9, as the City will of course avoid filling gaps where they are inappropriate (a small number, no doubt).</p>	6/29/2018
			<p>This plan is a giveaway to developers. Every time they sell a piece of property the price goes up making housing unaffordable. The plan will fail as it does not address this.</p> <p>Randomly increasing density throughout the city with apartments will destroy current home values. Again, great for developers, not citizens. The developers will tear down houses, build the maximum size apartment building possible, wait for adjacent property value to drop, buy those then repeat.</p> <p>Increasing density and crowding does not improve citizens lives. It creates more noise, less privacy, fewer trees, and less green space as lots will be stuffed. Increasing the downtown density is the only place that makes sense as there are multiple ways to get around, jobs, and services.</p> <p>The plan does not serve the elderly or families with children. It is not practical for them to walk or bike or lose hours and hours on public transit. The plan also ignores winter weather that would these options impossible during much of the year. And does the plan expect everyone to go grocery shopping every day so they do not have to haul multiple bags of groceries?</p> <p>Eliminating parking space requirements is another give away to developers. I lived in Chicago for many years in areas like the plan proposes. Setting up permit parking everywhere is a misery. Moving your car for street cleaning and snow removal is a misery. When you go on vacation you get towed or ticketed. Driving around for 20 minutes looking for a parking space is a misery.</p>	6/29/2018
1913	1	/policies/access-to-housing/	<p>Using greenhouse gasses as a reason to eliminate car use is a sham. As more cars are becoming electric, this issue will fade away.</p>	
			<p>This plan is a giveaway to developers. Every time they sell a piece of property the price goes up making housing unaffordable. The plan will fail as it does not address this.</p> <p>Randomly increasing density throughout the city with apartments will destroy current home values. Again, great for developers, not citizens. The developers will tear down houses, build the maximum size apartment building possible, wait for adjacent property value to drop, buy those then repeat.</p> <p>Increasing density and crowding does not improve citizens lives. It creates more noise, less privacy, fewer trees, and less green space as lots will be stuffed. Increasing the downtown density is the only place that makes sense as there are multiple ways to get around, jobs, and services.</p> <p>The plan does not serve the elderly or families with children. It is not practical for them to walk or bike or lose hours and hours on public transit. The plan also ignores winter weather that would these options impossible during much of the year. And does the plan expect everyone to go grocery shopping every day so they do not have to haul multiple bags of groceries?</p> <p>Eliminating parking space requirements is another give away to developers. I lived in Chicago for many years in areas like the plan proposes. Setting up permit parking everywhere is a misery. Moving your car for street cleaning and snow removal is a misery. When you go on vacation you get towed or ticketed. Driving around for 20 minutes looking for a parking space is a misery.</p>	6/29/2018
1914	4	/policies/access-to-commercial-goods-and-service	<p>Using greenhouse gasses as a reason to eliminate car use is a sham. As more cars are becoming electric, this issue will fade away.</p>	
1915	5	/policies/visual-quality-of-new-development/	<p>Hold developers legally responsible for repairs for several years to ensure quality construction.</p>	6/29/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

1916	1	/policies/access-to-housing/	<p>I write to give my feedback on your 2040 plan. I was born and raised in Minneapolis and have been a life-long resident. I have lived in the Lyndale neighborhood for over 34 years where I am proud of the work of our neighborhood association (LNA). We, home owners, renters and business owners, have worked to improve the quality of life for all with NRP resources and the sweat equity and creativity of residents. Minneapolis is known for its beautiful neighborhoods, lush parks, chain of lakes, vibrant downtown, exciting arts and cultural venues, thriving colleges and University, and burgeoning transit system. Much of that is the result of thoughtful city planning and zoning. Yes, as your plan points out, there were also tragic applications of redlining by banks and restrictive covenants in neighborhoods. I understand and support the desire to improve conditions for people of color, people with low income, and the homeless. And I strongly question your plan to alleviate the wrongs of the past with an unbridled push for density.</p> <p>Your plan is not "our Plan." You are not considering the needs of families with children, people who desire to "age in place," people with disabilities, people who drive cars, people who wish to own homes in single family neighborhoods. Your plan to "upzone" the city would increase property values, making the city more unaffordable overall. No one would win except developers. Your plan is promoting "inclusionary zoning." Inclusionary zoning is code for little or no zoning. Virtually every city in North America has some form of exclusionary zoning that excludes certain uses by district, not by people.</p> <p>According to Tim Keane in a Star Tribune Commentary: "For example, the addition of fourplexes in single-family neighborhoods (with no off-street parking) will first push out the most affordable owner-occupied single-family houses. The cookie-cutter fourplexes owned by real estate investment trusts will replace affordable homeownership. Additionally, the role of speculators will invariably overshadow house investment by single-family homeowners. The Star Tribune recently chronicled hundreds of vacant and boarded houses in the city. One speculator alone owned 87 vacant residential properties on the North Side. The YIMBY solution suffers from a failure to confront these realities. This pattern of speculation is an early stage of gentrification."</p> <p>As former City Council member, Lisa McDonald, writes: "We need to continue the successful path we have been on" concentrating growth in our existing walkable, transit-accessible neighborhoods; continuing to build housing at high-frequency transit nodes; and focusing growth where it makes sense. (The Plan) has proposed upzoning the entire city. This would make it possible to bulldoze any single-family house and replace it with a fourplex. It has also proposed allowing 15- to 20-story towers in most parts of the city. Uptown and our signature Chain of Lakes would become ringed with tower after tower, as in Manhattan. None of this housing would be required to have parking. Much of the density is dependent upon a dramatic expansion of the bus system that is not planned for or funded by the Metropolitan Council.</p> <p>None of these changes will create new affordable housing. Construction costs are too high for affordable housing to be built without government intervention. Moreover, the plan will demolish existing affordable homes and replace them with market-rate housing. None of</p>	6/29/2018
1917	10	/policies/street-grid/	<p>Please focus on enhancing access, comfort, and permeability of our street grid based on our adopted modal priority framework. Sometimes minor disconnections of the grid for motor vehicle traffic allow significant improvements in the grid (especially permeability) for pedestrians, bicyclists, transit users, etc. An example is the K-Mart block on Nicollet, where reopening Nicollet for pedestrians/bikes/transit/viewshed makes sense but reopening to motor vehicles is concerning and could threaten the relatively calm traffic that allows Eat Street to thrive. Also, additional freeway bridges/caps could be bike/ped/transit first, and many new refuge islands would be a welcome addition at many intersections to help bicyclists and pedestrians cross the street even if they mean right-in-right-out access for motor vehicles.</p>	6/29/2018
1918	39	/policies/fair-housing/	<p>One of the largest barriers for many in Minneapolis is of course affordable housing. However, a growing number of families are not able to find housing because of their family dog being restricted. Out of 243 dog friendly apartments in the Twin Cities only 13 of them accept all dogs. This means that families with dogs of at least 25 types are not welcome in rental units.</p>	6/29/2018
1919	1	/policies/access-to-housing/	<p>I have owned in Mpls for 10 years. First 7 years were in a townhome surrounded by apartment buildings, close neighbors, etc. I decided I wanted a quieter place to live with fewer neighbors, less cars, etc. so I chose a single family home. I feel like allowing multi unit dwellings anywhere disrupts the choice I made to live in an area where I thought I wouldn't have to worry about neighbors living on top of each other. In addition, we are trying to invest in our home long term by installing solar panels, but wonder about that as an investment if someone is allowed to build a 4 unit building next door that blocks all of our sun. I understand the need for density, but I think there are places in the city where it makes sense and places where it doesn't.</p>	6/29/2018
1920	9	/policies/open-spaces-in-new-development/	<p>Promote the planting of trees and retention and/or creation of unpaved, planted areas to promote clean air and good drainage. Paved plazas don't help the environment.</p>	6/29/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

1921	7	/policies/public-realm/	Colorful murals and sculpture work all year round.	6/29/2018
1922	1	/policies/access-to-housing/	Three- and four-unit buildings in primarily single-family neighborhoods will increase density and traffic in those neighborhoods. Even if there is access to alternative transportation, we all know that most Americans drive cars if they can. Minneapolis will start to look like many other much larger cities and will probably start to attract many of the same problems.	6/29/2018
1923	39	/policies/fair-housing/	Fair housing should be a part of a broader effort of access to opportunities, like employment, capital, housing, culture and "the" arts, recreation, education, and so on. "Fair" housing is unachievable, without making access to capital and/or employment possible, without making access to education possible, and so on... There is a chain of opportunities that lead to access to housing and fairness is increased when you have the resources to compete for housing. We simply to have make sure that certain characteristics are protected based on fundamental civil rights. The root cause of not having access to housing opportunities is not government or market intervention; it is by giving people opportunities to build the capital to compete effectively for housing, which is not a limitless commodity.	6/29/2018
1924	35	/policies/innovative-housing-types/	Revise city regulations regarding cohousing, allowing people who want to establish cohousing buildings greater control over the decision-making involved in their own housing. The city has inappropriately micromanaged in its regulations.	6/29/2018
1925	36	/policies/innovative-housing-strategies/	Maximize innovative additions to existing housing stock to improve affordability and flexibility in meeting housing needs. I fail to see any solutions here. This looks like just words. Identify/create funding sources to BUILD more affordable housing. Encourage neighborhoods, residents, businesses, churches - everyone - to support our existing land trust organizations, which promote ongoing affordability. Set higher requirements for developers creating "market rate" (highly unaffordable) housing to add more affordable units into their buildings. Create regulatory disincentives for investors buying up multiple low-income properties that are then turned into unaffordable rental properties.	6/29/2018
1926	34	/policies/affordable-housing-preservation/	These "action steps" are so vague that they are meaningless! What are the strategies? How about - Create or encourage the creation of a home-sharing model that would allow seniors to age in place by connecting them with a younger renter who can handle household tasks for them (like college students). Offer free workshops on how to successfully rent rooms or floors of your home, how to be a good landlord, how to find good tenants? Offer workshops on how people can buy homes together - creating duplexes. Partner with - or become - a bank that makes loans to non-traditional housing buyers (unrelated people buying together). Allow garages to be converted into housing units.	6/29/2018
1927	1	/policies/access-to-housing/	Increase in housing height and density can negatively effect homeowners who have made a substantial investment in their property through the addition of solar water and solar electric. The city should protect the "right to light" for people with solar systems. It is extremely important that we do everything we can to electrify our energy supply and with the federal government and fossil fuel industry putting up barriers to clean energy, citizens need to act. Don't make it impossible for us to act. It needs to be made harder for investors to buy up properties to flip, which removes affordable housing and replaces it with unaffordable housing.	6/30/2018

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1928	47	/policies/housing-maintenance/	<p>Force neighborhood associations to use a portion of their funds to provide financial support and other incentives to homeowners whose homes are identified as substandard.</p> <p>Create funding opportunities for seniors and disabled homeowners to repair and maintain their homes, with loans that do not need to be paid back until the home is sold.</p>	6/30/2018
1929	1	/policies/access-to-housing/	<p>We need housing options for people with disabilities -- especially for people with Multiple Chemical Sensitivity. I have 2 friends who are HOMELESS because they CANNOT live in apartments or other "shared" housing. One lives in her car. THIS IS UNSAFE.</p> <p>They are excluded from participating in Section 8 housing -- since most is for apartment living. And of course "Public Housing" is all shared housing.</p> <p>If you want "diversity of housing," you have to start building some without toxins, low VOCs.</p> <p>I don't see any "tiny homes" in the mix.</p> <p>The cost of housing either one of my friends in a "tiny home" would pay itself off in about 17 years assuming \$15,000 build cost and \$900/mo in rent.</p> <p>Minneapolis wiped out all of the affordable war homes on Humbolt Ave N to instate homes that cost \$250K!. This is not diverse....</p> <p>Minneapolis can do better!!!</p>	6/30/2018
1930	1	/policies/access-to-housing/	Victory Neighborhood does not have many section 8 opportunities -- or many apartment rental opportunities at all.	6/30/2018
1931	11	/policies/skyways/	Would love to see more businesses open after hours and weekend hours on the skyway system.	6/30/2018
1932	15	/policies/transportation-and-equity/	Please support Metro Mobility subsidies to be used with rideshare (Uber/Lyft) programs. Please hold taxi cabs accountable; they are still discriminatory.	6/30/2018
1933	0.1	/topics/land-use-built-form/	<p>In reviewing the overall plan and the specifics for the Lynnhurst neighborhood (Bryant Avenue from 44th to 50th St), I am concerned about the effect of additional dwelling units on the already crowded Bryant Avenue corridor. Have you tried driving down that street in winter with cars parked on both sides with both bus AND bike traffic? A nightmare in the winter and challenging under the best weather conditions! The proposal to ADD multi-family dwellings on an already stressed corridor makes little sense unless off-street parking is a requirement to alleviate the corridor congestion. Sight lines on this avenue are very challenging with the current level of parking, as the near-hits we frequently encounter on Bryant attest.</p> <p>I read that the Plan is to encourage pedestrian traffic - the current lack of parking around the 46th and Bryant business district already makes it a necessity, which is not always convenient if you have a large load to carry!</p>	6/30/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

1934	1	/policies/access-to-housing/	<p>I grew up in Houston and the middle class block I grew up on about a mile from downtown is a series of discordant condo and apartment buildings surrounding lone houses that haven't yet been bought up and converted into condos. The remaining residents are called "canyon dwellers" and have no power over who will buy out the property next door and remove all vegetation from the lot next door and block their natural light. Furthermore the streets are full of cars from the condos, and there is still only a feeble busline offered for transit. The streets are full of cars and there is no master plan, just individual builders trying to make a buck. Meanwhile, the section 8 housing that was one block away from my house has also been taken out and replaced by townhomes. Lovely, yes, but where did all the Section 8 apartment residents go? The current version of your plan is very pie in the sky and missing very important collaborative planning efforts with other entities who would affect the success or failure of this plan, namely, the state of MN, Hennepin County and the Metropolitan Council -- what are their transit, transportation, and affordable housing plans? I escaped from a nightmare of a city with no zoning, and I can tell you that the people who struggle to afford housing have in no way benefitted from loose reins. Their housing is terrible in Houston.</p> <p>A City Council can dream, yeah, but you are not an island unto yourselves. Go back to the drawing board and go have meetings with the Met Council and Hennepin County Commissioners.</p>	6/30/2018
1935	39	/policies/fair-housing/	I own a home in the 4th ward and am landlord for another. I fully support this policy.	6/30/2018
1936	38	/policies/affordable-housing-near-transit-and-job-	As a resident of Minneapolis, I agree we should make it a priority to zone for appropriate building types along transit routes. We should maximize our transit infrastructure by allowing multi-level buildings along transit routes. Ideally, these buildings should also include commercial businesses to increase the livability of our neighborhoods.	6/30/2018
1937	11	/policies/skyways/	Do not limit expansion of skyway. Add access to Guthrie. Encourage new buildings to include sky access, such as Wells Fargo- US Bank Stadium. As big walker, I feel much safer walking in skyway so I do not worry about crossing streets and getting hit by cars, trucks or bikes.	6/30/2018
1938	33	/policies/affordable-housing-production/	And one more thing: accessory housing (which I'm assuming is garage apartments/mother-in-law apartments and the like). I'm a former Houstonian and my parents' house, over the years, had two garage apartments and an additional apartment building (2 apartments) in the back yards of the two neighboring houses, as well as a home tailoring business. When I would visit, it was like living in New York City with constant noise and comings and goings. My sleep was often disrupted. Nobody had parking and there were tons of cars about. Some of the neighbors were very nice, but my parents' modest back yard with their garden was no longer a refuge. It felt like a public park. Fast forward one decade and my parents house and several around had been leveled. One massive luxury home replaced the home with the garage apartment and tailoring business. My parent's lot (which had housed a 1400 sq. ft home) will either be another luxury home or fancy condos. Affordable housing that actually added to the character of the city (built 75 years ago) has been decimated and my grade school classmate who is a real estate developer (massive corporation now) is a multi-gazillionaire. The 2040 "Plan" has a great set of ideals, but its execution is feeble. Yes, Minneapolis zoning laws are overly restrictive, but you don't need to throw the baby out with the bath water. I moved out of Houston for a reason.	6/30/2018
1939	1	/policies/access-to-housing/	<p>Proposals (d) and (e) are both troubling.</p> <p>While I appreciate the goals of planning for a vibrant and strong Minneapolis for decades to come, I strongly object to the proposal that single family dwellings could be replaced by up to 4-unit structures. East Isles has tremendous diversity of resident age, income, household size, and housing types, however, the distribution of housing type is not homogenous, but rather exists as a gradient with apartment and multi-unit housing along Hennepin and predominantly single-family houses further west. I chose to live where I do because I prefer to be around other family homeowners who have similar values and make similar investments in their properties. This proposal would actively erode that character of the neighborhood.</p> <p>More concerning to me than that is the proposal that any structure could be replaced by a 4-unit structure, the Proposed Land Use and Built Form maps suggest that because East Isles is a neighborhood "close" to downtown, any structure could be replaced by any housing within the current range in the neighborhood. Thus, the currently zoned R1 property next to my house could become up to a 6-story apartment, as these already exist in other parts of the neighborhood. Please do not allow this to happen.</p>	6/30/2018

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1940	0.1	/topics/land-use-built-form/	<p>I'm completely opposed to transitioning West Franklin Ave and West 21st (from Hennepin to Hidden Beach) into Corridor 4 and Interior 3 zoning. The plan appears to lack a serious review of economic and transit impacts. As a 23 year resident of Uptown, I enjoy living in a higher density area adjacent to green space and lower density neighborhoods. West Franklin and West 21st offer those of us in higher density areas an easily accessible respite from more active areas of Uptown. I'm in favor of higher density, but this change in particular encroaches on and negatively impacts livability. This specific transition is too dramatic and will make the entire area (not just those directly impacted) less desirable. Property values and tax revenue will be negatively impacted as people find other areas of the city and other cities to live.</p> <p>It's the planning team's responsibility to guard citizens from uncontrolled development projects. Developers focus on short-term financial gain; planners should focus on controlling this shortsightedness. The current 2040 plan appears to lack appropriate controls to guard us against this inevitability. The current plan for West Franklin and West 21st is a direct, egregious example how poor planning could let shortsighted development run amok. We may be approaching an era of re-zoning and related development that destroys what makes the Minneapolis lakes area unique and livable.</p>	6/30/2018
1941	40	/policies/homelessness/	<p>Shelters are not safe for people with Multiple Chemical Sensitivity. http://womenspress.com/Content/ReadersWrite/Readers-Write/Article/My-car-my-home/124/684/4767</p> <p>Forget shelters. Give people vouchers for hotel rooms and demand that all hotels and motels licensed in the city of Minneapolis have a minimum number of rooms available per night for the homeless population. Hotels and motels already have the structure, staff and business model to support temporary lodging. WHY recreate the wheel by building shelters? It costs more than a high end hotel room! Hotels/motels often have a hot meal or continental breakfast available too thrown in. Some of the luxury hotels could have a small luxury tax on their most expensive rooms (presidential suites, etc) to help cover some of the costs.</p> <p>Create affordable housing and so many people and families will not be homeless. Tiny homes. Minneapolis has been tearing down the smaller, more affordable war homes and replacing them more expensive housing.</p> <p>Also, create ordinance to say that every apartment building with 10 or more units must have 1 unit of every 10 of a certain kind discounted for those that are low income. (or some such ratio). This will diversify people in different economic classes and not centralize poverty in our city.</p> <p>Rebecca St. Martin</p>	6/30/2018
1942	40	/policies/homelessness/	<p>This amounts to just continuing what we've been doing - which isn't working well enough. This section needs more attention and some actual concrete steps to end homelessness - especially toward keeping people in housing. The current county structure won't help people until they've entered the county homeless shelters. It is also discriminatory to people with disabilities, in particular, those with allergies and food sensitivities and special diets - not allowed to bring or prepare your own food even if the food the shelter prepares will make you sick - even with a doctor's prescription for special food. We know people struggling with health issues are at higher risk for homelessness. We cannot ignore their health needs when they enter shelter! And should provide supports to keep people housed first rather than forcing entering shelter before we help.</p>	6/30/2018
1943	36	/policies/innovative-housing-strategies/	<p>Don't assume everyone wants to or can handle being a landlord to improve housing affordability. In the early 2000s duplexes in Hawthorne were restored and sold to owner occupants with the idea the rental income would make the property more affordable and help people build wealth. Every one of those duplex owners gave up! They could not manage or control their properties. Being a landlord is being a business. It's a second job. It's not easy, and it can be overwhelming.</p>	6/30/2018
1944	68	/policies/energy-efficient-buildings/	<p>I'd like to see the city encourage building to the Passive House standard: http://www.phius.org.</p> <p>The marginal cost of building to this standard in new construction has been dropping rapidly recently, and is now below six percent of the total project cost: https://www.nytimes.com/2015/03/29/realestate/the-passive-house-in-new-york-city.html</p> <p>These standards have been widely adopted in Europe, even in countries with more moderate temperatures than we have.</p>	6/30/2018

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1945	41	/policies/tenant-protections/	There needs to be a mirror program for property owners, so that there is equity in the relationship. It is becoming increasingly evident that parity is being lost in a contractual situation, as the government continues to assume the tenant IS right, rather than HAS rights.	6/30/2018
1946	89	/policies/technology-in-the-city-enterprise/	Every city meeting, from zoning and planning to estimation and taxation should be filmed or at the very least be transcribed so those unable to attend know what occurred	7/1/2018
1947	16	/policies/environmental-impacts-of-transportation/	In addition to the above action steps, I'd also like to see the city: <ul style="list-style-type: none"> - prioritize mass transit on the streets with dedicated bus lanes - provide mass transit with increased signal priority on more routes - provide better facilities at transit stops - namely more shelters, and better heating and cooling of those shelters. <p>I think that these things would provide for a more reliable and comfortable mass transit experience which would incentivize people to utilize our existing "shared mobility options".</p>	7/1/2018
1948	18	/policies/walking/	I think that Action Step E should be much higher in priority. We have too many streets where it is easy for cars to exceed 30 mph, and those speeds are particularly dangerous for pedestrians and cyclists. Especially so for small children. <p>The North Side Greenway demonstration project had a number of interesting ideas, and I would like to see those ideas implemented on many of our streets.</p> <p>Also, please turn Nicollet Mall in to a pedestrian / bicycle only space. Buses don't belong on the mall.</p>	7/1/2018
1949	54	/policies/supporting-economic-growth/	Make free internet available to everyone in the city. This is residents, workers and visitors.	7/1/2018
1950	84	/policies/public-safety/	Make sure everyone in the city has a place to live, health care and available education.	7/1/2018
1951	88	/policies/public-services-policy/	Make internet available free to everyone. <p>Create a situation where neighborhood organizations actually represent the neighborhoods.</p>	7/1/2018
1952	68	/policies/energy-efficient-buildings/	Don't just try to make buildings more efficient. Change to municipal power and give real incentives to residents to convert to solar.	7/1/2018
1953	16	/policies/environmental-impacts-of-transportation/	We had Car to Go but it wasn't profitable for someone. Reinstate that kind of service. See that there are more Hour Car sites available. One issue is providing parking for the car when not in use. That is something the city can do. <p>When creating the additional public transit we need, take care not to demolish existing housing, or get rid of existing green space.</p>	7/1/2018
1954	16	/policies/environmental-impacts-of-transportation/	You will not decrease air pollution if you continue to allow high density building along corridors that are already overburdened with traffic. For example, the Lake street corridor that abuts Lake Calhoun and the lagoon, already has too much traffic, and no way to expand the road. When you suggest building 30 story buildings by Calhoun village, especially high cost apartments, and condos, you are naive to think that many of the occupants will not want to use cars. This corridor can not absorb either the traffic or the air pollution.	7/1/2018
1955	17	/policies/complete-streets/	The complete streets policy is no better than the various food pyramids that have been inflicted on us. Develop a plan that reflects the needs of the people in Minneapolis. There should be bicycle ways that protect the cyclists and at the same time create a predictable transportation environment. The "rules" should be consistent throughout the city, well thought out and keep safety in mind for all.	7/1/2018
1956	3	/policies/production-and-processing/	There is a large vacant piece of property in North Minneapolis that used to be the port authority. There is a proposal to build an amphitheater on the site. I think since it's already zoned commercial why not use it for some type of manufacturing it's on a major thoroughfare and bus route and easy to get to especially for Northside residents.	7/1/2018
1957	18	/policies/walking/	As a pedestrian I do not find bump outs or curb extensions to be particularly helpful. I do think the city should educate the drivers about the right of way for pedestrians at all intersections. More activity on and around sidewalks is beneficial to the life of the city.	7/1/2018
1958	19	/policies/bicycling/	There must be a reasonable balance between the needs of bicyclists and the needs of automobile drivers. It is good to have a large number of on and off street bike paths. However, the placement of these paths should not impede the major traffic routes in the city. <p>The 28th street bike path is an example of a poor choice for bike path location. 28th street was a major eastbound automobile route through the city. The midtown greenway is only a block away from 28th street. Therefore the 28th street bike path was unnecessary. In addition, 28th is a major path for ambulances going to Abbott hospital. This ambulance route is now impeded.</p>	7/1/2018
1959	20	/policies/transit/	Keep in mind that bus routes can be changed and adjusted as needed. This is a benefit but also makes it difficult to plan high density housing along those routes. Housing and green space should be preserved when planning transit.	7/1/2018
1960	11	/policies/skyways/	Connect the library to the skyway system now.	7/1/2018

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1961	21	/policies/freight/	Require that all companies using freight trains provide police and fire departments with a complete list of chemicals that they transport in box cars. This is essential for our safety in the event of a spill. Evacuation plans must be periodically updated and the public informed of potential evacuation routes and emergency shelters.	7/1/2018
1962	28	/policies/msp-airport/	Pedestrian access is not a major priority for the vast majority of people who go to the airport. The terminals are too far from any major housing developments. More practical is a shuttle system that connects these nearby communities to the terminals.	7/1/2018
1963	2	/policies/access-to-employment/	This policy lacks focus on encouraging and developing small businesses.	7/1/2018
1964	5	/policies/visual-quality-of-new-development/	Regarding policy 5, sections "B" through "G": dont regulate aesthetics. It limits creativity and the government has no place in dictating expression	7/1/2018
1965	6	/policies/pedestrian-oriented-building-and-site-de	More focus on bus stops and ride sharing, less focus on bike paths. The state has 6 months of winter and thus 6 months of unutilized bike infrastructure.	7/1/2018
1966	40	/policies/homelessness/	I'm glad to see this on here as one of the policies. I hope that this means that a comprehensive approach will be used including investment in mental health services, chemical dependency counseling, medical cost assistance, affordable child care, and alternative housing models.	7/1/2018
1967	54	/policies/supporting-economic-growth/	I don't see how you are actually going to achieve these particular goals, but hoorah for you if you finally can. f and g are particularly important and I think should be higher in the list. b and c can't happen without f and g.	7/1/2018
1968	7	/policies/public-realm/	This policy has a lot of planning jargon- not plain language. Sidewalks are often cluttered with too much stuff making it difficult to navigate. Signs, benches, sidewalk cafes, etc. often block a clear path to walk. Snow & Ice on the sidewalk makes it difficult, inconvenient, or unpleasant to walk in the winter. Is there any evidence that the Downtown Public Realm Framework has made any improvement whatsoever on the bleak streets there? The "Art in Public Places" makes simple projects too expensive, time-consuming, and cumbersome. Not everything painted on a street or sidewalk needs to be considered art and designed by an artist.	7/1/2018
1969	15	/policies/transportation-and-equity/	The actions steps are unclear and vague. What about putting more money into improving sidewalks, bike lanes, and better transit service, while spending less on streets and parking facilities for cars? There's a division of Public Works called "Traffic & Parking Services", but no equivalent for walking and biking.	7/1/2018
1970	1	/policies/access-to-housing/	A lot of information is given about redlining and racial discrimination and how it has suppressed home ownership for people of color. This prevents these communities from building up home equity and using it as a springboard into the middle class. What I don't see in your plan is any attempt to increase home ownership among those who have been affected by this. More rental units don't help victims of redlining get into their own homes. In fact it works against it by reducing the already limited amount of affordable homes and replacing them with rental units. Affordable, entry level houses are already very hard to find, do we really want to shrink the number further by knocking them down for apartments? My son has a great job and still can't afford to buy a house in the no-frills neighborhood he grew up in. Reducing the number of single family houses will just drive the price up further and force more families out to the suburbs. I don't see much detail about how just building more apartments will result in more affordable units if that is not specifically set up in the zoning. If a building is luxury apartments, it's going to stay luxury apartments for a long time and still be out of reach for those who need affordable housing most. Are we just hoping for an eventual glut of apartment units to drive the price down? This sounds like I am against anything but single family homes; I'm not, I know we need affordable rental units and I'm not against them in my neighborhood. I just want something on a smaller, better targeted scale than opening up the entire city to denser zoning. A sweeping, dramatic city-wide plan may sound like the way to get things done but I urge a smaller, more carefully thought out approach. Spend more time listening and working with the neighborhoods. We aren't against change or affordable places for everyone in our communities to live, we just want to make sure that what makes this city such a popular place to live doesn't get destroyed in the process. After all, somebody thought plunking a Kmart in the middle of one of the city's busiest streets was a great idea and we all know how well that turned out.	7/1/2018

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1971	41	/policies/tenant-protections/	<p>You need a way to be strict about enforcement especially when it comes to a lot of sketchy stuff that background check agencies will do when they're researching a rental application.</p> <p>I worked for one recently where it was common for the company to call landlords off the record and tell them that a rental applicant had criminal cases or evictions that had been expunged or had been dismissed long enough ago that they couldn't legally be reported. This kind of behavior needs to be strongly investigated and punished because from what I saw these companies didn't really take any punishment seriously</p>	7/1/2018
1972	46	/policies/healthy-housing/	<p>I would like there to be less luxury apartments and more coop community owned properties that give equity to those who may not be able to otherwise afford a single family home. Also housing with more bedrooms for large families, as families live together longer. And mother in law suites for those who care for their aging parents.</p>	7/1/2018
1973	15	/policies/transportation-and-equity/	<p>The City of Minneapolis snow emergency and snow removal policies; executed under three separate city departments ticketing, towing and plowing have made snow emergencies an even greater emergency that what they should be.</p> <ol style="list-style-type: none"> 1. Ticketing is not followed up by prompt towing creating: 2. Inadequate plowing which creating city-generated: 3. Windrows throughout city alleys, curbcuts & sidewalk access creating: 4. Dangerous inaccessibility for emergency vehicles; plowed in fire hydrants and greater hazards posed for disabled and mobility challenged people. 	7/1/2018
1974	17	/policies/complete-streets/	<p>Several years ago Dean Zimmerman developed a plan that took bicycles out of the automobile traffic, allowed them to avoid intersections and just generally created safe ways for bicycle transit. What ever happened to that plan? We continue to lose when we continue to allow the conflict between bicyclists and automobile drivers. Which is "better", more worthy is not the issue. The issue is how to make sure everyone can get from place to place.</p>	7/1/2018
1975	83	/policies/people-with-disabilities/	<p>Since people with disabilities and mobility challenges are even more greatly impacted by the six months of winter and inclement weather that Minneapolis has please address the city of Minneapolis complicity in creating an even greater hazard and burden when a snow emergency is declared. Lack of adequate towing creates a domino effect for the Public Works department attempting to execute timely snow plowing and the disabled, mobility challenged and able bodied public are faced with negotiating the windrows creating by snowplows attempting to "remove" snow. It is the cities responsibility to make the roads safe; not create another emergency for those least able to move about in the six months of winter.</p>	7/1/2018
1976	84	/policies/public-safety/	<p>What is the City's Emergency Operations Plan and when does it come into effect. Does the City's Emergency Operations Plan have jurisdiction over Snow Emergencies? If not, why not? What civil rights are suspended when the City's Emergency Operations Plan is in effect? Public safety concerns should be pre-eminent during the cities many snow emergencies. When the public is not able to access city services; i.e. fire, police and ambulance services because access to alley ways, fire hydrants and sidewalks are obstructed due to inefficient snow-plowing and windrows created after property owners have fulfilled their snow clearing responsibilities then the city needs to re-examine it's Snow Emergency policies in view of the City's Emergency Operations Plan.</p>	7/1/2018
1977	85	/policies/access-to-health-social-and-emergency-s	<p>What areas of public health and public mobility are not being addressed in the several areas of emergency readiness being addressed. The city has Snow Emergencies; a City Emergency Plan and Emergency Preparedness. What, if any is the value in cross-jurisdictional emergency services delivered under three different action steps. It's confusing, redundant and creates a situation where no one department has oversight therefore nothing will get done when the city has a serious emergency. Where in the 2040 plan is evacuation discussed.</p>	7/1/2018
1978	67	/policies/climate-resilient-communities/	<p>The city of Minneapolis is in a northern-climate. Are city planners and elected officials in denial? Where in the 2040 plan is there one mention of snow; snow removal, and the impact of sub-zero temperatures on the poor, elderly, disabled and mobility challenged. Could the authors of the 2040 plan have found at least one photograph of Minneapolis during the six months of winter? The 2040 plan does not in any way adequately reflect how it's citizens exist in the winter months. City planners are doing a huge disservice to it's future by refusing to acknowledge the reality of a cold winter climate.</p>	7/1/2018
1979	7	/policies/public-realm/	<p>All summer or fair weather-related images. How can the city of Minneapolis promote the city as a winter destination for tourists when it refuses to portray or address the cities northern climate. Why are city planners and elected officials putting their heads in a snowbank?</p>	7/1/2018

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1980	53	/policies/quality-of-life/	Until Minneapolis city planners and elected public officials acknowledge in the 2040 document that the city of Minneapolis is in a northern climate zone the 2040 document is just another "puff piece" which will collect dust on a shelf. The city of Minneapolis cannot tout it's quality of life if it cannot acknowledge and celebrate our four seasons; winter, spring, summer and fall. Winter has it's challenges but should be acknowledged and celebrated. Otherwise, all of the challenges of each climate cannot be addressed.	7/1/2018
1981	49	/policies/educational-and-economic-access/	This is a good goal. However, you have only increased racial disparities over the years. This is in part because, in order to appear to succeed, the schools have lowered the bar for success. Discipline, expectations have been lowered which has the opposite of the desired effect. As a former teacher, I can assure you that expectations of success achieve it much more readily than lowered standards. They serve no one!	7/1/2018
1982	43	/policies/housing-displacement/	The problem, as I see it, is that density will NEVER automatically create affordable housing and is just as likely to do the opposite. Developers are catered to over POC who have been redlined and closed out of ownership for generations. We HAVE to be intentional about affordable - about what it means, about who it's for AND most especially that strategies used build equity for people who have not been allowed to before. Subsidizing the building of high density rentals is not a strategy that will meet any of those and doesn't actually intend to - it will expedite gentrification. Something that could work better would be to make it super easy to own cooperatively multi-unit buildings. Certainly there are other ways, but I don't see in what they've said so far anything that is attempting to address the real problems - it looks like just more of what's been done.	7/1/2018
1983	42	/policies/expand-homeownership/	Yes!	7/1/2018
1984	83	/policies/people-with-disabilities/	This fails to recognize that most of Minneapolis is not ADA compliant or MN building code compliant in regards to people with disabilities (and there is no enforcement mechanism). How will we audit non-compliance, help all parties reach compliance, and ensure that people with disabilities have fair and equitable access to government, businesses, residency, and social lives?	7/2/2018
1985	84	/policies/public-safety/	I would like to see something in the school about applying resources where they're needed according to level of crime. Currently the 4th precinct appears to not spend money north of Dowling despite the fact that violent crimes especially gunfire has risen over the last 10 years in the sector	7/2/2018
1986	1	/policies/access-to-housing/	<p>I'm excited about the 2040 plan and encouraged that the city is thinking about the long term health of the city and prosperity of its residents. It is a true public service and too often the short term politics of anxiety about rapid change prevent it. Minneapolis is capable of absorbing significantly more residents, as it had in the past, and will benefit from the additional local business and tax base, and improved public services those residents drive.</p> <p>That is what I encourage the city to focus on - in simple terms, how will additional revenue be used to improve the lives of residents through even better public services?</p> <p>I also encourage the city to help residents understand the expected pace of change in different parts of the city. If the policies are enacted, what would each neighborhood expect in 5, 10 and 20 years (given a few different potential paths for the economy). My guess is that no neighborhoods should expect to be bulldozed any time soon, but some objective analysis and forecasting may help us understand what to expect.</p> <p>Thank you again - I believe this city has the potential to be world class, and needs to let itself grow to realize it's potential.</p> <p>- Jeff Dehn 4524 Aldrich Ave S</p>	7/2/2018
1987	43	/policies/housing-displacement/	Succession is a natural process, whereby people need to learn early in life that their needs will change (a single elderly person does not need to three bedroom suburban home with a swimming pool, three-car garage, and five acres to mow). In helping people to navigate through this succession, government should ensure that there are suitable elder-care communities for people to move to, when the time is right ~ so that various cohorts can find appropriate housing for where they are in life. Gentrification is a natural and good process, whereby much needed capital is brought to the table to keep housing rehabilitated for the next generation. People who live with more than they need, and expect government to protect them from the marketplace and the pressures of not having the services they need, are selfish.	7/2/2018

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1988	41	/policies/tenant-protections/	Current "renters rights" do not do enough to protect renters from predatory landlords. I agree with most of the plan, however this is one area I believe needs to be expanded upon greatly, primarily by giving renters a "right of first refusal" and requiring landlords to offer them a chance to buy their unit before the landlord is allowed to sell the property or redevelop it.	7/2/2018
1989	36	/policies/innovative-housing-strategies/	While it would require a municipal bank to do so, I believe the city should look into providing loans to renters whose building is being sold to buy out their building and form cooperative housing. This would slow down the process of gentrification, allowing renters to stay in their homes, and also increase the amount of commitment those renters have to their community by giving them true ownership of a part of it. The city missed a great chance to protect a shrinking stock of affordable housing by not turning seized properties into public housing or cooperative housing when a slum lords rental license was revoked recently, I would like to see steps included in the plan to see that we don't miss opportunities for similar easy wins in the future.	7/2/2018
1990	36	/policies/innovative-housing-strategies/	Admit up front, with data, that as housing density of housing goes up, quality of life goes down. Attempting to offset that decline with amenities does not suffice, since the social fabric that balances distance and intimacy is corroded. Antisocial behavior increases and, despite being physically closer to each other, people alienate themselves by barricading, whether with privacy fences, earphones, dark shades and blinds (so you don't have to see into your neighbors bathroom. More people = more space; more space = annex areas beyond Minneapolis. Concentrating poor segments in areas to protect the interests of the wealthy is not equitable; it ensures that the poor cannot aspire. Sprinkling the poor into wealthier neighborhoods results in the poor becoming scapegoats for the ills of society. Spread people out...	7/2/2018
1991	85	/policies/access-to-health-social-and-emergency-s	Policy 85 is a step in the right direction to bring health and wellness equity to all. Are these new positions, or will existing staff expand their roles?	7/2/2018
1992	0.1	/topics/land-use-built-form/	I have several concerns about developers. 1) developers should use materials that will last an extended period of time. Several new building seem to be built with cheap materials that will only last a generation. 2) developers should be forced to compensate property owners that are negatively impacted by the new construction (e.g. Loss of sunlight or damage to trees or damage to a neighbors foundation).	7/2/2018
1993	34	/policies/affordable-housing-preservation/	I am curious what these "strategies" are. Currently the only develop I see in my uptown neighborhood will promote housing inequity and further gentrify the neighborhood, as huge corporate companies take over for profit development here	7/2/2018
1994	20	/policies/transit/	The action steps above are pretty weak and unlikely to make much improvement to the region's mediocre transit system. Minneapolis or Hennepin County should consider "opting out" of the Metro Transit system like suburban providers to focus better transit in the densest part of the region. Charge fees for parking and use the funding to increase bus service/ bus stops. Negotiate with Metro Transit to reduce the cost of bus fares for Minneapolis residents or subsidize transit service. Close some downtown streets to single occupancy drivers and let buses have the right of way. Build a transit tunnel through downtown to get buses out of car traffic. By 2040, there have got to be more bold things the City can do than the list above.	7/2/2018
1995	15	/policies/transportation-and-equity/	With autonomous vehicles just around the corner, it is impossible to predict what transportation needs we will have. They will certainly make high density traffic a possibility. They will make individualized transport much more affordable. They will remove the need for dedicated mass transit routes such as light rail etc. as the autonomous mass transit vehicles will be able to utilize common routes, roads etc. As such any plans for dedicated mass transit should be put on hold until the autonomous vehicle revolution plays out.	7/2/2018
1996	1	/policies/access-to-housing/	This policy needs attention as it's execution and rezoning solutions don't necessarily result in meeting the goal of accessibility to housing. As well, increased density on the small city lots that are currently single family homes with up to 4-unit structures introduce a host of issues such as existing home property devaluation and stress on the area's resources. Please remove/rewrite sections c thru d to be more specific in meeting goals while maintaining asset levels of current residents.	7/2/2018
1997	16	/policies/environmental-impacts-of-transportation	Please look at the real science not the politicized nonsense behind the CO2 warming scare mongering. Read the IPCC reports not the Summaries for policy makers which have been distorted beyond belief by the government (not scientist) authors. There is nothing which the city can do to effect whatever "harm" will be done by global warming. All you are doing is virtue signaling and wasting huge amounts of societies capitol (both in taxes and requirements that increase the cost of energy and hence everything else).	7/2/2018
1998	1	/policies/access-to-housing/	I'm opposed to this radical zoning change. Families need single-family homes. This plan will make Minneapolis inhospitable to families. It harms homeowners in favor of developers and renters.	7/2/2018

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1999	0.2	/small-area-plans/	I strongly disapprove of the concept of bringing larger complexes in and around the areas of 50th and France, Fulton, Linden Hills, Calhoun. These areas are known for their charm and neighborhood appeal. Bringing in larger complexes will destroy this and urbanize it. I think you will see significant decreases in land value as the current tenants, who reside here specifically for its neighborhood charms, relocate even further out into true suburbs. I'm an ER physician with a young family who just bought a house at 47th and Zenith and would absolutely leave the area if these changes are implemented.	7/2/2018
2000	19	/policies/bicycling/	When developing bikeways, take into accounts what will happen to traffic. These bike routes will not make cars go away. If as has been happening they result in traffic jams, any gain from more bicyclists will be offset by the pollution from stopped traffic. Bicycle routes should be designed the same all over the city. Safety lies in predictability.	7/2/2018
2001	4	/policies/access-to-commercial-goods-and-service/	Yes, it is a great idea to encourage small, localized businesses. But also, think about years ago, before the freeway system. It was common to do the family shopping downtown. We could take the bus and the stores would deliver what we purchased.	7/2/2018
2002	0.1	/topics/land-use-built-form/	Adequate residential parking needs to be part of any residential development plan for high-traffic neighborhoods.	7/2/2018
2003	22	/policies/downtown-transportation/	What does it mean to Manage the supply and design of parking downtown in a manner consistent with objectives for walking, bicycling, and transit users ? Parking will be needed less as transit improves. Until that happens, parking is a necessity. Have information in parking areas that encourages people to take transit. "...including promoting incentives to make transit more convenient for users traveling through and within Downtown " discourage auto transit through downtown. If drivers are not going downtown, there should be other routes. What does this mean? "...and that streets serving freeway connections reflect the multimodal networks that exist downtown." Jargon is not helpful here. "multimodal" sounds like you propose that streets serving freeway connections reflect things like bicycling and pedestrians. That can't be right.	7/2/2018
2004	80	/policies/development-near-metro-stations/	Publish a survey showing how many blocks people are willing to walk to get to transit. This should be broken down by characteristics of potential user. Remember that bus routes can be changed. In addition to the above, look at sites for potential new multi family housing that do not disrupt neighborhoods and work on plans to take transportation to them. Always, with every policy, increase green space.	7/2/2018
2005	0.1	/topics/land-use-built-form/	I live in a single-family home on 50th (a "Corridor 4" block). We owned and lived in this house for 12 years. Please keep in the forefront of your minds that these color-coded blocks are not just empty plots of land, but homes where families are living and raising children right now and are planning to stay for years to come. We care for our homes. We walk and forth to school every day. We play in the park. We walk to the lake to fish and go to the beach. We support our local businesses. We ride our bikes to the library. We do not want to move or sell our house. My neighbors and I are very concerned about what will happen to all of the families in all of these homes on all of these blocks. This plan has the potential to destroy much of what makes Minneapolis a great place to live.	7/2/2018
2006	33	/policies/affordable-housing-production/	How does a blanket zoning change on its own create affordable housing? Hint: it doesn't and won't. This plan is a shameless giveaway to developers. You should all be ashamed of trying to pull this scam on the residents of Minneapolis.	7/2/2018
2007	0.1	/topics/land-use-built-form/	I am appalled and shocked at the 2040 Plan. I bought a home in SW Minneapolis because of its charm and neighborhood feel. I am investing in an addition and i want to stay here. Now I find out your plan is destroying my neighborhood by tearing down more 100 year old homes. Streets like Xerxes Ave S, France Ave S, Upton Ave S, Sheridan Ave S, W44th St, W 46th st all are great neighborhoods. This is a terrible plan and must be stopped. I saved for years to be invested in this neighborhood and would hate to have to move.	7/2/2018
2008	1	/policies/access-to-housing/	This is great! I want Minneapolis to be a more integrated, diverse city with mixed income neighborhoods. I think there should be some specifications on the appearance of these units to ensure they fit in with the look of the neighborhood. Overall, I think every block in the city should be home to a 4-plex or duplex.	7/2/2018
2009	28	/policies/msp-airport/	The best way to modernize the airport would be to move it to an appropriate location. Planes are now constantly flying over densely populated neighborhoods. The recent 10-fold increase in air traffic in my neighborhood has made my home virtually uninhabitable. Though I love my house, I feel I must relocate in order to avoid the constant onslaught of noise and pollution. The airport is ruining residential SW Minneapolis!	7/2/2018

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2010	0.1	/topics/land-use-built-form/	You have to consider the growing families already in the area and how it might affect them.	7/2/2018
2011	28	/policies/msp-airport/	The airport should relocate. It is the single biggest detriment to living in SW Minneapolis. The continuous and intolerable air assault on residential Minneapolis is appalling!	7/2/2018
2012	0.1	/topics/land-use-built-form/	I strongly object to the designation of all blocks adjacent to the identified transit corridors as Interior 3. Many neighborhoods along 50th street are made up of single family homes from 50th Street in both directions. These are wonderful single family home neighborhoods and this will be very detrimental to the property values, culture, and neighborhood personality of these neighborhoods. I am in favor of the re-designation of blocks adjacent to major intersections of the identified transit corridors, but not all along the length of the identified transit corridors. I believe that more care should be taken in evaluating where the proposed zoning changes should be made.	7/3/2018
2013	0.1	/topics/land-use-built-form/	Dear City Council, Planning Commission and Metropolitan Council - As a resident of the 13th Ward, I am firmly opposed to the Minneapolis 2040 Comprehensive Plan. I hope that my Councilwoman advocates for her constituents and voices our collective concerns. Of particular concern to me is the "Interior 3" adjacent blocks to transit corridors. These blocks are primarily single family homes and the people who live there bought and invested in these homes because they WERE NOT ON A TRANSIT CORRIDOR. I implore you to abandon the "Interior 3" designation for adjacent blocks to transit corridors. It will ruin the both the character and property values of the residents who live there, and these areas are not equipped to handle the additional traffic, parking demand and congestion of so much density. I also seriously question that the 2040 Plan will encourage the availability of affordable housing. If that is the goal, there needs to be other plans to achieve that, and limits of developers pricing structure. The 2040 Plan creates incentives for developers to take a single family home, tear it down, and build a fourplex on any block in the City. I can promise you that a fourplex in my neighborhood would be far from affordable - the developers would put a top tier price tag on the 4 units to realize as much profit as possible. The only ones who win are the developers. The 2040 Plan must LIMIT THE BLOCKS that get density to blocks that already have significant density before going and ruining the fabric of this city that makes it livable. The priorities to cut density? First - remove the possibility of fourplexes on any residential block - these should only be on transit corridors. Second - adjacent blocks to transit corridors should REMAIN AS IS - no zoning changes - and preserve the single family neighborhood feel that attracted these homeowners in the first place. As the plan stands now, I am motivated to sell my house before my property value declines and move to Edina where I don't have to deal with this threat to my investment. I am not alone in that opinion. Please give this plan an overhaul and listen to the taxpayers that have largely been left out of the discussion to date. Best Regards - Colleen Kepler 5329 Washburn Ave South	7/3/2018
2014	0.1	/topics/land-use-built-form/	This city needs more homes! Great job on the density increases	7/3/2018
2015	0.1	/topics/land-use-built-form/	Southwest/ north Minneapolis is not pulling its weight in the draft when it comes to the housing crisis. Southwest itself is really exclusionary right now, and in order for people of any income to live there needs to be zoned for at least interior four to become affordable to many people.	7/3/2018
2016	0.1	/topics/land-use-built-form/	The city should look into the city's approved street car plan for the final 2040 plan and zone for transit 30 along and four blocks around the proposed lines.	7/3/2018
2017	0.1	/topics/land-use-built-form/	The concept of commercial corridors is very lame. In order to have a city that feels like an actual city and feel cohesive commercial, office, retail, and light industrial zoning must be permitted throughout most if not all the city. This would create a bustling, lively city and help us meet our walking goals as well as transit goals.	7/3/2018
2018	45	/policies/leverage-housing-programs-to-benefit-c	Someone needs to look up the difference between "wealth" and "prosperity". Those with "wealth" seek prosperity. Those with "prosperity" have no need to seek "wealth". "Wealth" is what you accumulate; "prosperity" is how you dispose of wealth. Important distinction, if you're going to develop causal models and metrics.	7/3/2018
2019	0.1	/topics/land-use-built-form/	Why can't the city incrementally build up the zoning codes more slowly? This is too much all at once.	7/3/2018

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2020	0.1	/topics/land-use-built-form/	<p>I appreciate Linea Palmisano sending out mailers to our ward. This really was the city's responsibility and it was their 2040 plan to strategically leave out people that don't have access to computers or internet and would not be able to navigate the internet at the library, etc. We have at least 2 people like this on our block. Many of us have given ideas to the city such as sending out mailers in the water bills, making robo calls like they do for street cleaning, or just plain send out mailers like we get for recycling, but the city continues to refuse to do this. Because if this, the city is discriminating against mainly many retired folks that are in this category. How convenient for the city, as these will be the people that will be selling the soonest, and the city will get a bump in their tax base when the greedy developer upzones their house to a 4 plex that takes most the entire property (more property than the current McMansions take up on a lot) most likely without a garage, or worse yet, build an apartment across two properties. Two homes have been sold in a 2 block radius in my neighborhood with the buyer stating to both sellers the same sweet story, "My wife just loves this charming home; we mainly live in Switzerland year round now, so we will rent the house for now, but soon we will retire, and my wife wants to live in this darling house." It is a trust that owns the homes now (which could be an investor group), so most likely they are sitting on them until the new zoning takes place (which I hope doesn't!) Please beware of greedy developers disguising themselves as caring folks eager to buy your beautiful home. Most people bought in these neighborhoods for a reason, and many on my block have added additions and upgrades instead of moving out to the burbs. We love our community with green lawns, gardens and mature trees (just what Theodore Wirth envisioned for us to have as a retreat from the bustling city), and we don't want this green space taken away by huge tall building materials. Now the city wants all the unique MPLS neighborhoods to be North loop type neighborhoods where Mayor Jacob Frey and David Frank (head city economic director/2040 director's boss) live. These two have not shown support, understanding or representation of our neighborhoods, only support to make them look like their neighborhoods and in turn bring in a higher tax break for them with very little affordable housing provided.</p>	7/3/2018
2021	0.1	/topics/land-use-built-form/	<p>I want to say that I strongly disagree with this proposed plan! I do not think this is the right direction to go for our city. This plan is very aggressive and I do not feel the residents of Minneapolis were provided the information nor time to learn about the proposed plan. I have spoken to a number of residents who only heard about it this week. This seems to lack transparency.</p> <p>The real winners in this plan appear to be the developers not the homeowners whose property values and standard of living will be greatly affected by the increased density in areas currently zoned as single family homes.</p> <p>I am not happy about this at all!</p> <p>There are plenty of areas in the city which have higher vacancy rates. Why not put a focus on cleaning up those areas and making them desirable to live in rather than forcing tremendous density to the rest of the city.</p> <p>Please do not allow this plan to move forward as it is!</p>	7/3/2018
2022	17	/policies/complete-streets/	<p>You are wanting to prioritize walking and biking for street planning in a state where it's negative wind chill for almost 2 solid months?</p>	7/3/2018
2023	1	/policies/access-to-housing/	<p>By doing this you lose the feel of small neighborhoods. The city already has spaces (uptown, downtown, north loop etc) for multi unit buildings. These areas are fine but don't promote a neighborhood block community. If I wanted to live in a less neighbor focused area I would have chosen my area of town differently</p>	7/3/2018
2024	15	/policies/transportation-and-equity/	<p>Sounds good</p>	7/3/2018
2025	19	/policies/bicycling/	<p>Continued focus on cycling and dedicated cycling corridors can have huge positive impacts on the city. Keep up the good work.</p>	7/3/2018
2026	18	/policies/walking/	<p>Yes! I've seen improvements in pedestrian features, especially in downtown, to continue and build a strong and vibrant walking culture out from the central core is vital.</p>	7/3/2018
2027	17	/policies/complete-streets/	<p>Yes! I drive a car, as infrequently as possible, it is a necessity, but in our current environment and in the urban core, I attempt to walk, bike, or transit for at least 50% of my trips, a goal that shouldn't be outside of the realm of easy possibility for most Mpls residents, especially with these types of policies going forward.</p>	7/3/2018

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2028	0.1	/topics/land-use-built-form/	<p>We have such a beautiful city. Universities study the Minneapolis city neighborhoods/parks at many top universities in the country for city planning majors. These old historic homes should NOT be torn down to bring in your Ikea type cheap housing. My favorite part about the city is how each SFH has a plot of grass and everyone does something different with their yard. When I walk my dog, I love seeing all the old trees and views of the sky. Why oh why would you take these out for cheap tall duplexes and fourplexes that will take all the green away and have no place for the rain/melted snow to go.</p> <p>Just add density to the corridors and specifically where there is light rail. Please leave our SFH neighborhoods alone! There is no way they will offer affordable housing with what the developer needs to pay for the house in the first place. This has been our city long before NEWBIE Frey came into office and decided he wasn't happy with his city and wined and wanted it more like Manhattan. YUCK!!! Please listen to your constituents in ALL your neighborhoods you represent!!! We don't feel listened to by any of the city planners or the Mayor, but we are name called by your council members in other wards. Please make this 2040 plan a voice for all instead of a voice of our 30 city planners/city council.t</p>	7/3/2018
2029	0.1	/topics/land-use-built-form/	<p>These built form maps are not to size-the streets are way too wide. It sure looks like a suburb, not the green, earthy city we have all grown to love, oh, except for the city planners. Please keep our corridor 3 streets the same as they are now. Only do density near the transit corridors or light rail. You are taking the city we love away from us.</p>	7/3/2018
2030	0.1	/topics/land-use-built-form/	<p>When you have a 3 story apartment that extends the full side of each block and you only have a few cars on the block, that is not realistic. Whoever made this map, if I was your mom, I would take YOUR car away as a consequence. You need to be realistic here, the streets will be lined with cars just like in uptown.</p>	7/3/2018
2031	76	/policies/new-parks/	<p>Regarding Action Step c: Do not take the park dedication fees away from neighborhoods who are experiencing major development. If anything, expand the usage of those fees to include repair and upgrade to existing parks in impacted areas, thereby freeing up Park Board funds to create new parks in priority areas. The dedication fees are critical to accounting for the impact of new residents in an area and creating new green space.</p>	7/3/2018
2032	80	/policies/development-near-metro-stations/	<p>Why would you "prohibit the establishment of park and ride facilities"? Have you been to Denver? How do you expect people to get to stations, if walking is not convenient?</p>	7/3/2018
2033	1	/policies/access-to-housing/	<p>I strongly agree with this policy. Minneapolis needs more room for more people and housing should be inclusive and affordable for all. Anything we can do to address historic housing discrimination and make Minneapolis a more diverse place will make us stronger in 2040.</p>	7/3/2018
2034	1	/policies/access-to-housing/	<p>Are you going to do anything to make sure that the city is an attractive destination for middle class and wealthy people? Do you have any plans to preserve the beauty and attractiveness of the City's signature Lakes neighborhoods? Do you intend to do anything about airplane noise, which devastates the property values and quality of life in south Minneapolis? This document shows zero concern for the poor schlubs who have to drive to work, no plan to improve street maintenance, plowing and traffic ciruculation. Essentially, you plan to put more people in the city and make it harder for them to use cars to get around.</p>	7/3/2018
2035	19	/policies/bicycling/	<p>What will happen to seniors or those with physical disabilities, who cannot ride anymore or cannot walk in the winter to a bus stop?</p> <p>Current infrastructure and lack of public transportation is an issue</p>	7/3/2018
2036	5	/policies/visual-quality-of-new-development/	<p>How does a 39 story building in west Bde Makk Ska help build a beautiful physical environment? It blocks out the sun for one, and has anyone thought about what it will be doing to the environment to have so much population close to the lakes? Our lakes are something millions of people come to visit every year. We will be destroying them and a source of tourism</p>	7/3/2018
2037	15	/policies/transportation-and-equity/	<p>So will you fix this "disparity" before you build? Or is this new highly populated area supposed to just hang in there while the city comes up with how to provide transportation? Right now, public transportation is a disaster. How will it support thousands more people?</p>	7/3/2018
2038	25	/policies/innovations-in-transportation-and-infras	<p>These automated vehicles....you are worried about people being able to afford housing, but you suggest they can afford automated vehicles?</p>	7/3/2018
2039	20	/policies/transit/	<p>Cedar Avenue south of 35th Street has no regular bus service. The #14 barely runs south of 38th St., and there is a UofM bus. This is a significant gap in service along one of the City's major streets.</p>	7/3/2018
2040	60	/policies/intrinsic-value-of-properties/	<p>You are forgettin* the intrinsic value of the lakes and how subjecting them to high density population will Ron them.</p>	7/3/2018
2041	33	/policies/affordable-housing-production/	<p>This policy is in *direct* conflict with the "historic preservation" policy. Razing 100-year-old houses to build 4-story apartments and condominiums is NOT preserving historic neighborhoods.</p>	7/3/2018

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2042	0.1	/topics/land-use-built-form/	No to 4 story apartments on Xerxes and 3 story apartments on Washburn, this would radically change the look and feel of our neighborhoods. Terri Richards	7/3/2018
2043	20	/policies/transit/	I've traveled to Europe, and even small cities like Oslo and Stockholm have subways and above ground rail that serves the central city. Minneapolis should have a subway/ rail to Uptown, down Chicago/ Nicollet Avenue, up W. Broadway, and into Northeast connecting dense nodes. Rather, all the transit \$ goes to LRT through industrial sites/ parks with no people just to serve suburban commuters. This section doesn't mention streetcars, rail to Duluth,/ St. Cloud/ Chicago, and it isn't clear whether the transit system will be any better in Minneapolis by 2040.	7/3/2018
2044	0.2	/small-area-plans/	While the growth and health of Minneapolis is vital to our future, I continue to have concerns. Plans for construction of both apartment buildings and four-plexes need to include off-street parking. In much of less-dense Minneapolis (e.g., Kenny and Armatage neighborhoods), if people don't work downtown or at Southdale, public transportation is quite limited. People often need to use private transport, especially in similar neighborhoods to drop children off at daycare or school and go on to work. The likely issue of absentee landlords has not been addressed for the four-plex plans. Thank you for listening. I'm sure I'm not the only resident who has similar concerns.	7/3/2018
2045	7	/policies/public-realm/	The reason the public realm/ our streets are so bleak is that Public Works has no mechanism to make streetscape improvements outside of a Special Services District (SSD). SSDs are only possible in areas with a high concentration of commercial properties because they assess those owners for upgraded services. Most Minneapolis corridors don't have enough businesses to make a SSD viable. So, the City won't put in nice benches, trash cans, plantings, banners, snow removal, etc. in most places. A funding mechanism is needed to implement a City-Wide Public Realm Framework and then to maintain any public realm improvements. What about sidewalk cafes, which often clutter the sidewalk? Restaurants only are required to leave 4' clearance on a sidewalks, which is the absolute bare minimum according to the ADA.	7/3/2018
2046	59	/policies/downtown/	The intro to this policy should identify what is meant by downtown Minneapolis. The North Loop and Mill District appear to be doing well, but the CBD has lost a lot of retail- especially on the ground level. Nicollet Mall is pretty depressing, and Hennepin remains seedy. Compared to other places of similar size like Denver, Portland, Seattle our downtown is pretty sad. There are lots of bars, restaurants, and strip clubs, but very few places to shop. The City needs to take a more active role and stop relying on the Downtown Council. That organization has demonstrated their ineptitude over and over.	7/3/2018
2047	66	/policies/air-quality/	The City of Minneapolis owns thousands of parking spaces in municipal parking ramps like Lemington, A B & C, and the Hawthorne. Providing publically-subsidized parking doesn't help the air quality. The interstate highways run through mostly places with high concentrations of poverty and people of color. Why don't we close freeways and invest in better transit?	7/3/2018
2048	59	/policies/downtown/	Significant amounts of City funding is directed towards the convention center, the Vikings Stadium, and Target Center including a "entertainment tax" that is collected downtown. These buildings appear to be the City's highest priority for downtown based on the resources spent on them. Yet, they don't get mentioned in this Policy. Could the City direct such taxes to things that make the downtown more livable like transit, streetscape, a senior center, a park, etc.? The action steps, as written, are a bunch of fluff and are unlikely to transform downtown into a place I want to be by 2040.	7/3/2018
2049	77	/policies/park-access/	Provide adequate bus routes to major parks	7/3/2018

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2050	1	/policies/access-to-housing/	<p>I am opposed to the proposed plan of re-zoning in order to accommodate multiple family housing in SW Minneapolis. We have vibrant neighborhoods of residents who care about where they live. They know their neighbors. In other words, this is a success story. Why change it? I have lived a LONG time, and have watched politicians (who may be well intentioned) want to change things THAT WORK. I worry about my property values if a 4 plex goes up next door. With no off-street parking requirements, where will the cars go? It is naïve to believe these folks will turn into bicyclists. We have the freedom to work, play, shop and worship where we choose. I used to bicycle, but gave it up last year due to problems with balance. My mode of transportation is a CAR.</p> <p>I am quite familiar with the housing stock in North Minneapolis. LOTS of good affordable homes. Why not direct your efforts to enhancing playgrounds, upgrading security, planting more trees (some areas still suffering from a tornado's effects years ago), and giving REAL incentives to first time buyers?</p> <p>Please do not compare our lack of density to San Francisco and NYC. That is why people choose to live here.</p>	7/3/2018
2051	72	/policies/sustainable-water-system-management/	<p>Water treatment facilities must greatly increase the number of chemicals and pharmaceuticals that are tested. These must be removed from the drinking water supply.</p> <p>Nanoparticles and micro-particles may present an increasing risk to the health of humans and animals. The public must be educated about these risks, and the use of products that contain or break down to these particles should be limited</p>	7/3/2018
2052	25	/policies/innovations-in-transportation-and-infras	<p>Narrowing travel lanes only increases the chance that accidents will occur. Unless people are successfully encouraged to buy narrower cars, travel lanes should be widened, not narrowed</p>	7/3/2018
2053	33	/policies/affordable-housing-production/	<p>any new housing development, including condo and apartments, MUST have mixed use and truly affordable units. i have lived in uptown since 1978 and the increase of building density is fine, but it's all of a type, near-luxury and far too expensive.</p>	7/3/2018
2054	35	/policies/innovative-housing-types/	<p>the city should encourage "eco-housing". as the population ages, many wish to live in community with same-age peers to avoid nursing homes or assisted living. this includes a single house or a cluster of units.</p>	7/3/2018
2055	89	/policies/technology-in-the-city-enterprise/	<p>1. Constantly improve methods to secure the private data that is collected.</p> <p>2. Create multiple ways of backing up the data (possibly with local storage facilities) in the event that data is malevolently removed, or cloud services are disrupted for extended periods.</p>	7/3/2018
2056	50	/policies/access-to-technology/	<p>Ensure that all residents not only have access to information, but that the access is RAPID.</p>	7/3/2018
2057	47	/policies/housing-maintenance/	<p>frankly the city should discourage non-owner occupied houses altogether. these type of landlords own as an investment, not for the tenants concerns or comforts. recognizing this goes against ingrained capitalist ideology, as the very least the city should not allow out-of-city hedgefund-like ownership of housing stock. this drives down neighborhood unity and drives up rents as owners are only concerned with short term profits and flipping, which creates a cycle of rising rents.</p>	7/3/2018
2058	17	/policies/complete-streets/	<p>i am not in favor of decreasing street driving lanes for bicycle lanes. non-major streets should be used for bike lanes/boulevards. with more people in the city, there will be more cars. we cannot and should not discourage all people from driving-many of us need to drive, to work, with parents/children, with cargo and bikes will not work. (i am a biker myself). we need driving lanes to facilitate movement through and around the city. put bike lanes on auxiliary streets as with bryant in uptown.</p>	7/3/2018
2059	32	/policies/arts-in-community-development/	<p>The Art in Public Places program makes it too expensive, time-consuming, and complicated to complete simple place-making projects like paint the pavement or utility box wraps. Of course there needs to be standards, but the City requires that an artist is hired, community outreach efforts are conducted, and that the Arts Commission approve any design. It should be easy to paint a rainbow or happy face on the street especially because the paint wears off within months.</p>	7/3/2018
2060	27	/policies/transportation-partnerships/	<p>Historically, the City has partnered with the other jurisdictions to make Minneapolis streets awful for walkers and bikers and convenient for people driving cars. More bold action is needed to reverse the damage done to Minneapolis- especially freeways, highways like Hiawatha Avenue, and dangerous streets like Franklin and Lake. This Policy says very little and is unlikely to result in better outcomes for people who don't drive.</p>	7/3/2018

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2061	20	/policies/transit/	<p>Transportation investments should be made from a perspective of improving connections in the system, NOT solely as an economic development vehicle.</p> <p>If Nicollet/Central doesn't need a street car because it's "developing", then neither does Washington/Broadway. Transit built for development reasons results in empty street cars and turns people off from future investments.</p> <p>Make smart choices.</p>	7/3/2018
2062	81	/policies/social-connectedness/	<p>Incorporating awareness programs is critical if communication between and among different racial and cultural groups is critical. In some neighborhoods, you will see one segment that communicates with tremendous agitation, loud screaming and arguing, and use of offensive language and gestures ~ probably not meaning much harm. Then you have another cultural group that learns to wait with respect until your hand is recognized to speak. Yet another group sits in judgment, waiting for the meeting to be over so that they can pull whatever political strings they might have AFTER the meeting is over. The first group walks out frustrated because no one will fight with them, because that is how they resolve differences; the second group leaves quietly, knowing that no one heard them, so they never show up again. The third group (the "dominant culture") smiles and walks out without contributing, knowing they will get what they want in the end because they are the power elite. This dynamic is not new; unfortunately, this is typical and just a spark in the tinderbox.</p>	7/3/2018
2063	22	/policies/downtown-transportation/	<p>Every intersection in downtown Minneapolis has a traffic signal timed to move cars efficiently. Having to wait to cross streets makes it slow to walk anywhere, which is why so many people use skyways. Plus, the streets are barren and boring lacking retail or activity on the ground level. there are too many driveways into parking ramps that cross the sidewalk and streets are too wide. Public Works seems incapable of doing anything else to make streets pleasant for walkers based on the design for 8th, 4th, and Hennepin Ave.</p>	7/3/2018
2064	33	/policies/affordable-housing-production/	<p>I ADMIRE THE ACTION STEPS BUT FIND THE 2040 PLAN TO WORK AGAINST THE STATED GOALS</p>	7/3/2018
2065	49	/policies/educational-and-economic-access/	<p>A JOB AND INCOME STARTS WITH EDUCATION. A JOB LEADS TO INCOME AND THE ABILITY TO BUY HOMES. I THINK THIS PLAN LACKS IDEAS AND SUPPORT FOR IMPROVING AND SUPPORTING MINNEAPOLIS EDUCATIONAL SYSTEM AND IS DOING NOTHING TO RECRUIT LARGE EMPLOYERS BACK TO THE CITY. WE ARE BUILDING A CITY OF LEISURE</p>	7/3/2018
2066	51	/policies/healthy-pre-k-development/	<p>HOW ARE YOU FUNDING IT??</p>	7/3/2018
2067	52	/policies/human-capital-and-a-trained-workforce/	<p>HOW ARE YOU FUNDING THIS? HAVE EMPLOYERS SIGNED ON AND INTERESTED IN FUNDING? HOW?</p>	7/3/2018
2068	55	/policies/business-innovation-and-expansion/	<p>WHILE THE PLAN FOCUSES ON CREATIVITY AND INNOVATION, WHAT ABOUT THE PEOPLE THAT ARE SUPPORTING FAMILY AND NEED THE JOBS NOW WITH LIMITED OR NO ACCESS TO EDUCATION. WHAT TYPE OF SERVICE JOBS ARE YOU BRINGING IN? NOT EVERYONE CAN WORK PHYSICALLY TAXING JOBS WHAT DOES IT LOOK LIKE FOR THEM</p>	7/3/2018
2069	56	/policies/supporting-small-businesses/	<p>GREAT. ASA SMALL BUSINESS PERSON, WE ALL NEEDED CAPITAL TO START. WOULD THE CITY INVEST IN PEOPLE WHO NEED A LITTLE HELP TO GET GOING. WOULD THE CITY NETWORK FOR US?</p>	7/3/2018
2070	1	/policies/access-to-housing/	<p>I support the policy but I do NOT think it is necessary to change the neighborhoods by adding up to six story residential buildings. I oppose Corridor 6 (make it 4). I oppose interior 3's. Make those duplexes to match current street scapes. I oppose Corridor 4 (make those 2 story duplex/fourplexes. I oppose Interior 3's. Make those 2 stories as well. We pay tremendous taxes to live in the city neighborhoods we chose for their character. Don't destroy the city - use common sense!</p>	7/3/2018
2071	0.1	/topics/land-use-built-form/	<p>I'm opposed to the radical zoning changes in the Mpls 2040 plan. I think this will make it impossible for families to stay in the city since houses, especially affordable ones under \$500k, will be torn down for small duplex apartments. My wife and I have two young boys and it's already a struggle to live in East Calhoun due to property crime, heavy traffic, and lack of parking for renters.</p> <p>A radical change to the very nature of a city should be put to a referendum, not managed using an artificial, unaccountable process like this one.</p>	7/3/2018
2072	0.1	/topics/land-use-built-form/	<p>I am concerned about the area around Washburn and 50th, Xerxes and 50th. Adding more multi-story buildings is going to create a huge parking issue. Parking is hard for the shops in the area already. On Washburn parking is restricted during school hours so adding more cars from more residents is going to cause a problem. Also when I bought this was one of the few places I could afford a single family house in the southwest area I wanted to be in. There is a true neighborhood feel currently and I appreciate having the privacy created by having single family homes around me. To have my backyard suddenly be overlooked from a large apt building across the alley on Xerxes is horrible and would make me reconsider living in the neighborhood.</p>	7/3/2018

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2073	1	/policies/access-to-housing/	<p>Single family homes should not be replaced by multi family homes. Single family home neighborhoods are what gives Minneapolis the favorable character it has. Currently there are many vacant homes such as those in North Minneapolis hit by the tornado 6 years ago. Steps should be taken to get these homes back on the market. I understand higher density will be a need to accommodate additional people wanting to live in Minneapolis. To that end, rather than adding a fourplex here or there, why not replace the storage businesses along Hiawatha with higher density housing? That's just one example and there are certainly other similar areas throughout the city that could address higher density. The fourplex plan does not include parking. Plans for people to use transit are based on a transit system we do not currently have and a system that is not planned for substantial expansion. Until transit adequately addresses people's needs, cars will be used and I say that as someone who used transit for almost 15 years to get to work (although I drove to my bus stop since bus connections were too unreliable to guarantee I'd get to work on time.) To base major housing changes on a transit system that is inadequate is a recipe for disaster. High density proposals, such as but not limited to the fourplexes, push lot limit set backs. Lot line setbacks allow for more neighbor interactions, decrease rain water runoff, and provide a setting that's more human oriented.</p> <p>Kathy Swenson, 3940- 41st Ave. South</p>	7/3/2018
2074	31	/policies/creative-workers/	<p>Partnering with arts organizations is very important- we have a lot of strong organizations that already know how to do many of these things- for instance WARM (Women's Art Resources of MN) has been mentoring for 40 years. I would argue that young people of color do not have to learn only from people that look like them. Established artists that are good at mentoring will know how to direct a young person to follow their passion and help them build their creative business. We need to avoid staying in our silos and create connections across color lines.</p>	7/3/2018
2075	42	/policies/expand-homeownership/	<p>Removing single family homes as detailed in Policy #1 will not help meet the goals of Policy #42. Multi-family homes are not how low income renters will enter the home buying market. Maintaining small, single family homes in all neighborhoods will help accomplish Policy #42. The city should work to make available foreclosed homes, those damaged by storms, and those needing extensive repair. Tearing down existing small single family homes and replacing them with 4plexes and McMansion type new housing will not enable homeownership among those mentioned in this policy goal.</p> <p>Kathy Swenson, 3940-41 Ave S.</p>	7/3/2018
2076	73	/policies/stormwater-management/	<p>Let's use the Target on Lake Street as an example for meeting Policy #73 goals. This lot is never full. There are large areas of impervious surface. Why not include stormwater runoff retention areas- ie large rain gardens planted with native plants? The lot could have a substantial increase in the number of trees without impacting the number of spaces. A gravel bed tree garden could be installed with trees later planted within the neighborhood. I'm using Target only as one example. Grocery store parking lots, strip mall lots, and other small lots could all make proportionate changes that would collectively have a large impact. Requiring setbacks from lot lines in new construction would also aid in less stormwater runoff.</p>	7/3/2018
2077	16	/policies/environmental-impacts-of-transportation/	<p>I was a bicycle and transit commuter until I retired. I am an experienced city bicyclist but I did not feel safe bicycling once it was snowy and icy. Bus transportation did not go directly to a grocery store. I used my car. That's the reality with our current transit system and the climate we have. I actually think having more park and ride stations at light rail stations would help decrease how much people drive. If I have to wait for a transfer bus to get anywhere, I'll just drive. If I can drive a few miles and park to take a train or other bus then I'm more likely to use transit for part of my trip. It's also often much cheaper to drive than take transit.</p>	7/3/2018
2078	1	/policies/access-to-housing/	<p>Forcing multifamily units onto traditional size lots will results in tall buildings with a footprint that takes up most of the lot. The height will shadow neighboring homes and cut off daylight; the large footprint will decrease filtration of water runoff. For multifamily buildings, parcels should be combined so that the building height does not overshadow neighbors and the building footprint is proportional to the size of the lot.</p>	7/3/2018
2079	68	/policies/energy-efficient-buildings/	<p>Allowing tall buildings that shadow their neighbors will reduce options for solar-powered energy.</p>	7/3/2018
2080	74	/policies/integration-of-water-management-into-	<p>Multifamily units on traditional size lots will results in buildings and outbuildings with a footprint that takes up most of the lot. The large footprint will decrease filtration of water runoff. For multifamily buildings, parcels should be combined so that the building footprint is proportional to the size of the lot.</p>	7/3/2018
2081	19	/policies/bicycling/	<p>Safe bicycle riding needs designated bike paths physically separated from motor vehicles. "Sharrows" and bike lanes that are continuous with auto lanes and disappear at street corners are not good enough.</p>	7/3/2018
2082	21	/policies/freight/	<p>I agree with using smaller vehicles to deliver freight in neighborhoods.</p>	7/3/2018
2083	28	/policies/msp-airport/	<p>I agree with mitigating noise at MSP airport.</p>	7/3/2018

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2084	38	/policies/affordable-housing-near-transit-and-job-	Transportation corridors seem to be the current snow emergency routes. Many of these are in neighborhoods with mostly single-family homes. The plan would allow for multifamily units on the corridors and one street over from the corridors. These neighborhoods would be destroyed.	7/3/2018
2085	16	/policies/environmental-impacts-of-transportation-	Allow greater choice in availability and attractiveness of non-motorized modes Bicycles and walking are not feasible for older people or people with disabilities or people carrying heavy loads; or for anyone during the Minnesota winter! There are people and situations where a private vehicle is necessary.	7/3/2018
2086	20	/policies/transit/	Currently transportation is great if you travel from the neighborhoods into the city center, but not if you travel on a circumferential route. Transportation is also great if you go into the city center in the morning and out in the evening, but not during the day. For example, I live in SW Minneapolis but would have to take 3 different buses (ie, 2 transfers) to get to the VA in SE Mpls. Public transportation needs more routes throughout the day and circumferentially throughout the city.	7/3/2018
2087	1	/policies/access-to-housing/	Forcing multifamily units onto traditional size lots (0.12 acre) will result in tall buildings with a footprint that takes up most of the lot. The height will shadow neighboring homes and cut off daylight. The large footprint will decrease filtration of water runoff. For multifamily buildings, parcels should be combined so that the building footprint is proportional to the size of the lot and the building height does not overshadow neighbors.	7/3/2018
2088	33	/policies/affordable-housing-production/	Affordable housing should not be cheaply constructed. Residents of multifamily housing should not be able to hear other residents' noise; smell their cooking odors; or see their activity; each unit should have cross-ventilation. Minneapolis must develop and enforce building codes so that multifamily housing is a desirable place to live. In addition, multi-unit dwellings should be well-maintained for the benefit of the residents as well as neighbors. This could be done by enforcing regulations on yard upkeep and snow shoveling, or by requiring that multi-unit dwellings have at least one owner-occupant.	7/3/2018
2089	34	/policies/affordable-housing-preservation/	The new housing I see going up now are huge tall single-unit homes, shadowing their neighbors, with a footprint taking up a good percentage of the lot; replacing the smaller homes that were there. My impression is that the city allows this to increase its tax base. Smaller homes should be retained to maintain the livability of the neighborhood and to maintain affordable housing.	7/3/2018
2090	30	/policies/arts-and-cultural-assets/	I hope that there will be a defined structure for engaging artists in all long term visioning. It needs to be a public process that all artists can be involved in if they want- they need to know about it- reach out to arts organizations to get the word out. Artists should also be paid for helping with this process- don't just use them as free volunteers.	7/3/2018
2091	80	/policies/development-near-metro-stations/	Re "Minimize the impact of automobiles near METRO stations..." Park and ride facilities encourage people to use public transportation. Develop the transportation system before making driving inconvenient.	7/3/2018
2092	68	/policies/energy-efficient-buildings/	Incentivize solar energy production on individual homes. Protect installed solar panels from being shadowed by renovations in neighboring buildings.	7/3/2018
2093	71	/policies/soil-health/	Require adequate ground area around each site's impervious cover (including the building footprint). Multifamily units on traditional size lots will result in buildings with a footprint that takes up most of the lot, reducing filtration of rainfall and runoff.	7/3/2018
2094	46	/policies/healthy-housing/	Minneapolis must develop and enforce building codes requiring solid construction so that multifamily housing maintains health. Much of the problem with living in multifamily housing is that it has been shoddily constructed, so that residents have to tolerate noise, cooking odors, and activity of other residents; and have no access to cross-ventilation with fresh outdoor air.	7/3/2018
2095	83	/policies/people-with-disabilities/	All people (including those with disabilities) need well-maintained side walks and crosswalks in the winter needs. The current maintenance is not adequate. Sidewalks cannot just be shoveled, but also treated so they are not slippery; and corners must be dug out. The city must force property owners to maintain walks, or take over the task.	7/3/2018
2096	47	/policies/housing-maintenance/	Many of the single family homes in south Minneapolis were built in the early 1900s in the Arts and Crafts style. Their preservation should be supported as much as prominent landmarks. This will also enhance the availability of affordable housing.	7/3/2018
2097	9	/policies/open-spaces-in-new-development/	Require adequate open space around housing. Allowing multiunit housing on standard city lots (0.12 acres) will encourage large footprints and minimize green space.	7/3/2018
2098	73	/policies/stormwater-management/	Use of the ground as natural filtration assumes adequate ground area around building footprints. This should be considered when determining size of building footprints relative to the lot size. Putting multiplexes on standard city lots will be detrimental.	7/3/2018
2099	1	/policies/access-to-housing/	I am concerned that the character and history of neighborhoods will be preserved. How can the city prevent builders from buying houses in neighborhoods and building fourplexes all over the place. What happens to citizens in the neighborhood that object? Will they be listened to? You need to develop a process for this.	7/3/2018

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2100	0.1	/topics/land-use-built-form/	I am not convinced that zoning for more denser housing development will be sufficient to create more affordable housing. I believe developers will make housing they can sell for top dollar - not affordable housing. I believe the market will pay top dollar for that housing. I believe there is evidence for this in other US cities. Please take this into account when planning these policies.	7/3/2018
2101	19	/policies/bicycling/	I am a cyclist and try to do as much of my transit via bike as possible. That said, I believe the city is developing a number of bikeways that have a significant negative impact on driving without improving the cycling experience much. That is creating significant ill will among a big swath of the city population. I also think the city needs to focus on maintaining current bike paths that see heavy usage and are falling into disrepair.	7/3/2018
2102	17	/policies/complete-streets/	All of these transit plans seem to leave out senior citizens. I am getting older, and increasingly cannot make all of my transit work via bike and bus. Please do not make life miserable for us who need to depend on cars for a big piece of our transit.	7/3/2018
2103	20	/policies/transit/	It is clear that the state government will not find metro transit to even fulfill its current mission, let alone fill in the gap from increased density and decreased parking and roads for cars. I am deeply worried this plans adds significant density with the assumption that mass transit options will increase significantly, where the current reality is that it only adds to more traffic congestion and no increase in transit.	7/3/2018
2104	0.1	/topics/land-use-built-form/	I have concerns about the development of the transit corridor along Penn Avenue, specifically the transition from Interior 1 to Corridor 4 along Russell Avenue S. There is no stepped change, as you see in other areas along transit corridors. Instead, the existing residents on the 60/61 blocks of Russell will have to endure massive changes in zoning, and likely form & function. What used to be the back side of Wagner's and a semi quiet street has the potential to become the backside of a FOUR story multi-use building/condo/parking lot/business. The Land Use & Built Form maps contradict one another so there is no clear picture what the existing residents might be left with. The plan is short sighted and doesn't include feedback or input from any of the current residents. Disappointed Neighbor.	7/3/2018
2105	47	/policies/housing-maintenance/	I think we need to be realistic that some of the housing stock are on life support. At some point, the bandaids must be replaced by sutures; if the sutures don't contain the problem, then one needs to consider amputation; if amputation doesn't solve the problem, then it is time to consider last rites for some of these structures.	7/3/2018
2106	1	/policies/access-to-housing/	I agree that some additional duplexes and 4 plexes in the single-family neighborhoods are justified. However, there would need to be a process to make sure that each neighborhood only has a few of them. Otherwise they will be concentrated where the real estate values are currently the lowest, which would mean the loss of the current most affordable single family homes. The law of unintended consequences needs to be carefully considered before expanding the zoning in the neighborhoods.	7/3/2018
2107	43	/policies/housing-displacement/	Please look at restricting AirBNB rentals. This is should be reviewed first before considering blanket upzoning to fourplexes in S/SW Mpls. Many duplexes and SFH have been converted to AirBNB rentals, thus displacing many residents and lining the pockets of investors who do not live in the city.	7/3/2018

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2108	1	/policies/access-to-housing/	<p>I am opposed to the proposed policy.</p> <p>As a Near Northside resident for over 30 years, I have first hand experience with witnessing the benefits of less rental and increased home ownership in the neighborhoods between Plymouth and Broadway, Lyndale and Penn.</p> <p>Increasing housing density in low income neighbors will only increase the difficulty families have with overcoming generational poverty. Building new housing is unaffordable for most of our residents.</p> <p>With the 100's of vacant homes on the Northside, City Hall needs to learn from the policies in the 70's that made home ownership available to families. Dollar homes helped many residents purchase their homes as well as stabilize the neighborhood from outside speculators.</p> <p>I would love to see "Adopt a new homeowner on your block". Existing families could mentor new homeowners. This is what I experienced when I first bought my home in '85.</p> <p>Northside Housing Services help me connect with local neighbor support groups that assisted me with learning how to take care of a home!</p> <p>With increased density, our neighborhoods will lose that feeling of "A small town in a big city:."</p>	7/4/2018
2109	76	/policies/new-parks/	<p>This policy should say somewhere that new parks can be built in any Future Land Use category. There is a category called Parks and Open Space, but of course it isn't possible to designate now properties that may later be chosen for parks. To make that possible, please assure readers that those new parks can go anywhere.</p>	7/4/2018
2110	1	/policies/access-to-housing/	<p>My husband and I are Fulton residents, who are raising 6 children in our single family home. We have sent all of our children to Minneapolis Public Schools. We believe in our city, our schools, and enjoy raising our family in a city that allows us to do that relatively easily. We are however, against opening up the interior of our neighborhood for developers to come in, knock down and crowd. We already have a lot of construction happening. More young families moving in, which is great. As a result, the schools are already at maximum capacity. If you change the integrity of the neighborhoods and what they offer to families, you will lose. Our children play ball in the street, walk to schools, parks and jobs. Crowding our streets and already cramped lots will force young new families, as well as established residents, out. Growth on main areas seems to be a better option. I just do not understand why it seems like a good idea to open it wide up to change? I feel like starting with some, and see how it goes, is more logical. We did not move to uptown for a reason. If the entire city ends up crowded like that, the shift unfortunately will be to move out. So sad.</p>	7/4/2018
2111	0.1	/topics/land-use-built-form/	<p>I am against building density on the west side of Lake Bde Make Ska. The traffic around the lake is already terrible, and I think it is a huge mistake to keep developing a hotel and towers and more density. Nobody wants it but the city council.</p>	7/4/2018
2112	0.1	/topics/land-use-built-form/	<p>I am against density on the north end of Lake Calhoun and through Uptown. Too many people will kill the lakes.</p>	7/4/2018
2113	0.1	/topics/land-use-built-form/	<p>The current plan to increase density on the west side of Lake Calhoun will only create an unsustainable amount of traffic. Most of us can't bike and walk to work!</p>	7/4/2018
2114	0.1	/topics/land-use-built-form/	<p>The current push toward density in Uptown is unsustainable. We need parking infrastructure or businesses will close. The current council is turning Uptown into another Nicollet Mall, no small businesses, empty spaces, and a soulless avenue.</p>	7/4/2018
2115	0.1	/topics/land-use-built-form/	<p>The lakes cannot support the kind of density proposed. Density is not green. It pushes out small businesses because of a lack of parking. We live in a winter climate. This plan is terrible.</p>	7/4/2018
2116	0.1	/topics/land-use-built-form/	<p>Against density. I like the city the way it is. Why should Minneapolis absorb all the density. Do not keep building in Uptown and west calhoun. The light rail may not happen, and if it doesn't, the traffic is going to kill the whole area.</p>	7/4/2018
2117	0.1	/topics/land-use-built-form/	<p>I strongly disagree with the rezoning of single family home neighborhoods to allow for quadplexes. Not only will this negatively affect housing prices it will not aid in increasing home ownership. furthermore without significant improvement in road infrastructure and parking many of the neighborhoods will become unnavigable.</p>	7/4/2018

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2118	1	/policies/access-to-housing/	this seems like quick plan for the city council to look like they're making decisions that are in the best interest of "low Income" or people that cannot afford single family dwellings but in reality it is just that, a quick plan for the city council to try an make them selves look like they're doing something for the people they supposedly represent. This looks and smells like a relaxing of rules to plopp multi family dwellings in single family areas under the guise of "helping" those who need housing as well as trying to tie the environment into it. this is beyond silly, use Chicago as a perfect example of what not to do.	7/4/2018
2119	0.1	/topics/land-use-built-form/	I DO NOT AGREE with this policy. I do NOT want to have my block of Washburn zoned for 3 story buildings, as well as the other changes. I want to STOP this plan and keep zoning the way it is. I am vigorously protesting this entire plan.	7/4/2018
2120	0.1	/topics/land-use-built-form/	I am extremely opposed to this plan, and the zoning changes to 3 & 4 story buildings in South Minneapolis along Xerxes, 50th, Penn, etc. I am VERY opposed to these zoning changes.	7/4/2018
2121	0.1	/topics/land-use-built-form/	I live at 4600 43rd Ave South along 46th Street. My lot is proposed to be zoned corridor 6 from it's current single family zoning status. Allowing up to a 6 story building on my lot will increase the potential use and subsequently the value of my lot solely through zoning. I am concerned that those of us in single fmaily homes along these busy corridors will be taxed out of our homes by this zoning plan. I recommend that part of the Minneapolis 2040 plan icnclude tax mitigation plans for single fmaily homes that get rezoned into higher density zones. For exmample, our home values should only increase the average of the city wide increases instead of corridor specific. Please think about this and develop a draft plan to mitigate the potential difficulty you will force many families into solely by rezoning their current residential homes into higher density lots. Thank you!	7/4/2018
2122	15	/policies/transportation-and-equity/	I do not see an increase in public transportation but instead street maintenance when I go to your link of 20 year plan. There are so many areas in Minneapolis that do NOT have adequate public transportation, the number one priority should be North Minneapolis. As a resident of South Minneapolis who has done research on mass transit on the North Side, it is quite evident how underserved this community has been. I am also concerned with aging population and increased development in housing on South Side as it pertains to transportation and congestion. City believes bike lanes are the answer to car infestation. And increased parking fees punish those who have no alternative because bus routes are pretty limited. It still takes over an hour to get to St. Paul from S. Minneapolis.	7/4/2018
2123	47	/policies/housing-maintenance/	Yes!	7/4/2018
2124	48	/policies/data-driven-decisions/	Remember that data without a transparent filter of values and cultural context, is more often than not internally biased, giving the analysts tremendous power over inputs and outcomes. Data is evidence that affirms or disaffirms beliefs; data is neither truth nor fact, just supporting documentation that must be carefully scrutinized.	7/4/2018
2125	48	/policies/data-driven-decisions/	From a formal data request, I understand that Minneapolis does not have any data about people with disabilities and how various parts of of the population are currently excluded from access to business, events, programs, housing and other public facing spaces and activity. Rebecca St. Martin	7/4/2018
2126	19	/policies/bicycling/	We need dont need bike paths on streets and take away from traffic flow. Those bike paths arw not used during winter months and it could be used by vehicles to avoid congestion.	7/4/2018
2127	66	/policies/air-quality/	You need to stress legal enforcement of air quality standards. Encouragement is good, but some businesses will only respond if there is strong enforcement.	7/4/2018
2128	84	/policies/public-safety/	Not every police response requires maximum force. Teach police how to modulate their response to match different situations. Provide police with better training on how to de-escalate situations. Provide police with special training on how to interact with mentally ill individuals.	7/4/2018
2129	22	/policies/downtown-transportation/	Downtown streets are currently designed to make driving a car as convenient as possible including one-way pairs, light timing focused on moving cars, three lanes of car traffic + parking lanes, access to parking ramp entrances on every block, and freeway access from nearly every street. The action steps above seem unlikely to change that in any meaningful way. By 2040, couldn't we have pedestrian and/or transit only streets? How about converting some streets to two-way traffic and removing lanes? I don't think 5th St. along the LRT has one tree planted because the City determined it is more important to preserve a one-lane, one-direction traffic lane to access parking ramps and the freeway. Close the access to I-394 directly from Washinton Ave N and make motorists use 3rd Ave N. to get to the freeway near Target Field. Tear down those 3rd and 4th Ave freeway viaducts through the North Loop. Whomever, wrote this Policy appears to have never traveled to a downtown where it is actually desirable to walk.	7/4/2018

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2130	26	/policies/vision-zero/	Create and enforce laws with large penalties for distracted driving, especially from cell phone use. Create laws that anticipate use of semiautonomous and autonomous vehicles.	7/4/2018
2131	7	/policies/public-realm/	This Policy ignores the fact that the City doesn't have a good mechanism for maintaining streetscape improvements on sidewalks or their plazas. In a few places, Special Services Districts (SSD) do some of this work, but most of the City doesn't get that level of service. Developing a "Public Realm Framework" seems like a 3-5 year thing rather than something to do over the next 20+ years. What about clearing snow and ice from sidewalks? I hope this Policy gets rewritten to be more clear about the topic, the vision for 2040, and/ or get combined with another Policy like "Street Grid" so it makes more sense.	7/4/2018
2132	20	/policies/transit/	WE need more transit options. How about a train on hwy 62 to the airport. Elevated tracks near Lake Street and other key corridors. Invest in transit now and as we plan for a better future!	7/4/2018
2133	0.1	/topics/land-use-built-form/	I have lived happily on 41st and Bryant Ave S for 24 years. I co-exist with single family homes, condominiums and apartment buildings on my block. What I would like to see is a promise that building heights do not exceed 3 stories--my home is only two, the apartments on our our block are four to six high. I also would like to see the city commit to a maximum of multi family dwellings per block in areas that are currently zoned or will be changed. Parking becomes a burden in the winter, especially on snow emergencies. Currently my block has four apartment buildings and I believe this is a decent balance that I would not like to see upset by adding more multifamily or apartment buildings.	7/4/2018
2134	19	/policies/bicycling/	I live on Bryant Ave S. I am a cyclist and bike commuter as are two others in my family/household. I LOVE that Bryant is a bikeway. PLEASE never let this go away. I will say that choosing to create bikeways on bus routes is rather bone-headed and this should be seriously considered when creating new bikeways. Aldrich and Colfax would have been much better choices back when we got our bike lanes painted on Bryant. I DO NOT like to compete for bike lane space with buses and I DO NOT like to breathe their exhaust. More and eventually ALL hybrid buses needed! PLEASE consider. I am proud to live in Minneapolis, I am happy to bike safely everywhere I need to go, I fully support more bikeways and encourage other residents to get out from behind their steering wheels and try handlebars instead! This is how we will reduce carbon emissions, fight obesity and reduce stress in our city.	7/4/2018
2135	49	/policies/educational-and-economic-access/	There must be a constant reminder that having access to opportunities does not equate to being successful. Providing access is something that society can do; being successful is something that the individual can achieve by rising to challenges and being accountable for his/her own destiny. There should be no disparities in access; however, there will be disparities in achievement, since you can only get as much out of an education as you are willing to put into it. Teachers provide opportunities; students (and their families) can be beneficiaries, if they so choose.	7/4/2018
2136	0.1	/topics/land-use-built-form/	Nicollet Ave between 48th and Minnehaha Pkwy would be adversely affected by Corridor 6 zoning. The scale is out of sync with the neighborhood and will strip the area of smaller & moderately priced homes and depress the value of larger single family homes nearby. It also would place architecturally significant buildings such as the Lustron homes and at least 3 Harry Wild Jones houses at risk of destruction. Corridor 4 with Interior 1 is better fit.	7/4/2018
2137	1	/policies/access-to-housing/	Changing single family zoning to multi family for whole areas of the city is more than offensive and a slap in the face, it's a reason to move out. It's unthinkable. We're already under siege by developers removing the affordable smaller homes in Linden Hills, maxing out the residential lots to the disbenefit of existing residents, erecting large homes with no aesthetic guidelines. Really? How many of the planning staff, planning commission members, city council members live - with their families - on single family blocks that will now allow 4 units? We know the mayor is comfortably tucked away in his historic preserve on Nicollet Island with no kids so how could he begin to feel this pain. Instead, let all these developers and approvers of the plan be the guinea pigs for their ideas - and let the rest of us get back to our lives rather than living now with the every day stress that the cute little house next store just became a developers next profit generator while the streets where we pay taxes turn into places we would never have chosen to buy.	7/4/2018
2138	1	/policies/access-to-housing/	We've lived in SW Minneapolis for 30 years -- raised our family here and plan to stay as long as we are able because we love the neighborhood. I feel the value of our home will be driven down if the plan to allow four-plexes on small city lots is permitted. Along main thoroughfares is fine, such as Lyndale, Nicollet, Penn as long as sufficient parking is baked in to the plan. Right now I can't help but think that developers are the ones who stand to gain the most and that they are pushing this through. The intangible qualities of interior neighborhoods are the very thing that speculators will ruin by exploiting it for financial gain.	7/5/2018

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2139	10	/policies/street-grid/	Please define vacations - "Consider relinquishing the City's ownership over vacations..." Also, what are the specific grid gaps you are hoping to fix - the Kmart on Nicollet? Others?	7/5/2018
2140	0.1	/topics/land-use-built-form/	I am very much opposed to the new zoning scheme. In particular I am shocked and dismayed at how the City of Minneapolis would so blithely risk destroying the character of our Lynnhurst Neighborhood by adding fourplex rental units anywhere and everywhere. If we wanted to live in a neighborhood with transient renters, excessive traffic, and lack of safety for children, then we would have stayed in Uptown where we lived when we were young. We didn't spend a half a million dollars buying into this neighborhood to have the city come along and destroy the value. The city has its goals and objectives, but we already disproportionately pay for those goals and objectives through our high property taxes; we should not now have to pay for those goals and objectives by having the fabric of our neighborhood torn apart. Do not impose this radical change on the residents of our neighborhood because some urban planner wrote their dissertation on the benefits of population density. The most I am willing to consider is expanding the current R2. No fourplexes in Lynnhurst interior, period.	7/5/2018
2141	13	/policies/landscaping/	I would like to see justification for planting large trees with aggressive roots, like elms, in boulevards that are less than 3 feet wide. My neighborhood is paying thousands of dollars to fix sidewalks that have been heaved up by elm trees, and it seems like these trees should never have been planted in such narrow boulevards.	7/5/2018
2142	78	/policies/park-design-and-programming/	Is there a plan to outfit all rec centers with air conditioning? As the climate changes we are seeing more and more days with a heat index of 105 degrees or more. That means that parents that have paid for child care at rec centers without AC must pick up their children early. This is a huge burden on working families who paid for and expect reliable child care during the summer months.	7/5/2018
2143	80	/policies/development-near-metro-stations/	Prohibiting park-and-ride facilities is not going to deter people from driving to and parking near METRO stations. Unless you designate surrounding blocks as 2-hour parking zones (and aggressively enforce that) or require permits to park on streets near the METRO stations, people are going to park and ride regardless of whether the city provides a park-and-ride lot.	7/5/2018
2144	33	/policies/affordable-housing-production/	This is a terrible idea bound to have significant negative effects on homeowners property values - I'd expect many to monitor this and eventually sell their property	7/5/2018
2145	1	/policies/access-to-housing/	I do not support any general Zone for roads to allow for apartments (i.e. more dense house) in out parts of Minneapolis. This will hurt the existing neighborhood that we NOT designed to accommodate this type of house. Additionally, I do not support idea of growing residents that live in Minneapolis, this will hurt city by over populating it, you are trying to bring lower income resident to cite and that will bring its own set of problems!!. What are you trying to do turn Minneapolis in to a city like Chicago which is a crime ridden dump!!! Focus on Maintaining current single family home with families that own homes.	7/5/2018
2146	2	/policies/access-to-employment/	Before the City of Minneapolis can grow employment opportunities it needs to address cost for rent/properties. This lower cost rent/taxes for business should not cost taxpayer more money!!!! Sorry, to say most people in Minneapolis do not work in Minneapolis. In fact I believe most business are moving out of Minneapolis due to low quality work force, high costs, crime. Additionally, Most people like me DO NOT want to work in Down Town Minneapolis!!!! Time for the city to stop focus on growing Job in just down town Minneapolis!!!	7/5/2018
2147	3	/policies/production-and-processing/	I disagree with this IDEA for 2040!!! Cost for improvement should be funded by local resident in that part of Minneapolis. This should NOT be fund by more financial affluent parts of Minneapolis where tax dollars from South west Minneapolis fund activities in North Minneapolis. Our tax are already to high and I do not want to see my tax dollars funding other parts of Minneapolis that have significant problems!! City of Minneapolis needs to recognize significant difference from one part of town to another financial and accept those difference!!! Our tax dollars should be targeted to local neighborhoods.	7/5/2018
2148	4	/policies/access-to-commercial-goods-and-service	City should not focus on this it is a waist of taxpayer dollars. If neighborhood has a need/demand for business/goods/Services then local business will spring up to meet the demand and if the business cannot make enough income then it should go away. This is just another one of those Liberal Idea's that is a waist our taxpayer dollars please remove this from Minneapolis 204 list of items and focus on Basic service (i.e. this is not one of them)!!!	7/5/2018
2149	6	/policies/pedestrian-oriented-building-and-site-de	I do not agree with this as item for Minneapolis 204 goals. Majority of people in Minneapolis drive to business and this should be priority #1. Walking would be 2nd priority. Bike is a distant 3rd, especially with MN winters. This is one of those liberal idea's that is a waist of tax dollars and should be stopped. Please remove this from Minneapolis 204 goals list!!!	7/5/2018

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2150	38	/policies/affordable-housing-near-transit-and-job-	So if you build it they will come? "Households that can reduce their number of automobiles can save that money or use it for other living costs." Right....let's replace affordable single family homes with cheap fourplexes and HOPE that people will give up their cars to live there. 76% of pollution comes from commercial buildings (your facts) and you want to reshape all of residential Mpls to tackle the other 24% from cars? This is madness, magical thinking and illogical. Bigger development means more concrete, less grass and trees and more shade that will make it hard for what's left to grow What about THAT impact on the environment?	7/5/2018
2151	8	/policies/public-safety-through-environmental-de	This should be removed from the Minneapolis 2040 goal. This forces a significant extra financial burden on new development. Business are already not build in Minneapolis because it is already too costly. This should be removed from the Minneapolis 204 goal list!!!	7/5/2018
2152	9	/policies/open-spaces-in-new-development/	This should be limited so it does not put a extra burden on new business development. Minneapolis is already too expensive for New development/business!!!	7/5/2018
2153	10	/policies/street-grid/	Agree.	7/5/2018
2154	11	/policies/skyways/	This should only be funded by resident/businesses in Down Town area. This should not be funded in any way by residents that live out side of the Downtown area!!!	7/5/2018
2155	14	/policies/tree-canopy-and-urban-forest/	Pursue this only if it does not create added financial cost burden to support more government jobs for City to maintain trees. Minneapolis City employee count/costs are already to high for tax payer and this just increases governments employees. Residential tax payers are already over burden with City of Minneapolis costs to support government employee base and this MUST not grow government jobs which increase our taxes!!!	7/5/2018
2156	16	/policies/environmental-impacts-of-transportation	This needs to be balance with cost/benefit for project to add Rail type transportation is expensive and is difficult to change. In most cases at this point and time this does not make sense. In many cases bus type public transit is a more reasonable approach!! Perfect example is South west train way to Eden Prairie is a significant waist of our tax dollars. People are NOT going from Minneapolis to Jobs in Eden Prairie since business are not next to train station and Eden prairie does not have 2nd transportation to business (i.e. people drive cars/other to these job location). The few people coming into Minneapolis for Jobs would be better severed with Bus type transportation!!! Lines I could support is MPLS to Burnsville, Mpls to Northern cities (Blaine), MPLS through to St Paul/Stillwater WI. Mpls West to buffalo. MPLS to Eden Praire is a waist of tax dollars and city should not support and/or waist tax payer dollars on this project!!!	7/5/2018
2157	23	/policies/coordinated-development-strategy/	This should be removed as a 2040 MPLS goal and/or moved significantly down in the list. This should also only be application when and where it makes sense. This is just a liberal idea to waist tax dollars!!!	7/5/2018
2158	24	/policies/shared-mobility/	This should not negatively on establish road ways. I seen to may waist cases of bike ways put in that have significant negative impact on roads/autos. Sorry to say level of bike traffic does not justify this type of road way change in most cases!!! This is just BAD for Minneapolis. Please remove this as a goal for Minneapolis!!!	7/5/2018
2159	25	/policies/innovations-in-transportation-and-infras	This should be removed for list. Already have to many like ideas in 204 goal list. This will just create another financial cost burden to resident of Minneapolis to support this goal. Eliminate this from mpls 204 goal list!!!	7/5/2018
2160	28	/policies/msp-airport/	This is a waist of Minneapolis tax payer dollars and should be removed from mpls 204 goal list!!!	7/5/2018
2161	29	/policies/creative-sector-economy/	City should focus more on this and less on Giving our tax dollars a ways to rich professional sport teams / owners for build more waist building for professional sports!!! Majority of resident can not afford to go to professional sporting events since it is too costly and inaccessible in down town areas!!!	7/5/2018
2162	33	/policies/affordable-housing-production/	Affordable house tend to be low income housing which cause more problems in City. This should not be focus for affordable house!!! Affordable house should be focus more on how to provide spaces to people who have lived in Minneapolis most of their lives and now need a different type of space. What I see is City of Minneapolis making City affordable house to be so it is becoming next Chicago Ghetto and this must stop. Their is nothing wrong with building more up scale housing in Minneapolis. Also, affordable house should NOT change local road zoning to allow Apartments in neighborhood/residential areas that were not designed and/or built to accommodate this type of housing!! If anything I would say the city should handle these on a case by case basis and this should include and significantly factor in local residents input!!	7/5/2018
2163	35	/policies/innovative-housing-types/	Remove this from mpls 2040 goals this is just a waist of tax payer dollars!!!	7/5/2018
2164	36	/policies/innovative-housing-strategies/	Remove from MPLS 2040 goal list, this is just a waist of tax payer dollars and duplicate several other like goals!!	7/5/2018
2165	39	/policies/fair-housing/	Remove this as a 2040 mpls goal this is a waist of taxer dollars and this add no value to city of minneapolis!!! :(7/5/2018
2166	39	/policies/fair-housing/	Remove from Minneapolis 2040 goal list!!! City already has to many items for House!! This is is a waist of tax payer dollars and will just increase Minneapolis city government jobs which is NOT needed!!! Again, Remove from Minneapolis 2040 goal list!!!	7/5/2018

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2167	40	/policies/homelessness/	This should be covered by social services and / or local charities and as a norm is not something the city should fund. City should support Charities. Exception to this is City should help provide home to children in unsafe home environment and/or short term temporary housing for domestic abuse situation, assuming individual is working to get out of domestic abuse situation!!!	7/5/2018
2168	41	/policies/tenant-protections/	This only applies if are rent are paid on time and housing provided is up to acceptable level. In Many case housing is below an acceptable level and landlord is not working to get it at the required level. These type of bad and loads need to be eliminated city from being able to have rental housing!!! This is especially true down by the University of MN.	7/5/2018
2169	44	/policies/comprehensive-investments/	Remove from 2040 Minneapolis goal list. City of Minneapolis should have not business in Comprehensive Investments!!!	7/5/2018
2170	45	/policies/leverage-housing-programs-to-benefit-c	City of Minneapolis already has to many housing item on list remove from Minneapolis 2040 goal list!!!!	7/5/2018
2171	47	/policies/housing-maintenance/	This should not include extensive replacement of house with Mini-mansions!!! This is especially common and a problem in South West Minneapolis and does not support idea for affordable housing!!!	7/5/2018
2172	48	/policies/data-driven-decisions/	City of Minneapolis already has to many housing items on list remove from Minneapolis 2040 goal list!!!!	7/5/2018
2173	49	/policies/educational-and-economic-access/	City of Minneapolis need to remove this from 2040 goal list. City should not be in the business of educating people!!!!	7/5/2018
2174	50	/policies/access-to-technology/	City of Minneapolis should support idea of enabling building/install/creating of digital infrastructure as long as it does not impact city resident and/or cost tax payer dollars. City Should not Fund this with tax payer dollars!!!	7/5/2018
2175	51	/policies/healthy-pre-k-development/	This is problem for Minneapolis education/schools and they should handle this item and is not item city of Minneapolis should focus on for 2040 goal. This should be removed from Minneapolis 2040 goals.	7/5/2018
2176	52	/policies/human-capital-and-a-trained-workforce/	City on Minneapolis should remove this from 2040 goals!!! City of Minneapolis should not be providing tax dollars to support individual adult education activities this is their responsibilities!!!	7/5/2018
2177	53	/policies/quality-of-life/	Remove fro Minneapolis 2040 goal list, this is the individuals responsibility not the City of Minneapolis!!!	7/5/2018
2178	54	/policies/supporting-economic-growth/	This should not put an excessive financial burden on resident for extra taxes. Cost for this must be limited to a minimal amount to tax payer dollars, otherwise this should be removed from Minneapolis 204 goal list.	7/5/2018
2179	56	/policies/supporting-small-businesses/	City of Minneapolis should not be focus on ethnic type business group, this is discrimination!!!! City job is to provide service to tax paying residents. City should be providing tax payer dollars to start up business which frequently fail!!! This is a bad usage of tax payer dollars!!	7/5/2018
2180	57	/policies/cluster-strategy/	cost to support this need to be limited since tax payers should not be funding this type of activity!!!	7/5/2018
2181	58	/policies/business-districts-and-corridors/	This should NOT impend on established residential areas!!! The city should NOT be changing existing road/area zone to accommodate this type of change. I most cased if something different is desired it should be handle on one of exception and must significantly include local resident input and/or veto rights!!	7/5/2018
2182	59	/policies/downtown/	City of Minneapolis is to focusing to much on down town areas!!!. City needs focus more on non down town areas!!! This should be removed from Minneapolis 2040 goal list!!!	7/5/2018
2183	60	/policies/intrinsic-value-of-properties/	City of Minneapolis should not be funding these Intrinsic Value of Properties activities, the developer should. This should be handle via zoning for not allowing for new replacement development verse refurbishing existing.	7/5/2018
2184	61	/policies/environmental-justice/	Remove from Minneapolis 2040 goal list this is just a waist of tax payer dollars!!!	7/5/2018
2185	62	/policies/contaminated-sites/	Business need to be accountable for their action and containment of properties, which include full cleanup and/or financial restitution to impacts to neighboring properties. Cities need to stop this type of contamination as some as possible. and hold contaminator accountable for actions.	7/5/2018
2186	63	/policies/food-access/	City of Minneapolis has not business in having this as 2040 goal for Minneapolis. This must be removed as a 2040 goal for Minneapolis!!!!	7/5/2018
2187	65	/policies/urban-agriculture-and-food-production/	City of Minneapolis has not business in having this as 2040 goal for Minneapolis. Only thing Minneapolis should provide is space for farmer food markets and/or ability to rent individual garden space if acceptable areas which need to be open up each year for other to utilize.	7/5/2018
2188	66	/policies/air-quality/	agree, city should help reduce these type of air pollution.	7/5/2018
2189	67	/policies/climate-resilient-communities/	This should be removed as 2040 Minneapolis goal. This add not value/benefit to city!!!	7/5/2018
2190	68	/policies/energy-efficient-buildings/	This should be removed as 2040 Minneapolis goal. This add not value/benefit to city!!!	7/5/2018
2191	71	/policies/soil-health/	This should be removed as 2040 Minneapolis goal. This adds no value/benefit to city!!!	7/5/2018
2192	72	/policies/sustainable-water-system-management/	This should be an increased for focus for City Clean water is a must in city!!!	7/5/2018
2193	73	/policies/stormwater-management/	This should be a focus for City. Also elimination of contamination in city sew should be priority. Clean water is a must have for city!!!	7/5/2018

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2194	76	/policies/new-parks/	This should be common goal for all of Minneapolis and should not be just for underserved areas. Also, I do not agree with idea for 10 minute walk to park space!!!	7/5/2018
2195	77	/policies/park-access/	Eliminate this from Minneapolis 2040 goal list. Combine all park item into one park goal set of activities!!	7/5/2018
2196	78	/policies/park-design-and-programming/	This should not have a negative impact on Neighborhoods. Example, when Penn Ave was redone it grossly was undersized and bad layout. this was especially true by Armitage park area in South west Minneapolis. WE need to maintain acceptable access in/out of neighborhoods and this is an example this was not done and a common sense factor was not applied to road design and now it is hurting neighborhood for access in/out of neighborhood!!!	7/5/2018
2197	79	/policies/healthy-youth-development/	Minneapolis 2040 goal should reduce scope of this item to focus just on healthy physical development and education (i.e. parks). scope has to many BS items and they need to be removed!!! for this should be eliminate as a Minneapolis 2040 goal!!!	7/5/2018
2198	80	/policies/development-near-metro-stations/	Remove from the Minneapolis 204 goals. This is just a BS item that is already covered in sidewalk goal. This is a duplicate goal and waist of tax payer dollars!!!	7/5/2018
2199	81	/policies/social-connectedness/	This is NOT the responsibility of the City of Minneapolis and this should be removed as a 2040 goal for the city of Minneapolis!!!	7/5/2018
2200	82	/policies/aging/	This is not the responsibility of Minneapolis and this should be removed as a 204 goal for Minneapolis!!!	7/5/2018
2201	83	/policies/people-with-disabilities/	Remove "Require City staff to produce accessible documents and presentations." this is not the City of Minneapolis responsibility and should not be included as 2040 goal for City of Minneapolis!!!	7/5/2018
2202	84	/policies/public-safety/	This must be expanded to include hold Police accountable to bad actions. Also, laws for police shooting need to be at the same level as local resident. Today police a grant a special class/level for shooting and they should be the same as any other person!!!	7/5/2018
2203	86	/policies/healthy-food-in-institutions/	City should support but not legislate health food to these groups / activity. As a norm this is not an activity the City of Minneapolis should be involved in and I would suggest this be removed as a goal for the city of Minneapolis!!!	7/5/2018
2204	88	/policies/public-services-policy/	This needs to be expanded to include Basic city service like snow removal and garbage removal service!!! The snow removal has significantly declined over past years and this basic service by city must be improved!!!!	7/5/2018
2205	89	/policies/technology-in-the-city-enterprise/	The city must not make it so technology is the only way to access city items. I seen to many cases where "technology" must be utilized and this negatively impacts people without technology and/or skills to utilize technology. Perfect Example of this is city console people using only of email news letters, and unofficial community groups (i.e. groups that leadership is not elected via normal city elections) for working with the residents they represent.	7/5/2018
2206	91	/policies/heritage-preservation-outreach/	This should not change from what is in place today!!! No more and/or no less.	7/5/2018
2207	93	/policies/stewarding-historic-properties/	This should not change from what is in place today, no more/ no less!!!	7/5/2018
2208	95	/policies/heritage-preservation-financial-incentive/	This should not change from what is in place today no more / no less!!!	7/5/2018
2209	97	/policies/heritage-preservation-legislative-advocacy/	Why is this needed ? This should be eliminated as a 204 goal for the city of Minneapolis!!!	7/5/2018
2210	1	/policies/access-to-housing/	I totally agree and cheer for city 2040 development plan. I have a proposal for a multifamily development near Lake st. transit. I need to talk to a city planer about it. My name is Raymond He. My number is 612-408-1299. Please have the responsible person give me a call. I like to meet him or her to have a discussion. Thank you.	7/5/2018
2211	1	/policies/access-to-housing/	I am totally opposed to this section as it would totally disrupt the quaint neighborhood feel. There is not enough room in the single small lots to allow a 3 or 4 plex and for the amount of residents added to a multi unit structure and there is not adequate parking on the streets.	7/5/2018
2212	1	/policies/access-to-housing/	I think there are enough boomers leaving the neighborhoods to allow for housing demands. What needs to be fixed is making our housing more affordable.	7/5/2018
2213	0.1	/topics/land-use-built-form/	forcing multi-family housing in neighborhoods that are largely established as single family will be catastrophic (ie: Linden Hills). Those with expensive properties will flee, and values will go down which will erode the tax base. Once this happens the resulting "gap" will need to be filled (lest MPLS reign in spending...) which will actually hurt those this program is designed to help. This is a perfect example of a situation where the unintended consequences will far outweigh the intended ones.	7/5/2018
2214	0.1	/topics/land-use-built-form/	Core 50 - There should be a public observation deck requirement for any building taller than 50 stories. Locking off the view from the tallest buildings in Minneapolis, like the IDS did, is a huge missed opportunity for tourism.	7/5/2018
2215	41	/policies/tenant-protections/	I would like to see a requirement that landlords provide more than 60 days notice of rent increases - for low-income households, 60 days is not always enough time to come up with the money required for moving expenses, security deposit on a new place, and first & last months rent. There should also be much stronger protections for individuals facing eviction, IE legal representation, potential wage reimbursement and child care for individuals who have to miss work to go to court regarding a potential eviction.	7/5/2018

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2216	41	/policies/tenant-protections/	I would like to see a publicly accessible database of slumlords/problematic management companies that includes a list of all properties under their control- there is no excuse for the ongoing management of dozens of properties by the likes of Stephen Frenz and Mahmoud Khan, who prey on the most vulnerable renters with impunity.	7/5/2018
2217	1	/policies/access-to-housing/	I agree with duplex zoning in neighborhood interiors . I DO NOT agree with 3,4 and 3 story units being built. I DO NOT agree with new apartment buildings in neighborhood interiors	7/5/2018
2218	0.1	/topics/land-use-built-form/	I am incredibly disappointed to see the area along 60th St between Chicago and 5th Ave is being designated as Corridor 6. I live on 59th and Park Ave, with my two small children. My husband and I moved into this area 6 years ago because of the neighborhood feel, and mix of both longtime residents and new families. By changing the zoning to allow 6 story buildings that could potentially be built on lots 3 deep on our block, you take away our neighborhood. I'm not opposed to change, but I have no desire to live in the next North Loop or Uptown. I highly oppose the plan to try and turn South Minneapolis into this.	7/5/2018
2219	1	/policies/access-to-housing/	I live in CARAG and I approve of this plan. Especially want to see non-driving options, bike routes and mass transit options expand throughout the city. Currently it is very difficult to bike or walk from South Minneapolis to North. The bridge across Glenwood/394/Farmers Market is not safe or friendly for bikers or walkers. Please restitch the neighborhoods that were torn apart by highways in the 1960s.	7/5/2018
2220	29	/policies/creative-sector-economy/	Sounds good!	7/5/2018
2221	30	/policies/arts-and-cultural-assets/	Focus on highlighting local talent. I am extremely disappointed that the Walker Sculpture Garden does not show more of our talented artists. Ditto the disappointment that the airport brought in an East Coast artist for their new public large installation art. Local artists should be given first consideration. The talent is here, but it isn't nurtured or supported enough.	7/5/2018
2222	31	/policies/creative-workers/	Great to focus on artists of color, but women of color and all women are particularly underrepresented in getting good, paid, gigs.	7/5/2018
2223	0.1	/topics/land-use-built-form/	Allowing 10-4 story buildings to surround and infiltrate the historic Prospect Park Neighborhood is outrageous and destructive to the families and individuals that call this neighborhood home. Also the flagrant disregard for current building standards is incomprehensible. The city has already approved a building at the edge of Tower Park to be 17 stories high. Seven stories higher than the proposed 2040 plan and 14.5 stories higher than the current zoning requirements. We have to work together to grow Minneapolis is way that is green, livable and desirable for all. Your 2040 plan falls far short of that ideal and I urge you to reconsider this destructive community destroying plan.	7/5/2018
2224	32	/policies/arts-in-community-development/	Right now the visual arts community only thrives in the NE area around Northrop King and other arts buildings. It is nearly impossible to find affordable studio space/community in other neighborhoods. Even areas with high densities of creative residents like 55408 zip code have virtually no studio space available. Not having work space within a reasonable distance of residence is a huge inhibitor to creative work, especially for people relying on biking, walking, or public transportation.	7/5/2018
2225	18	/policies/walking/	How about providing some sort of funding or tax write-off to small retail businesses, in high rent areas (downtown) to help create vibrant street life and encourage walkers. People don't leave the skyways downtown in part because nothing is happening to look at/shop at on street level, except bars/restaurants thank you sidewalk cafes and food trucks. Good strolling areas have new things to delight and view as do good shopping areas. Right now most all shopping in Mpls is destination shopping, but the best cities you can just walking Cities you can just wander and shop.	7/5/2018
2226	35	/policies/innovative-housing-types/	I am absolutely in favor of more creative housing types. Upzoning to allow for more duplexes, triplexes, and fourplexes is a great start. Allowing more Accessory Dwelling Units/Cluster Developments will also be a great way to bridge historic properties with increased density. Intentional communities allowing more than 6 unrelated people will give more potential to older, currently single family homes with more than 6 bedrooms. More density is great! This City already does a good job of being walkable/bikable, but there is so much more that we can do!	7/5/2018
2227	36	/policies/innovative-housing-strategies/	I would be interested in seeing a ballot initiative to create a fund to help cover the cost of underground parking in new developments. People keep complaining about parking and demanding the City provide them free space to park their private possessions (which is entirely BS). If there is such a demand for parking while wanting to keep housing affordable, see the if the City really wants more parking by putting a ballot initiative out there to pay for it. Or make all street parking paid (either via permit or meter). A ballot initiative for more funding for transit would also be great.	7/5/2018

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2228	80	/policies/development-near-metro-stations/	<p>I would love to see a continual narrowing of streets to promote slower driving and provide more room for sidewalks, bike lanes, and areas for outdoor seating. This would apply for me both around METRO areas and elsewhere in the City. Unless you are on a freeway, why is anybody driving that fast? Keep things safe for everyone.</p> <p>Side comment: please please please put a light rail (or, preferably, a subway) through Uptown. The buses are ok, but the connections could be so much better. Also, by using either Hennepin or Lyndale for those tracks/station, it could eliminate one of the worst and dumbest bottlenecks in the City when heading towards downtown (where Hennepin and Lyndale come together at a free exit ramp).</p>	7/5/2018
2229	42	/policies/expand-homeownership/	<p>Long-shot idea: either the City or a nonprofit (would likely have to start as a City initiative and spin-off into a nonprofit) owns a lot of housing stock and creates a database of low-income renters. This pool of renters essentially pays rent under a "rent to own" system. As long as they only move between properties that are owned by the City, they continue accruing equity in an eventual future home. Once they have gained enough equity (maybe 5-10 years?), they are given a City-backed loan on one of the properties. The City essentially serves as a back-stop for the low-income community. If members of the pool choose to move outside of City-owned property, the rental money gained simply goes to operations, maintenance, and the acquisition of new properties. Owners that sell property to this City program could be given a tax break of some kind. I get that there is a lot of complexity to this idea/somebody else probably thought of something similar, but I wanted to spit-ball it.</p>	7/5/2018
2230	47	/policies/housing-maintenance/	<p>One of the biggest hurdles to housing maintenance is the interest on loans. If the City could provide loans specific to maintenance activities at 2-3% (or 18 month, 0% interest for emergency work), it would make it a much easier financial decision to do that kind of work.</p>	7/5/2018
2231	66	/policies/air-quality/	<p>Why are motorcycles seemingly exempt from noise standards? I understand that their fuel efficiency is better because of their weight, but they are also absolute noise pollutants. I don't care how big people think their genitals are, I don't need to hear the revving.</p>	7/5/2018
2232	16	/policies/environmental-impacts-of-transportation/	<p>It would be wildly unpopular for some, but annexing the first ring suburbs to the north, west, and south would go a long way towards comprehensive regional planning. If CTIB isn't going to work, the City needs to work on ways to make everything, even beyond current City limits, denser to support more biking and mass transit. Annexing those suburbs would take away tax havens for corporations and allow everything to be more concentrated. It would also bring in more funding for transit projects. It is a travesty that the City has to suffer the effects of suburbanites' pollution from commuting into the City. Annex and bring everything under one jurisdiction to help the overall process.</p>	7/5/2018
2233	68	/policies/energy-efficient-buildings/	<p>Work with the State to make it a mandate to track energy usage. St Paul's attorney is trying to ruin a good thing and energy efficiency wonks need some help. It is hard to become more energy efficient if nobody knows how much energy they use or what it means.</p>	7/5/2018
2234	69	/policies/renewable-and-carbon-free-energy/	<p>Use the City's authority to put more pressure on Xcel to work with private developers. Xcel does an ok job of promoting renewables on its own, but it is stymying adoption by blocking private developers at every turn. If the City wants to get serious about its 100% renewable pledge, it is going to need all the help that it can get, which includes more than the current efforts that Xcel is putting forth. We need to free up that market and the City's leverage can help with that.</p>	7/5/2018
2235	1	/policies/access-to-housing/	<p>1e. In the early 1990s, I lived in a starter home on the 53rd block of Chowen Ave S. Now 15 of the 30 homes on that block have been torn down and replaced or major remodeled. The home price went from around \$90,000 to \$850,000. How is that meeting the goals of the mpls2040 plan? I say stop all teardowns and major remodels in Interior 1. By the way, the house right next to me was a section 8 City of Minneapolis owned home.</p>	7/5/2018
2236	14	/policies/tree-canopy-and-urban-forest/	<p>Give property tax breaks to owners that plant and maintain City-provided trees in their boulevards. Similarly, get rid of the arcane requirements around lawn maintenance. Monoculture grass, at any height, is not beneficial for the environment. Allow residents to have longer grasses, mixed grasses, or anything else. Who cares if it looks like a golf green? Sure, make the parks nice to play in, but residents should be able to leave their grass at whatever length and mix that they want!</p>	7/5/2018

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2237	78	/policies/park-design-and-programming/	<p>Two points:</p> <p>1) Put more full-court basketball courts in parks. Put several next to each other that can then be used for ice rinks in the winter (this will help mitigate the inevitable compression problems when rinks are put on grass). Build the courts to a high enough quality to support the weight and freezing of a rink.</p> <p>2) Much longer shot: legalize alcoholic consumption in parks. The current alcohol bans seem more like a means to harassing homeless individuals as opposed to a legitimate public health problem. In experiencing the Super Bowl festivities, it was an incredible joy to be able to walk down Nicollet Ave with a beer in hand and no reservations about being caught. Similarly, the beer dabbler in Loring Park is an absolute joy. We need to stop being so prude about our alcohol rules. Our parks are already great - yes. They could be made better by allowing fun barbecues with beer, beer olympics, and picnics with a glass of wine.</p>	7/5/2018
2238	51	/policies/healthy-pre-k-development/	<p>I can't believe that "parents" are mentioned but ONCE in the action steps. Unless the children become full wards of the State (in this case, the City), none of this can be successful without parents (which it appears the City assumes must be specifically called out...) leading the effort.</p> <p>Frankly, with the horizon being 2040, other models (such as the Tiger mom households, where children begin learning math, music, and foreign languages when they are 3) should be explored. These action steps appear to set a very low bar for low-income children, rather than the higher, more audacious targets that will pull these children to higher levels of achievement. Particularly with what we can anticipate the Supreme Court doing with Affirmative Action in education, these kids need to be bootstrapped to rise significantly, just to survive over the next 20 years.</p>	7/5/2018
2239	0.1	/topics/land-use-built-form/	<p>Very concerned about the impacts this plan will have, a plan based on simplistic assumptions as to what drives housing costs. While it's convenient to argue affordable housing is the impetus, building more units does nothing to ensure affordable housing. Would appreciate a thoughtful and inclusive approach to addressing this issue rather than this "plan" which appears to be half baked and being driven unnecessarily by near term deadlines. Whose deadlines - where did they come from?</p>	7/5/2018
2240	0.1	/topics/land-use-built-form/	<p>Very concerned about the impacts this plan will have, a plan based on simplistic assumptions as to what drives housing costs. While it's convenient to argue affordable housing is the impetus, building more units does nothing to ensure affordable housing. Would appreciate a thoughtful and inclusive approach to addressing this issue rather than this "plan" which appears to be half baked and being driven unnecessarily by near term deadlines. Whose deadlines - where did they come from?</p>	7/5/2018
2241	0.2	/small-area-plans/	<p>I prefer the small area plan we have now for east calhoun. I was part of the planning process, and I like that the commercial corridors were apart from the residential corridors. I think the new plan has way too many commercial and density corridors.</p>	7/6/2018
2242	0.2	/small-area-plans/	<p>Keep the good of the current small plans. You're throwing out the baby with the bathwater. This new plan gives the city to the highest bidder.</p>	7/6/2018
2243	0.1	/topics/land-use-built-form/	<p>I dislike the focus on density especially because we have long winters and inadequate funding for mass transit. Driverless cars and light rail are not yet here or funded, but the city council is approving a plan that lets developers assume we will have transportation infrastructure. This plan is unrealistic and caters to the young and able.</p>	7/6/2018
2244	23	/policies/coordinated-development-strategy/	<p>First of all this interactive site is impossible. Half the time I go on the screen freezes. This is the most exclusive, off putting method for feedback I have ever seen in any public forum. Whoever developed it should lose her/his job!</p>	7/6/2018
2245	36	/policies/innovative-housing-strategies/	<p>Stick to the current small area plans. This whole interactive process is meant to keep most of us silent. Post-its and little boxes? Really? Shame on you, city planners. You've sold your souls, and you're selling our city.</p>	7/6/2018
2246	1	/policies/access-to-housing/	<p>I have lived in Minneapolis for all of my 70 years. I own my home and also two rental homes in the city.</p> <p>Regarding part C above, "public transit routes" include many quiet residential streets that are not appropriate for multiple family dwellings. A few examples, among many, are west 54th street, Cedar Lake Road in Bryn Mawr, Xerxes Avenue South, and France Avenue South.</p> <p>Regarding part E above, allowing fourplexes willy nilly in existing single family neighborhoods, whether closer or farther from downtown, would destroy the quality and character of those neighborhoods: the best way to preserve the beauty of our single family neighborhoods is to keep them as they are- we have a uniquely beautiful city and should not "mess with success". Also, the city is already growing at a healthy rate after years of declining population, and we do not want to encourage a faster rate of growth. Our schools, parks, and roads are crowded as it is.</p>	7/6/2018

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2247	0.1	/topics/land-use-built-form/	I support fourplexes, but do not support rezoning residential neighborhoods as Interior 3 and Corridor 4. A house on York for example would possibly face the situation where it would be in a shadowy canyon surrounded on either side by 3 story apartment complexes, and behind by 4 story apartment complexes. This is quite clearly not what people had in mind when they moved to that street. Increasing density through allowing fourplexes that maintain similar setback requirements and maintain the feel of the neighborhood is a preferable approach to increase the opportunities people have for living in a particular area, while not devaluing existing property and pushing others out.	7/6/2018
2248	19	/policies/bicycling/	<p>The idea of getting to a bicycle mode share of 15% by 2025 is absurd and misdirects needed plan energy. Minneapolis does not have the climate (see: http://www.cityclock.org/urban-cycling-mode-share/#.Wz7mkNJKhEb) nor the correct layout to achieve that mode share and it will waste resources that could be spent improving roads to make driving safer. Use of roundabouts, traffic circles, etc and replacing stop signs with yield/warning signs at all intersections will improve bicycling safety at the same time as improving driving and walking safety.</p> <p>As far as bikeway design the absolute best design is the separated path. You should concentrate on making a connected highway of separated bikeways that reaches as much of surrounding communities as possible and encourages city riders to stay off streets and on separated paths which should be well-maintained and wide enough for year round use by multi-directional traffic.</p>	7/6/2018
2249	10	/policies/street-grid/	<p>Keep the grid intact please but do so by doing these two things:</p> <ol style="list-style-type: none"> 1. Roundabouts everywhere but in particular to replace traffic lights and in any intersections of a certain traffic load that can accomodate even a mini-circle. They save time, Earth, and lives, AND it's about social justice. Poor people aren't getting those photo tickets from lights, and young black men aren't getting pulled over and hassled. 2. Remove most stop signs and replace with Yield or special intersection warning signs almost across the board. The new signage will save lives on foot, pedal and wheel. 	7/6/2018
2250	30	/policies/arts-and-cultural-assets/	It is important that the city harness the Northeast Minneapolis Arts District as the hub of arts culture. Density of artists and their resources is a necessity for to ensure the growth of the arts and cultural assets. More focus and specific zoning to enhance the Arts District is important for it to not only survive but thrive. In the 1950s, 25 percent of the land use was in industrial, now it's 5 percent." Production Mixed Use and Production and Distribution land uses need protective language, or it'll all become housing if market dynamics are allowed to take over. Artist need the land and building that was zoned industrial to be used as production space. Once industrial spaces are gone the city will set up the scenario of artist not having affordable work space that fits their needs close to where they live.	7/6/2018
2251	0.1	/topics/land-use-built-form/	Hello, We bought our home on the 5700 block of 1st Ave S with the intention of staying many years in our quiet neighborhood. The thought of numerous tall apartment buildings, 4-plexes or even duplexes towering over our modest home is awful. I understand the need for more housing, but I do not think our quiet neighborhood should be ruined.	7/6/2018
2252	52	/policies/human-capital-and-a-trained-workforce/	Zero mention of people with disabilities (who can work gainfully) or disabled people (who cannot work gainfully but would still like to earn some money or contribute) in the idea of a diverse workforce. Rebecca St. Martin	7/6/2018
2253	65	/policies/urban-agriculture-and-food-production/	Turn US Bank Stadium into US Food Bank Stadium, the world's largest greenhouse and vertical urban farm. Break the contract with the Wilfs and send the Vikings outdoors again like real men.	7/6/2018
2254	19	/policies/bicycling/	It is unrealistic and prejudicial to project a very high proportion of trips taken by bike in this climate and for all age groups. I am 68 years old, I want to stay in Minneapolis, and there is no way I will use my bike other than for occasional recreation. I am part of the vibrant diversity in this city too. Keep the streets safe for ALL vehicles, amd make sure there continue to be sufficient lanes for car transport and to keep traffic moving smoothly.	7/6/2018
2255	1	/policies/access-to-housing/	Walkbilty and bikability are key to achieving low carbon goals. Incorporate these concerns into housing planning. Currently, I am not in walking distance from a grocery store; planning for mixed-use densities can cut carbon by limiting car trips for frequent needs. Pay attention to food access when planning housing.	7/6/2018

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2256	2	/policies/access-to-employment/	Action step D is important; expanding institutions often have the resources to displace housing unless these housing sites are protected by the city. Encourage is not a strong action verb - how will this be enforced? Please consider phrasing this action step in a way that ensures city residents will not be displaced.	7/6/2018
2257	0.1	/topics/land-use-built-form/	the blocks next to the Basilica of Saint Mary are coded Transit 30, which would call for 8 to 30 story buildings. Part of the beauty of the the Loring Park neighborhood includes the Basilica and the pastoral setting adjacent to the Park. I object to the Transit 30 designation next to the Basilica and so close to the Park. Please change the Transit 30 designation to buldings with lower heights appropriate to the proximity of the park and the Basilica.	7/6/2018
2258	3	/policies/production-and-processing/	For action step m, I would prefer to see a more engaged action verb than explore. Once the city has explored proactive enforcement, what will be done? Will that enforcement be implemented? I would like to see proactive enforcement of pollution regulations implemented well before 2040.	7/6/2018
2259	4	/policies/access-to-commercial-goods-and-service	Action step h is an excellent way to progress goals. University researchers know a lot about city planning and the future of cities. Plan to incorporate not only bikability, walkability, but also electric and autonomous vehicles.	7/6/2018
2260	5	/policies/visual-quality-of-new-development/	Looks are important, but so is the physical make-up of the building. Building efficiency can greatly reduce carbon emissions - especially in Minnesota's climate. Consider requiring energy efficiency in buildings and planning for low-carbon buildings.	7/6/2018
2261	0.1	/topics/land-use-built-form/	<p>I fully support allowing up to 4 residential units to be built in lots everywhere in the city. As a young owner-occupier of a triplex, owning multi-family property was one of the few ways that I could own and live near the heart of the city. My house is the same size and volume as my my southern neighbor's single family home and my northern neighbor's quadplex. We have a thriving, walkable neighborhood precisely because of the density. I fully believe that other neighborhoods will cope, no thrive with this gentle density.</p> <p>My family's motivation for living near the heart of the city was to design our lifestyles around sustainable transportation. My partner and I bike, walk, and take transit for the majority of our trips. If Minneapolis is serious about reducing our city's carbon footprint, we have to make it easier for others to utilize these transportation modes. Bringing destinations closer in a way to where people live (allowing for greater density mixed use of commercial and residential) can be a key component to encourage that.</p> <p>P.S. I thoroughly appreciate the well-thought design of this comp plan information. It's a lot of data, and the data nerd in my has really enjoyed the colorful maps - it really makes the information easy to understand.</p>	7/6/2018
2262	1	/policies/access-to-housing/	Please no four plexes on any forty foot wide lot. If you want to remove entire blocks and start over like Humboldt Greenway in north Minneapolis that would maybe be doable. I'm a homeowner in north Minneapolis and already have to put up with livability issues with single family renters, I can only imagine how miserable it would be with four times as many people crowded together on a tiny lot. Please NO.	7/6/2018
2263	41	/policies/tenant-protections/	Housing security is the absolute best way to protect tenants and the best way for tenants in jeopardy of eviction or living in unsafe conditions is to have a right to counsel.	7/6/2018
2264	1	/policies/access-to-housing/	I am curious how having more housing will increase affordable housing. Are there subsidies for low income families? Rent control? Thanks!	7/6/2018
2265	13	/policies/landscaping/	Anything we can do to make climate-first policies the cultural norm around here would be much appreciated! For example, I read in the New York times that disposing properly of refrigerators is the #1 thing we can do! Essentially, I love this and would like to help with community communication efforts however possible.	7/6/2018

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2266	19	/policies/bicycling/	<p>While I understand the desire for bike lanes, we need to be realistic on their actual use. The new lanes on 26th, 28th, Blaisdale and other streets in South Minneapolis have resulted in miles of backups for vehicles. I once sat in traffic on 26th for 45 minutes to go a single mile(no accident in sight) and during that time(prime commute hours)I saw a total of 4 bicycles actually using the bike lane. On aveager it's about 6 bikers on my commute home when i come up 26th. In addition, the work in changing Lyndale to 2 lanes, changing 46th at Lyndale and at 35W, and the change downtown that eliminated the one ways on 1st have made our city a ridiculous mess at best.</p> <p>I do not have a job that allows me to bike to work and my health would not allow it anyway, but now I have 1.5 hours of commute time if I go in to my office downtown, and I live in South Minneapolis!</p> <p>I'm spending my discretionary money South of the city going forward. At least I can get home and back in a reasonable amount of time.</p> <p>Good luck to the businesses who have to support that minimum wage on less income. Restaurant and retail will be the ones taking the hit.</p>	7/6/2018
2267	17	/policies/complete-streets/	<p>Most people in Minneapolis use their personal car to get to and from work. Especially on the very cold days. I don't think you will find too many people biking or walking to and from work when it's minus 15 degrees Fahrenheit. This is just the reality we live in. People are simply not going to give up their cars. However if you do not have the infrastructure for more automobiles things will just get much worse in terms of traffic and road congestion. All of what I just should really be taken into consideration.</p>	7/6/2018
2268	66	/policies/air-quality/	<p>Easy ways to improve city air quality:</p> <ul style="list-style-type: none"> - Stop recreational burning within city limits - Outlaw smoking (cigarettes/ecigarettes/etc) in the city - Require vehicle emissions tests - Ensure wide sidewalks and boulevards that have space for snow to be cleared and piled and still allow space for pedestrian and bicycles to safely pass - Ensure buses and other vehicles do not idle with engines running, especially not in bike lanes (as I just saw the other day-- city bus idling in bike lane) 	7/6/2018
2269	61	/policies/environmental-justice/	<p>airplane traffic. not just noise pollution but also health issues related to the release of particulate matter.</p>	7/6/2018
2270	9	/policies/open-spaces-in-new-development/	<p>Discourage removal of current trees and other plants that already contribute</p>	7/6/2018
2271	13	/policies/landscaping/	<p>Parking should be required for housing and for commercial spaces. This should include green spaces as well as built solar.</p>	7/6/2018

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2272	53	/policies/quality-of-life/	<p>I am a 3rd generation Northsider. Both sets of my grandparents lived here for most of their lives. 2 aunts on one side and aunt and uncle on another bought their homes here and lived many decades. And now me. This is my home, and I don't want to live anywhere else. I love my neighborhood, but I find that non-Northsiders own the land and have the best opportunity to develop on it and those that are are not terribly responsible with it. (Northern Metals comes to mind). On a cursory analysis of Penn Ave from the property tax database, most DO NOT also live in North Minneapolis. In my view, this is an imbalance of power.</p> <p>I am also disabled. I am a Medicaid beneficiary and require PCA assistance to stay in the community. I have had a VERY hard time not only finding staff who want to work in North Minneapolis, my PCA agency is letting me go because they can't find staff willing to work here - even after offering them 1/3 more money for an hourly rate! I reached out to some old friends for help, and one wrote to me: "So, I've been thinking about you a lot. Thinking about my own fears. Thinking about the paranoia...resulting in being afraid to go to the part of town where you live. If it hadn't been for that, and I feel stupid about it, I would be coming your way weekly to help you get out of your house and help me get out of my house."</p> <p>I am grateful for the chemical free pool in Webber Park. This is now 1 of 2 pools I can access healthfully anywhere, and I am looking forward to trying it out once I can get fully staffed with PCA care.</p> <p>I have to leave my community to buy clothing, shoes, to seek medical and dental care, to find gardening, arts and office supply. I have to leave my community to meet with others outside my home, because the spaces for communing are not accessible.</p> <p>It is difficult to find commercial vendors to offer lawn care and snow removal services.</p> <p>This summer, Victory Memorial Parkway was sprayed with a chemical that caused negative health and safety consequences for me. I have proposed a non-toxic solution to the Park Board but have not yet been given a response.</p> <p>I wish there were more opportunities for me as a disabled person in North Minneapolis.</p> <p>I wish there were opportunities for North Minneapolis residents to start their own enterprises. I wish there were more section 8/affordable housing options. I have a friend who would like to move with her 3 children, but she doesn't have much choice at all - and she too would like to stay on the Northside.</p>	7/6/2018
2273	14	/policies/tree-canopy-and-urban-forest/	<p>Require that wires and cables be buried. With municipal power, solar and wind can be utilized and the city can be removed from a larger grid.</p> <p>Competent foresters should be retained who will plant trees appropriate to the surroundings. If there are overhead wires, shorter trees should be planted. Trees that harbor ants that harvest aphids for the sap they create should not be planted.</p>	7/6/2018
2274	19	/policies/bicycling/	<p>mpls bike system is built for recreational riders. if you are trying to actually bike to work, to a drs appt, to get groceries, you find yourself on mpls streets where - with only a very exceptions - are built for cars to get to their destinations FAST. every time i return to mpls from abroad i am struck by the ugliness & lack of consideration given to pedestrians & bikeriders & find myself sadly wondering, "does EVERY street in DT mpls need to be a 3 or 4 lane one-way freeway?"</p>	7/6/2018
2275	66	/policies/air-quality/	<p>Examine the pollution produced by the garbage burner. Eliminate that.</p> <p>Be sure that poor neighborhoods are not faced with most of the pollution.</p>	7/6/2018
2276	67	/policies/climate-resilient-communities/	<p>Increase rewards for individuals who help. I.e.creating permeable surfaces on property.</p> <p>Increase tree canopy by planting more trees in parks, surface parking lots, etc.</p>	7/6/2018
2277	66	/policies/air-quality/	<p>Require very effective measures in new construction to reduce pollution.</p> <p>Encourage electric vehicles both in mass transit and personal use. Support Solar collectors for the electric vehicles.</p>	7/6/2018

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2278	3	/policies/production-and-processing/	3.c. This needs to be defined. What is low impact, who decides and how do we know the people who decide have accurate information. 3.k. Also need actual definition. 3.m. What is proactive mean here? I didn't realize minneapolis government was the primary regulatory agency, does MPCA not handle this? Do we need to duplicate resources or can we defer? 3.n. Don't know what this means either, geographically, hiring process? Does improved transit help to resolve this on it's own. Clarify	7/7/2018
2279	4	/policies/access-to-commercial-goods-and-service	Like it	7/7/2018
2280	6	/policies/pedestrian-oriented-building-and-site-de	6.o. / 6.p. Both of these action steps may result in disparate impact on urban residents by driving up costs and limiting options.	7/7/2018
2281	15	/policies/transportation-and-equity/	First step is to develop a definition of what success would be here. Equitable is undefined, without concrete goal it will be difficult to determine progress or achieve success.	7/7/2018
2282	33	/policies/affordable-housing-production/	This should take example from 34. Foster environment that allows private affordable housing to exist.	7/7/2018
2283	35	/policies/innovative-housing-types/	Yes, the University of Minnesota has many resources here that could be leveraged for the benefit of the city/community.	7/7/2018
2284	1	/policies/access-to-housing/	I am writing because I am concerned about the plan to allow three-story residential buildings in blocks adjacent to transit corridors ("Interior 3"). I am a resident of such a block, and I am concerned that such a major redevelopment of a neighborhood of single-family homes will significantly alter the neighborhood. First, it will change the look and feel, making the streets feel more crowded, fewer trees, less light. And of course it really will increase the density, causing more cars on residential streets (and less parking). I understand the need for affordable housing, and until a year ago I had lived in apartment buildings myself. I bought a house here because I wanted a less dense neighborhood of single-family homes. Ultimately, I think allowing 3-story buildings on any block adjacent to a transit corridor is simply too broad a policy, and should be replaced with a more limited plan. Sincerely, Lisa McKay	7/7/2018
2285	33	/policies/affordable-housing-production/	This is a disastrous plan for high end neighborhoods and those residents will move out when adversely affected	7/7/2018
2286	0.1	/topics/land-use-built-form/	This plan goes way to far! I am opposed to these changes for Minneapolis. It will destroy the character of a strong, family friendly urban neighborhood. What a terrible waste of money and resources. Why can't we be focused on improving schools and transportation to benefit everyone?	7/7/2018
2287	17	/policies/complete-streets/	Be more specific about what streets could be transformed into green, beautiful boulevards. Examine past plans and incorporate aspects of them into the design of streets throughout the city. For instance, 34th Street was suppose to be a green boulevard that connected multiple parks.	7/7/2018
2288	19	/policies/bicycling/	Be more specific about implementing greenways throughout the city. Make the northside Greenway, southside Greenway, Min hi Line, river lake Greenway. 34th Street Greenway, great northern Greenway.	7/7/2018
2289	55	/policies/business-innovation-and-expansion/	Minneapolis has to step up to the plate, pay attention to international trends, and move our economy away from production and manufacturing; that is not where the future economy is located. The technology sector continues to take over the engine of wealth in the world and Minneapolis can either be on the leading edge (through investments in education, infrastructure, middle to upper income housing, transportation, culture and the arts) where prosperity will reside, or it can continue on the path of finding new minimum wages. As Michelle Obama would say: When they go low (the production and manufacturing sectors), we go high (with technology and financial services sectors). Believing that we should focus on building the lowest paid sectors, rather than focusing on growing the higher paying sectors, is condemning Minneapolis' residents to continuing disparities in prosperity and quality of life. Everyone must rise.	7/7/2018
2290	54	/policies/supporting-economic-growth/	What sectors create wealth? https://www.huffingtonpost.com/entry/facebooks-mark-zuckerberg-third-richest-on-earth_us_5b404c93e4b09e4a8b2d0e6f	7/7/2018
2291	38	/policies/affordable-housing-near-transit-and-job	When considering housing units near transit stations for families with small children, please include environments where kids can safely play without intense amounts of noise and chaos.	7/7/2018
2292	40	/policies/homelessness/	We strongly support the city's collaboration with Youthlink and would like to see more safe emergency shelters available for our youth.	7/7/2018

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2293	0.1	/topics/land-use-built-form/	<p>Hi,</p> <p>I live in the Northrup neighborhood and see that there are two corridors planned for heavy transit with the potential to redevelop into more dense residential. We love our neighborhood and have two main concerns based on this plan:</p> <ol style="list-style-type: none"> 1. It does not seem necessary to carry two transit corridors within 4 blocks of each other (Bloomington and Cedar). I am not suggesting there shouldn't be bus transit on each, but designating heavy transit corridors on each seems like a stretch. The spacing is far tighter than all other similar areas in south Minneapolis with no obvious reasoning based on land use or population. Given the fact that the Bloomington corridor appears to have potential for a longer designation, perhaps that makes sense to do alone versus having Cedar in the mix as well. 2. Even if a significant amount of property is redeveloped along these transit corridors, which I find highly unlikely in the next 20 years, I don't see the purpose in rezoning the interior portion of these corridors to Interior 3. Alleys separate all blocks in this part of the city, and are able to create a buffer between built forms without the need for a transition area of property. Allowing multifamily residential on that side of a transit corridor has the potential to disrupt the look and feel of that entire street - in my view ultimately negatively impacting property values for single family homes across from it. Containing the multifamily residential immediately adjacent to each transit corridor would help minimize this effect. 	7/7/2018
2294	20	/policies/transit/	<p>Minneapolis citizens would probably buy into the idea of more density and mixed land uses if they had more confidence that the transit system was going to get better. Metro Transit's regional scope and unpredictable state funding source gives me little confidence that transit in Minneapolis will be meaningfully better by 2040 even with a larger population. The action steps above are too vague and lack detail about where transit investments should take place by 2040. Minneapolis 2040 is supposed to be a land use plan for the coming two decades, so there should be more specificity about transit corridors and destinations in Minneapolis that need better service. Parts of Minneapolis currently has densities to support better transit like Uptown, Chicago Avenue, Nicollet, Central, the Midtown Greenway/ Lake St., etc. Is there enough density in those locations now, or if x# of people were added to an area, to justify streetcar or subway routes? Currently riding the bus and LRT through downtown is painfully slow because they are stuck in traffic/ at traffic lights. Taking a bus down Lake St. is painfully slow because of the the same problem. Finally, there apparently isn't enough funding to make transit work well in the City, so pretending that it isn't a problem in 2018 isn't going to help fix the situation by 2040. Please call out that Metro Transit is underfunded and that the regional transit improvement plan focuses huge resources out to low-density suburbs with car-oriented corporate campuses.</p>	7/7/2018
2295	1	/policies/access-to-housing/	<p>said the actual policies coming from the city seem designed more to grow the population, increase property values and increase incomes. Those aren't bad goals, he said, but they won't do much to ease the affordable-housing crunch for north side residents. N</p> <p>Ward 13 resident Adding 2,3,4 plexus on current single family lots will NOT ease the affordable housing crunch for north side residents nor will it increase property values and incomes.</p>	7/7/2018
2296	0.1	/topics/land-use-built-form/	<p>This plan is ABSURD and does not reflect the wishes of Fulton residents. Let's think of a better way to equalize housing opportunities.</p>	7/7/2018

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2297	0.1	/topics/land-use-built-form/	<p>The built form concept is all good and well, but it does not sufficiently address adjacent properties' building mass, which includes solar shading. I just installed \$23,000 worth of solar panels, I am not enthusiastic about a decrease in my solar energy production due to a "corridor 6" being built next door. Should I have skipped the solar panels and just stuck with coal-fired electricity generation?</p> <p>With other regards to building mass such as sight lines, setbacks, footprints, and total heights, the city has not even done an adequate job of establishing good policy for teardowns and mega mansion rebuilds in interior neighborhoods, how can I expect the city to sufficiently address the issue after zoning enables increased built density?</p> <p>Suggestion: establish limits for individual properties' building mass on the basis of the built form, but for all individual properties include a "not to exceed" on the basis of building mass on adjacent properties. E.G., cannot be more than XX% larger than adjacent property buildings. Limits could be established for footprint, setback, and height. This would improve the transitions of building mass from one property to the next, and could help ease communities from one type of built form to the next.</p>	7/8/2018
2298	5	/policies/visual-quality-of-new-development/	<p>As an action step, make Snout Houses (garage forward houses) a conditional use within traditional single family neighborhoods. I suggest this step to discourage the cancer of suburban style homes infiltrating and destroying the character of traditional single family neighborhoods where the garages are set back of the front of the house and often in the back off an alley. The conditions could include several architectural treatments to minimize the visual impact of a garage in the front yard. Preferably snout houses would prohibited altogether as in Portland.</p>	7/8/2018
2299	1	/policies/access-to-housing/	<p>City of Minneapolis - I do not support policy #1 and specifically part E.</p> <p>Concerns come with changes to neighborhoods that affect the value of a key investment tool as well as additional parking challenges due to the new 4-unit options. Now we will have potentially 4X the vehicles parked in the street that will cause traffic and safety concerns.</p> <p>Efforts of the city should be focused on driving increased wages and new and growing businesses that support those higher wages. If we can attract more and the right businesses, the entire city and its workers should benefit.</p>	7/8/2018
2300	1	/policies/access-to-housing/	<p>I think allowing four plexes in the middle of single-family housing is a mistake. Agree that more are needed, but would like to see that development carefully zoned. Add four plexes to the edges of single-family housing for example.</p>	7/8/2018
2301	1	/policies/access-to-housing/	<p>Your plan will bring equal wages to the city , all low wages as the people with means run to the burb's</p>	7/8/2018
2302	33	/policies/affordable-housing-production/	<p>Great plan should lower all property values in the City , turn it all into slums</p>	7/8/2018
2303	52	/policies/human-capital-and-a-trained-workforce/	<p>Lot's of opportunity out there now, people just need to show up for work. After their training is done</p>	7/8/2018
2304	81	/policies/social-connectedness/	<p>Your kidding right? City can't even plow snow or fix pot holes, How can it build all these social programs?</p>	7/8/2018
2305	61	/policies/environmental-justice/	<p>Here's a hint the poor don't live in the nicests areas.Clean up the aeras for everyone's good. Then maybe it will grow.Then land value will go up and drive them out anyway.</p>	7/8/2018
2306	63	/policies/food-access/	<p>Grocery store's sell what sell's not what you think is a good idea.</p>	7/8/2018
2307	65	/policies/urban-agriculture-and-food-production/	<p>I say no to selling city property for gardens , knock down private homes by the chain of lakes so they have a source of water to irrigate.</p>	7/8/2018
2308	9	/policies/open-spaces-in-new-development/	<p>How do you create green space with larger 4 plexes and mansion's in every neighborhood?</p>	7/8/2018
2309	19	/policies/bicycling/	<p>Were back to maintaining the roads we have now and snow plowing that the city can barley do now , where does the money come from to add new bike trails?</p>	7/8/2018
2310	66	/policies/air-quality/	<p>More people = more pollution, try to figure that out then get back to me.</p>	7/8/2018
2311	1	/policies/access-to-housing/	<p>If there is going to be high density housing along transit lines, what will happen to the bike routes that are also on those streets? More buildings will mean more traffic and more danger to pedestrians and bikers. I know the thinking is that people will use the mass transit these areas provide but people will not give up their cars easily. Minneapolis has put in a lot of work making this a bikable city. Seems like bikers will be pushed off the roads again by the addition of high density housing on bike routes.</p>	7/8/2018
2312	7	/policies/public-realm/	<p>Waste of money ,no one looks out side for 7 months a year. We call it winter.</p>	7/8/2018
2313	80	/policies/development-near-metro-stations/	<p>So if you walk a 1000 feet does it really matter if it is 2 or 3 blocks?</p>	7/8/2018
2314	10	/policies/street-grid/	<p>So does this mean we can go back to square corners so large vehicles can stay in thier lane when they turn</p>	7/8/2018
2315	74	/policies/integration-of-water-management-into-	<p>WHERE WILL THE PEOPLE WITH SUMP PUMPS DUMP THEIR WATER THEN? Sanitary sewer?</p>	7/8/2018

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2316	47	/policies/housing-maintenance/	Your plan calls for higher density housing which cause's a higher turn over in ownership, and renters. Did not think this out to well did you.	7/8/2018
2317	91	/policies/heritage-preservation-outreach/	I call this B.S you all ready changed the name of Lake Calhoun to fit your social engineering plan.	7/8/2018
2318	96	/policies/heritage-preservation-recognition/	Why are changing the name's of lakes now then. now then	7/8/2018
2319	53	/policies/quality-of-life/	Get the light rail off grade so it quit's screwing up traffic and killing people!	7/8/2018
2320	58	/policies/business-districts-and-corridors/	More business welfare?	7/8/2018
2321	76	/policies/new-parks/	How do you fit a park and 4 plex in the same spot?	7/8/2018
2322	7	/policies/public-realm/	Make sure the snow gets shoveled first, then worry about the nice 4 months of the year.	7/8/2018
2323	4	/policies/access-to-commercial-goods-and-service	Did anyone really read this ,you can't have it both ways. Business need room for trucks and parking year round , how does this work with less room ,	7/8/2018
2324	17	/policies/complete-streets/	So your going to widen all the streets to handle traffic ,walkers and bikers , when we can't fix the pot holes now?	7/8/2018
2325	3	/policies/production-and-processing/	Why does the city try to drive away business with a phony minimum wage then?	7/8/2018
2326	56	/policies/supporting-small-businesses/	How by raising their labor cost.	7/8/2018
2327	59	/policies/downtown/	Not working to well so far is it.	7/8/2018
2328	28	/policies/msp-airport/	City can't do a thing about the air travel industry, already showed it with the air traffic noise problem.	7/8/2018
2329	31	/policies/creative-workers/	Sounds racist to me. You can't learn from anyone that doesn't look like you ?	7/8/2018
2330	48	/policies/data-driven-decisions/	Sounds like a new way to raise property taxes, after the rich leave town.	7/8/2018
2331	81	/policies/social-connectedness/	Thought we had this already at the parks and social centers	7/8/2018
2332	52	/policies/human-capital-and-a-trained-workforce/	Get training and get a job , not the city's job to tell employers who to hire	7/8/2018
2333	33	/policies/affordable-housing-production/	THE CITY IS NOT IN THE LANDLORD BUSINESS!Builders will build what sells not what the city gov. wants.	7/8/2018
2334	35	/policies/innovative-housing-types/	Decoded how to under cut building codes that work to maintain a homes value	7/8/2018
2335	37	/policies/mixed-income-housing/	Way to make more low income housing in the city , to lower its tax revenue. You need high income people to buy homes and pay high taxes not low income people to create more low priced housing.	7/8/2018
2336	25	/policies/innovations-in-transportation-and-infras	Minneapolis should, and can be a leader on implementing Electric Vehicles in the Midwest Region. The City should have more aggressive goals to fully transition it's fleet to EVs, and work closely with Metro Transit to transition it's dirty polluting diesel bus fleet to full zero emission electric busses.	7/8/2018
2337	33	/policies/affordable-housing-production/	It's all affordable if you can pay for it. If not no matter how cheap it is you can't afford it.Unless this is going to be one large welfare city	7/8/2018
2338	0.2	/small-area-plans/	Please add the Bryn Mawr small area plan approved by the City Council 2005. Thank you!	7/8/2018
2339	57	/policies/cluster-strategy/	I would suggest not thinking in terms of "discrete sectors". Rather, these sectors should be viewed as integrated and interfacing, so that you understand the economy as supply chains. Much easier to create efficiencies and to find roles for small businesses, which generally are overlooked in regional business clusters.	7/9/2018
2340	0.2	/small-area-plans/	In the past, I have served on the Longfellow Community Council (including as president) and was on the citizen advisory committee for the 46th Street Station Area planning process. I also attended all of the very detailed public plans that created both the 46th Street Area Plan and the 38th Street Area Plan. My concern is that citizens and neighborhoods spent a long time preparing the small area plans. Now, those will be subservient to the minneapolis plan. In addition, those plans are being changed in this plan. The minneapolis plan makes changes that are outside of the neighborhood planning process. Commenting on this plan (which is massive and difficult to negotiate) is not an adequate substitute for the small area planning process. I recommend that the small area plans/neighborhood plans continue to exist and not be subservient to the minneapolis plan (and now and into the future). In addition, any changes to those originally adopted plans should go through the same citizen engagement process as for the original plans.	7/9/2018
2341	58	/policies/business-districts-and-corridors/	Beverly Conerton, 3644 46th Avenue South, Minneapolis, MN 55406. Business districts and corridors are also effective economic development tools for depressed areas, creating employment, infusing capital, and breathing life into community cohesion.	7/9/2018

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2342	0.1	/topics/land-use-built-form/	I am Bryant Avenue which is rated Corridor 4. I do not see how changing the zoning for this corridor will maintain housing stock or contribute to the health of Lake Harriet. The individual lots have less run off than placing up to 4 story buildings in their place. This certainly does not preserve housing stock which is stated in Policy 47. Our home is over 100 years old and has many years of useful life left. We have been living here for more than 44 years, continually improving it. A zoning change will destroy the neighborhood and home values. I do not know how parking will be available for multi-family and trying to keep businesses in the neighborhood. I believe the land use plan needs further work.	7/9/2018
2343	1	/policies/access-to-housing/	My comment relates to the policy (and subsequent zoning change) that would allow 4-plexes anywhere in residential neighborhoods. This policy does not take into consideration the size of the lot, especially in neighborhoods that have small 1.5 story houses as the predominate housing types (including many areas of the Longfellow neighborhood where I live). A 2.5 story building (the average height of a 4-plex) sitting next to a 1.5 story house will dwarf the house, and affect light. Such a building my work on a corner or where lot size is larger and able to accommodate a larger structure. Although 4-plexes are a valuable addition to neighborhoods, they should be considered on an individual basis, rather than a permissible use that requires no approval by the city (and no public notice and comment), including consideration of location and size and suitability for the location. This same comment applies to auxiliary structures. The plan has no guidelines on such structures, and location and size are key considerations. Thus, I recommend that the city not adopt the policy of allowing 4-plexes and auxiliary structures as an allowed use without prior city approval and public notice and comment.	7/9/2018
2344	42	/policies/expand-homeownership/	How about we stop drastically raising property taxes every single year, and encourage long term home ownership?	7/9/2018
2345	17	/policies/complete-streets/	What self righteous ass really thinks it's a good idea to make the city undriveable? To tell people to walk or take the bus or ride a bike is incredibly naive and downright insulting. The majority of Minneapolis residents have neither the time to spend hours commuting, nor the physical ability for this horrible plan, especially in winter. I work for a living, and the last thing I want to do after working all day is to work even more on my way home, on the heat or freezing cold. Please stop making this city unnavigable!	7/9/2018
2346	15	/policies/transportation-and-equity/	Enough with the "bike lanes" they are making the city impossible to get around!	7/9/2018
2347	16	/policies/environmental-impacts-of-transportation/	So the plan is for my 73 year old father to ride a bike or spend hours on end to try and get around this city? How rude!	7/9/2018
2348	1	/policies/access-to-housing/	Great to see a plan that sets Minneapolis up to grow in an equitable way. To thrive, we must accommodate more, as well as diverse, housing types that support people and families throughout their lives.	7/9/2018
2349	19	/policies/bicycling/	So a tiny fraction of city residents who are able and willing to ride a damn bike all year take priority over the majority of Minneapolis citizens who don't? Not all of us have a high horse to ride around on, quit ruining our streets!	7/9/2018
2350	18	/policies/walking/	Works great as long as we get rid of old people, and don't get old ourselves. Or sick, or injured, our excessively hot, our excessively cold. Because that never happens in Minneapolis.	7/9/2018
2351	59	/policies/downtown/	The notion of competing with other areas in the region is rather sad. As the urban core, downtown should seek to partner and build regional capacity. Moreover, this strategy would suggest that downtown is not willing to shoulder the burden of supporting those who have historically borne the burden, but not shared in the benefits, of urbanity. The cheap labor provided by those not having the resources (or luxury) to live in the urban core will heighten Minneapolis' greatest challenge: inequity.	7/9/2018

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2352	0.1 /topics/land-use-built-form/	<p>I do NOT support the Minneapolis 2040 Plan. This is the City Council and Mayor's ham-handed and blunt-fisted attempt to artificially engineer social change and force what should be organic city growth with absolutely no research behind their ideas, and all of this is at the expense of EVERY Minneapolis resident. The ONLY people who stand to benefit from the 2040 Plan are the developers. I have lived in the Fulton neighborhood since 1996 and invested hundreds of thousands of dollars in my home. I stand to lose a chunk of all I have worked for because the people who have been elected to work FOR us think it would be an interesting experiment to allow people whose sole purpose is to make money build giant buildings in the midst of our homes and neighborhoods.</p> <p>I find it particularly offensive that many of these council members are the same people who, in 2014, couldn't figure out how to enforce laws already in place concerning developers overbuilding in our neighborhoods. Their ingenious solution? While preaching "we need to preserve the character of our neighborhoods and what makes Minneapolis so special" they rammed a construction moratorium through and stopped all building in Southwest Minneapolis while they took a few months to figure out what to do. Every homeowner who was working on a project had their work stalled and their lives put on hold. Now four years later, the Minneapolis City Council has done a complete 180 on this policy (why this is should be the subject of some serious investigative reporting, as there has to be more to the story here), but they are still sticking to the same "shoot first" modus operandi. The 2040 Plan is lawsuit- and recall-worthy on so many levels if the Council and Mayor don't come to their senses and scrap this Colossus of government overreach and malfeasance.</p>	7/9/2018
2353	0.1 /topics/land-use-built-form/	<p>This plan is terrible. Current residents have NOT been notified. I strongly oppose ALL of the upzoning contained in this plan. It will completely destroy my neighborhood that has homes, grass, trees, families. Southwest Minneapolis is popular for a reason, it is nice the way it is. This plan completely changes it and destroys it.</p>	7/9/2018

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2354	1	/policies/access-to-housing/	<p>merciful. There's window dressing about affordable housing, but this plan is absolutely useless. All you are doing is turning housing over entirely to the free market. Trump would love this plan. He'd be more excited about this than a date with Stormy Daniels. And here I thought the DFL was dead set against completely unregulated naked capitalism. Developers aren't dumb. They're in the game for one reason. To maximize their profits. That's not an indictment. It's just their job. You've literally written a policy designed to destroy available single family home housing stock over time. So good bye young families. Hello old people and transient renters who will eventually just move to the burbs. And you literally believe millenials will want to forever remain renters. They're young and dumb right now. But they'll eventually understand the concept of equity. And even if a larger percentage of them remain dumb to that idea than prior gens, they're such a huge generation that enough of them will eventually cut their man buns and stop wearing ridiculous beards and grow up to realize home ownership is smart in numbers that still dwarf the gens that came before them.</p> <p>Get a clue. Here's the inevitable result. Developers will target housing stocks in areas close to some decent ammenities that are more on the cheaper end. Gentrification via apartments will happen. Housing stock that is reasonably affordable for the middle class and those looking to enter the city market will be reduced. Prices will rise. Rents will rise. Rinse, wash repeat up the market. What a joke. You literally could not create a plan longer on completely hollow rhetoric and shorter on ideas that will help those needing affordable housing than this plan. And most amazing are the number of young and well meaning people in this world who suddenly are embracing supply side economics because their feckless DFL leaders have said if we build it they will come. Only they didn't tell you who would come. Either those leaders are in bed with the developers or they're just delusional.</p> <p>So, to summarize:</p> <ul style="list-style-type: none"> 1 - Fewer single family homes -> 2 - Higher home prices -> 3 - Higher taxes on homes that remain -> 4 - More and more higher end rental units -> 5 - More transient residents who will eventually invest in the suburbs -> 	7/9/2018
2355	1	/policies/access-to-housing/	<p>This seems like pretty straightforward and reasonable policy. It's a shame there's so much hysteria about it. As a resident of SW Minneapolis, I welcome more multifamily buildings in my neighborhood. There are already plenty of large two story single family homes that take up the same space as a fourplex would. I don't think building more fourplexes would adversely affect neighborhood character (it would actually improve neighborhood character).</p>	7/9/2018
2356	0.1	/topics/land-use-built-form/	<p>I support increasing diversity and density in the city and neighborhoods. However, I don't support a land use plan that will alter established neighborhoods and drive out existing families. We have made significant investments in our immediate neighborhoods and this plan will change the ultimate character of that neighborhood. The magnitude of this plan is enormous and far reaching. I cannot support it in its current state as it is unproven in its ultimate impact and not fully embraced by the families whose neighborhoods will change.</p>	7/9/2018

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2357	1	/policies/access-to-housing/	<p>One of the wonderful things about South Minneapolis has been the ability to live within the city limits, but feel like you are in a neighborhood that you feel comfortable raising your kids. The school systems are strong (in some areas good and others great), many of the homes are owned by residents (not rented) which fosters an environment of pride and care for homes/lawns/etc. Crime is low since most people own their homes and are invested in improving the quality of life within those neighborhoods. The zoning plan to incorporate "multi-family dwellings" will be altering the whole neighborhood feel of the area (especially in internal streets vs. public routes), which will ultimately drive down overall house values and the demand for housing in the area. Understanding that zoning laws may have been initially developed during times of racial injustice, the fact of the matter is that housing prices are driven by supply, demand, and ultimately school ratings. By littering in large, multi-family structures within small, residential, family neighborhoods, current houses will reduce in value and many families will move out of minneapolis to more residential neighborhoods. Currently the trend has been the move out of the suburbs into cities, but this will likely shift the trend out of the city. I know that I for one searched for neighborhoods that had smaller, family homes where I would know my neighbors, feel comfortable with my kids playing outside, and know that they would be attending strong school systems.</p> <p>While the idea that the older generations would move out of their houses and still be able to live locally sounds wonderful in theory, I think we all know that will not be the reality of the housing shift. It will likely lead to</p> <ol style="list-style-type: none"> 1) Increase in crime 2) decrease in house values, resulting in a reduction in taxes 3) exodus of families to suburbs 4) reduction in neighborhood feel of south minneapolis 	7/9/2018
2358	0.1	/topics/land-use-built-form/	<p>I support increasing diversity and density in the city and neighborhoods. However, I don't support a land use plan that will alter established neighborhoods and drive out existing families. We have made significant investments in our immediate neighborhoods and this plan will change the ultimate character of that neighborhood. The magnitude of this plan is enormous and far reaching. I cannot support it in its current state as it is unproven in its ultimate impact and not fully embraced by the families whose neighborhoods will change.</p>	7/9/2018
2359	1	/policies/access-to-housing/	<p>I support increasing diversity and density in the city and neighborhoods. However, I don't support a land use plan that will alter established neighborhoods and drive out existing families. We have made significant investments in our immediate neighborhoods and this plan will change the ultimate character of that neighborhood. The magnitude of this plan is enormous and far reaching. I cannot support it in its current state as it is unproven in its ultimate impact and not fully embraced by the families whose neighborhoods will change.</p>	7/9/2018
2360	0.2	/small-area-plans/	<p>The website is horrible and unworkable, confusing, and non Minneapolis Constituents can make recommendations who don't even live here, how does 2040 differentiate between constituent feedback and non constituent feedback? What checks and balances are in place to assure that people who say they are Minneapolis residents are?</p>	7/9/2018
2361	46	/policies/healthy-housing/	<p>People with chemical sensitivities are currently excluded from existing housing designs. What is needed are structures with no common ventilation systems, no common spaces -- or otherwise completely independent structures (houses) that are built with the chemically sensitive person in mind:</p> <p>http://www.eiwellspring.org/multiunit/BuildingMCSMultiUnitHousing.htm</p> <p>Rebecca St. Martin</p>	7/9/2018

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2362	43	/policies/housing-displacement/	<p>People with chemical sensitives are currently displaces AND excluded from housing programs and housing itself. (I've issued/submitted statement about this in other categories, but will repeat -- and add new information).</p> <p>A community member also made this statement and she said I could quote her:</p> <p>Sammy Plenskie "If you have anything on your criminal record, NHHI will apparently deny you. A family friend who is an amputee and needs wheelchair accessibility in his home applied to a property in Stillwater and despite not even asking if he had a criminal record on his application, they pulled his and denied him.</p> <p>Seems fairly standard quo except for the fact they denied him on a 38 year old car theft conviction that happened when he was 18 despite having nothing else of note. Heâ€™s pushing 60 now!</p> <p>Commonbond and Accessible Spaces are much more generous, thank god. Itâ€™s hard enough to get accessible housing as it is. Iâ€™d understand 10-15 years, but nearly 40?"</p>	7/9/2018
2363	37	/policies/mixed-income-housing/	I believe that the mixed income housing makes more sense than the rezoning and building. In Boston there is a housing lottery where all the buildings have a % of lower income spaces allocated. This allows all income levels access to affordable housing in all areas.	7/9/2018
2364	0.1	/topics/land-use-built-form/	I live in Fulton 55410 and I know you are probably hearing a lot of opposition from this neighborhood but I support this plan! My only concerns are lack of associated parking plans for the new developments, and concern about variances - want to make sure there are rules that restrict this practice. If you say 4 stories is the limit, that needs to be the limit! Thanks and keep up the good work for our city. Clair Daley	7/9/2018
2365	1	/policies/access-to-housing/	This policy has received a lot of criticism for advocating small scale structures on small city lots; this is exactly what is needed. The fear of four-plexes is way overblown, please do not allow the NIMBYs to dictate policy.	7/9/2018
2366	6	/policies/pedestrian-oriented-building-and-site-de	This policy is very important; please do not let cars overcome walking, bikes, and transit.	7/9/2018
2367	97	/policies/heritage-preservation-legislative-advoca	Wow, you really put a lot of time and effort into this one.... How do you intend to expand the capacity of Minneapolis to "effect positive change" through strategic partnerships? With whom? For what purpose?	7/9/2018
2368	74	/policies/integration-of-water-management-into-c	Minneapolis needs stricter stormwater management requirements for large houses built on teardown lots, as well as future 4-plexes. If possible, it should be even more stringent in flood-prone areas near the Minnehaha Creek watershed.	7/9/2018
2369	80	/policies/development-near-metro-stations/	Dense housing near transit is what will make Minneapolis a truly great city, do not let this policy be watered down by anti-development zealots.	7/9/2018
2370	14	/policies/tree-canopy-and-urban-forest/	I like living in a city that has a tree canopy/urban forest policy - thank you.	7/9/2018
2371	97	/policies/heritage-preservation-legislative-advoca	Does the city have a lobbyist in the capitol? Probably add this to their list of things to do?	7/9/2018
2372	0.1	/topics/land-use-built-form/	The transit corridors are one thing, and many are already very commercial. That said, Southwest Minneapolis in ward 13 is very residential in the internal corridors. These corridors should not be rezoned from single family residences. WE should maintain the community and family oriented nature of SW minneapolis. Otherwise, you will see an exodus of the families that build this community and make it the great place to live that it is today. It is the single family home owners that are typically the most involved in the community and work to better the area, schools, and programs that exist today. Renters are less invested in the safety, care, and maintenance of neighborhoods and should be limited to high traffic areas, not small residential streets.	7/9/2018
2373	83	/policies/people-with-disabilities/	Improved snow removal enforcement/services is critical for improving quality of life for people with mobility issues.	7/9/2018
2374	97	/policies/heritage-preservation-legislative-advoca	Maybe get a board member appointed to this group in DC? http://preservationaction.org/preservationaction/boardandstaff/	7/9/2018
2375	96	/policies/heritage-preservation-recognition/	Do it! Although maybe get the people actually contributing through ownership of these projects to pony up the cash.	7/9/2018
2376	35	/policies/innovative-housing-types/	The city should consider allowing for tiny house developments.	7/9/2018

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2377	16	/policies/environmental-impacts-of-transportation/	<p>More and better bike infrastructure is needed. Bike lanes are great but drivers regularly use them for loading and unloading zones and temporary parking, and routinely ignore the fact that there is a cyclist in the lane. Drivers need to be better educated regarding sharing the road.</p> <p>Also, as someone who uses public transportation, if you want more people to use it, you need more routes, and buses need to be more reliable/on time. I have spent half an hour waiting for a bus in excessive heat and cold and torrential downpours. Also, there need to be a few shorter, more direct routes. For instance, Southdale Mall where my spouse works is a 10-15 minute drive but it is an hour or more bus ride with multiple transfers. There is no incentive for him to take public transit and he would really like to.</p>	7/9/2018
2378	6	/policies/pedestrian-oriented-building-and-site-design/	<p>What are the negative impacts of eliminating off street parking requirements? Can existing businesses take out parking lots? Any studies done to understand the impact? If there is not enough parking, people will not go due to the parking hassle or the extra time public transit takes. Great for young urbanites that live a few blocks away. Bad for the elderly or families with young kids. Will also reduce businesses customers in winter.</p>	7/9/2018
2379	33	/policies/affordable-housing-production/	<p>I recently moved to Minneapolis (I grew up here and graduated from Washburn High School) after living 20 years in Edina. If you would like to have a personal guided tour of what happens to neighborhoods after the developers are set loose to tinker with a city's housing stock, I would be happy to oblige. There is NO WAY the city of Minneapolis can retrofit new, affordable housing into existing neighborhoods without destroying the character of a neighborhood FOREVER. This is what happened in Edina, where housing affordability was not an issue. Big, ugly cheap looking housing in an upscale suburb that spread like a cancer through is being built in every part of Edina - it is awful. With respect to housing that will be affordable to people making 30% of median income, are you talking about places like Cabrini Green or Pruitt-Igou? I remember those places from my sociology classes in the 1970's, they didn't work. The City of Minneapolis should work with employers to create better paying jobs and focus on education. And finally, I hate to say this but maybe not everybody that wants to live in a given place will be able to.</p>	7/9/2018
2380	1	/policies/access-to-housing/	<p>I strongly oppose the zoning changes in Southwest Minneapolis in regards to apartments being allowed in neighborhoods that are predominantly single-family homes. These zoning changes will NOT bring about more affordable housing. The changes, however, will destroy wonderful, vibrant neighborhoods in Southwest Minneapolis. Southwest Minneapolis is a gem and a treasure for the city. This plan will wipe out these neighborhoods and bring about a lot of expensive apartment buildings and greatly increased traffic. Please change the plan by taking out the zoning changes in Southwest Minneapolis. They are too drastic. They will destroy Southwest Minneapolis neighborhoods by allowing for too many apartment buildings and too much traffic.</p>	7/9/2018
2381	95	/policies/heritage-preservation-financial-incentives/	<p>Excellent and maybe promote hiring of residents local to the restoration sites.</p>	7/9/2018
2382	1	/policies/access-to-housing/	<p>In my neighborhood, Longfellow, most lots are 40 - 50' wide and 120-130' deep. Putting a 3 or 4 unit home on a lot that size would eliminate yard and probably garage. 3 or 4 unit homes might draw 6-8 additional cars with mostly street parking.</p> <p>Also, how can you control the rent? Because it's a desirable neighborhood (at the moment, anyway), the rents could be so high as to make it unaffordable to the population you want to help!</p> <p>One more thing..... have you seen the ugly and cheap multi-family homes that are going up already a block or two north of Lake Street? The developers are in it to make a buck, not to have the new housing have a similar look and quality to the norm in the neighborhood.</p> <p>Lastly, this speaks to transportation, if the train stations actually had PARKING a lot more people from my neighborhood would use the train!! As it is you have to walk to the bus stop and take the bus to the train station. Not fun with luggage or in the winter.</p>	7/9/2018
2383	16	/policies/environmental-impacts-of-transportation/	<p>Encouraging people to buy electric cars is a better solution than trying to eliminate trips in cars and parking.</p>	7/9/2018
2384	94	/policies/heritage-preservation-regulation/	<p>Maybe retain historic zoning for as much of the city as possible and only allow development in nodes where travel AND business intersect rather than creating wide and long corridors.</p>	7/9/2018

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2385	33	/policies/affordable-housing-production/	<p>Would love to see some of your ideas about how to ensure that the housing that is built is and stays affordable. If private owners or corps. own the units, how do you keep the market from determining the price? I'm worried that one of two things will happen:</p> <p>1) rents or home prices will be so high that your targets won't be able to afford them.</p> <p>2) the quality of the materials and density you are proposing will reduce the appeal of the neighborhood, people with means will move out and prices will drop. Is that your goal?</p> <p>3) hope there is a third option...</p>	7/9/2018
2386	1	/policies/access-to-housing/	<p>Love the 4-plex (4-unit) proposal under policy 1. As a homeowner in Seward thinking about renting/owning a small unit in the future, I think this broadening of housing options will result in slow, publicly acceptable and beneficial change. Seward has 4-plexes and nobody ever complains about them. The city especially needs more rental supply to slow rent increases by better balancing the power of renters and landlords.</p>	7/9/2018
2387	22	/policies/downtown-transportation/	<p>Action step says "Encourage walking, bicycling, and transit use Downtown." This should be "prioritize" rather than "encourage." Even our existing Modal Priority Framework goes beyond this weak "encourage" wording.</p>	7/9/2018
2388	22	/policies/downtown-transportation/	<p>Policy should include: 1. Prohibiting expansion of the skyway network. 2. Removing approximately one skyway per year.</p>	7/9/2018
2389	22	/policies/downtown-transportation/	<p>The plan shall pursue connections between downtown and adjacent neighborhoods via 1. freeway caps (such as over 35W or 94) or 2. freeway removal (such as the Washington Ave trench in East Town or the I-94 viaduct in the North Loop)</p>	7/9/2018
2390	22	/policies/downtown-transportation/	<p>The plan shall prioritize smaller alleys that are for service access only. We've recently seen projects (Kraus Anderson block, Thrivent block, Nic on 5th and Xcel block) which feature extremely large alleys or midblock courtyard areas. These are bad for the public realm, create wind tunnels, and encourage access to these buildings via the interior of the blocks rather than access via the street wall.</p>	7/9/2018
2391	22	/policies/downtown-transportation/	<p>The city needs to divest and get out of the parking business, since it creates perverse incentives that run counter to the Complete Streets Plan or other best practices.</p>	7/9/2018
2392	22	/policies/downtown-transportation/	<p>Downtown MUST prioritize bus/transit-only lanes that are not encumbered by general auto traffic. The current plans for Hennepin, 4th, 8th St, etc do not go far enough to prioritize space-efficient uses of scarce public rights-of-way in our downtown, nor do they comply with the spirit of our Complete Streets framework.</p>	7/9/2018
2393	22	/policies/downtown-transportation/	<p>Pursue tighter turn radii at corners whenever drivers of large vehicles would be able to turn into a non-adjacent lane. There's no reason for a right turn from a two or three lane one way to another two or three lane one way (let alone a left turn across oncoming traffic) to have speed-inducing wide radii.</p>	7/9/2018
2394	22	/policies/downtown-transportation/	<p>Create a "cap and trade" tax for downtown parking.</p>	7/9/2018
2395	22	/policies/downtown-transportation/	<p>Consider incentives and/or requirements for property owners/managers to develop or build out smaller storefront spaces, and to actually pursue occupancy of these spaces.</p>	7/9/2018
2396	83	/policies/people-with-disabilities/	<p>Significantly accelerate work towards non-motorized transportation and implementation of our Complete Streets policy. Many people with disabilities are unable to drive cars, and therefore depend on walking, transit, paratransit, or assistive mobility devices (including bicycles or tricycles) for mobility in our city.</p>	7/9/2018
2397	22	/policies/downtown-transportation/	<p>Consider congestion pricing and/or banning cars downtown.</p>	7/9/2018
2398	22	/policies/downtown-transportation/	<p>Formally adopt a policy pursuing a return of downtown streets to calmer two-way traffic configuration.</p>	7/9/2018
2399	22	/policies/downtown-transportation/	<p>We must not assume families get downtown via car. Over half of Minneapolis households have zero or one car.</p>	7/9/2018
2400	0.1	/topics/land-use-built-form/	<p>The land use and built form must recognize the unique characteristics of each neighborhood. Simply upzoning, will not increase access to housing especially in areas where naturally occurring affordable housing will be leveled and replaced by new, high density, high price units</p>	7/9/2018
2401	1	/policies/access-to-housing/	<p>The past racism cited in this 2040 plan--exemplified in the federal government's earlier housing policies--is not in question. But this current 2040 plan will not address or even begin to correct that terrible legacy and, furthermore, says nothing about the obstacle today for people of color and most working people in general: large developers who treat housing like a commodity. What will the mayor and the council do to fight the businesses and developers who are the basis of the current crisis?</p>	7/9/2018
2402	11	/policies/skyways/	<p>I feel skyways are one of the things that make Minneapolis unique and interesting. We should be working to make them function better. Clearly marking skyway entrances, a better app for navigation, and uniform business hours would all help. Let's celebrate and promote the skyways... In the winter have festivals with late night dining options and family activities throughout the skyways. Encourage building managers to rent 2 story spaces so that a business could have a street and skyway presence.</p>	7/9/2018

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2403	74	/policies/integration-of-water-management-into-	When visiting Portland, Oregon, I was impressed by the number of swales they have added to buffer storm water drains. I would like these to be added to streets as we rebuild them. The designs being used in Portland would be a good example to follow.	7/9/2018
2404	12	/policies/lighting/	I appreciate the streetlights that were added to Nicollet Mall. They add enough light without overwhelming or disrupting the area.	7/9/2018
2405	33	/policies/affordable-housing-production/	It's not enough to hope and wish that enough affordable housing is created. We need policies to ENSURE that new development creates and maintains adequate levels of affordable housing in all parts of our city.	7/9/2018
2406	1	/policies/access-to-housing/	How does this policy increase affordability? It looks to increase supply without guaranteeing these new fourplex developments will be affordable. Many naturally occurring affordable houses will be leveled in favor of fourplexes that maximize profit on a given lot	7/9/2018
2407	9	/policies/open-spaces-in-new-development/	Incentives should only be given to open spaces that will be used by the public. Open Spaces can be designed to deter public use, while still accepting whatever incentives the city is willing to offer. On maps, they should be marked as public space and easy to find. 1200 on the mall has put "keep off the grass" signs on their corner, their space seems to be a buffer against the public rather than something the public can enjoy.	7/9/2018
2408	0.1	/topics/land-use-built-form/	In Southwest Mpls - We don't need such ridiculous huge re zoning changes. You are re zoning hundred of parcels in a continuous row from single family to Large scale 3 to 4 story huge apartment complexes. This is not Planning this is being lazy. We need less sledge hammer and more scalpel.	7/9/2018
2409	0.1	/topics/land-use-built-form/	WE AREN'T GROWING THAT MUCH!!!! LESS THAN 1% A YEAR AND YOU WANT TO REZONE THE ENTIRE CITY. ARE YOU LOCO?	7/9/2018
2410	3	/policies/production-and-processing/	Continue to develop in the research sector. High paying jobs with relatively little waste. Partner with University of Minnesota to build research industry around the university. Ensure all new production jobs are safe for the environment and employees	7/9/2018
2411	12	/policies/lighting/	Directional LEDs are needed to reduce light pollution and increase safety for pedestrians	7/9/2018
2412	13	/policies/landscaping/	Build landscapes that support pollinators and other wildlife	7/9/2018
2413	15	/policies/transportation-and-equity/	Improve safety in transportation by building more well lit and camera monitored bus stops with emergency call buttons	7/9/2018
2414	0.1	/topics/land-use-built-form/	This plan makes no sense for those of us in SW mpls	7/9/2018
2415	18	/policies/walking/	Provide more connections across major freeways for both bikes and pedestrians. Ensure these are well lit and safe for children	7/9/2018
2416	19	/policies/bicycling/	Expand protected bikeways and marked bike paths on roadways	7/9/2018
2417	21	/policies/freight/	Convert at grade rail crossings to above grade so pedestrians and cars are protected	7/9/2018
2418	60	/policies/intrinsic-value-of-properties/	Develop methods ~ such as tax abatements, low interest loans, accelerated building permitting processes, structural and landscape architecture expertise, and public recognition programs ~ to incentivize preservation of historically significant places to encourage owners and potential owners to acquire, invest in, and maintain these assets.	7/9/2018
2419	30	/policies/arts-and-cultural-assets/	Focus on the arts and culture of each neighborhoods. Build on that diversity in these communities	7/9/2018
2420	33	/policies/affordable-housing-production/	Ensure there is a "next step" for renters who want to transition into home ownership. Home ownership can create generations of death. Encourage renters to own	7/9/2018
2421	34	/policies/affordable-housing-preservation/	Ensure all fourplexes are owner occupied. Do not allow developers to level naturally occurring affordable housing to maximize profits on highly sought after lots. Protect vulnerable neighborhoods from developers	7/9/2018
2422	36	/policies/innovative-housing-strategies/	Preserve these houses for people transitioning from renting to owning. Ensure developers do not level these naturally occurring affordable houses for fourplexes that maximize their profits	7/9/2018
2423	40	/policies/homelessness/	Build a program with stakeholders that transitions people from emergency shelters to permanent housing solutions. Pursue policies that encourage permanent housing opportunities	7/9/2018
2424	41	/policies/tenant-protections/	Enforce existing laws. Too many houses and apartments are failing to meet city code. This is disproportionately affecting poor minority populations. Improve outreach so renters are aware of common violations	7/9/2018
2425	42	/policies/expand-homeownership/	Preserve NOAH so renters have an affordable stepping stone to ownership.	7/9/2018
2426	47	/policies/housing-maintenance/	Improve outreach to renters about code compliance. Let renters know what is required of their landlords	7/9/2018
2427	52	/policies/human-capital-and-a-trained-workforce/	Create education programs that educate the student for their lives as well as the workforce. They should know best practices for personal finance, child care, mental health etc	7/9/2018
2428	62	/policies/contaminated-sites/	Increase outreach around contaminated sites to all residents impacted. Engage in discussions on human health effects.	7/9/2018
2429	64	/policies/food-businesses/	Ensure every neighborhood has access to quality and healthy foods	7/9/2018

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2430	0.1	/topics/land-use-built-form/	<p>I am totally against the up zoning plan. It will decimate our neighborhoods and not achieve the goals that it is designed for. It will lower our property values because the aesthetics and environmental impacts are negative. Crowding people onto 40 foot lots without places to park their cars and for their children to play or to grow food or ornamentals will destroy people's quality of living. It will not provide marginalized people affordable housing. Speculators will build ugly boxes and people who want the safety of our neighborhood will rent these substandard places for ridiculous prices and watch them deteriorate because of poor construction practices. The infrastructure of the city will be taxed and the streets will be crowded with parked cars preventing easy access by residents and emergency vehicles. People are not going to give up their cars because this transportation system in this city will not take them to the places they need to go. How do they do a Costco run on a bus, for example? How do they bring home the goods? We are not a city that has made small businesses in our neighborhoods viable for routine needs, except for a few exceptions. People still need their cars to get to their doctors and hospitals, etc. We have spread out all of our necessary services since we have had the automobile and they can't be compacted that easily.</p> <p>I am against this plan because it won't work for so many reasons. I hope you will look at all of the commentaries on NextDoor to get feedback from the people who will be affected by this plan. It's a pie in the sky plan purported to help the marginalized and it can't succeed. It will succeed in destroying the livability of our neighborhoods. There is so much information available about how introducing rental housing into predominately single family home neighborhoods decreases property values, increases crime, and causes the neighborhood to deteriorate aesthetically because of failed upkeep in the rental properties that I can't understand why the writers of this plan choose to ignore the facts.</p>	7/9/2018
2431	1	/policies/access-to-housing/	How to avoid multifamily dwellings that are only for small families or singles (condos, apartments) Otherwise good. How incent developers to have inclusionary zoning.	7/9/2018
2432	35	/policies/innovative-housing-types/	great. Look to the Netherlands and Scandinavia for models of mixed income housing, coops and socially oriented designs.	7/9/2018
2433	71	/policies/soil-health/	Require contractors to fill out an erosion control plan while building to reduce soil erosion during the construction process	7/9/2018
2434	76	/policies/new-parks/	Complete the grand round missing link. Provide green space for this underserved area of the city	7/9/2018
2435	81	/policies/social-connectedness/	Expand tools and outreach for the formation of block groups	7/9/2018
2436	84	/policies/public-safety/	Increase the use of public safety through lighting and neighborhood watches. Develop unarmed community resource officers trained in conflict management to respond to nonviolent crimes. Expand mental health coresponder program city-wide	7/9/2018
2437	85	/policies/access-to-health-social-and-emergency-s	Ensure emergency services are keeping up with population growth	7/9/2018
2438	33	/policies/affordable-housing-production/	If we prioritize most needy, we alienate the lower middle class, spend all our resources for less impact. Ex. of what happened to #East Chicago Hts. A working class Black community of basic single to 4 plex houses south of Chicago. In came high rise public housing. Drugs and gangs. Nobody working. Older substandard but working class housing gone. Now it's a shell. (Plus deindustrialization of Gary)	7/9/2018
2439	34	/policies/affordable-housing-preservation/	Example of Holman decree to encourage scattered site and desegregation. But Hmong families wanted to stay where family clans could be close by. Differing cultural needs, with the scattered theory formulated by white intellectuals based on data. Did they ask the Hmong what they thought?	7/9/2018
2440	37	/policies/mixed-income-housing/	Very important! Look at the Netherlands model (U of M school of architecture did an exhibit this past year).	7/9/2018
2441	80	/policies/development-near-metro-stations/	Penn station nearby properties. Do they have to be high rises? Young families and seniors like townhomes. There are many in near suburbs and they are very diverse. I have walked them for elections. Less parking issues and more diversity than condos.	7/9/2018
2442	4	/policies/access-to-commercial-goods-and-service	I live downtown and am in favor of requiring retail to be incorporated into new buildings. However, in my neighborhood (Loring Park), a number of first floor retail locations have remained empty for over two years. I think it would be important to determine why these locations have not been rented and make sure that these mistakes are not repeated. Perhaps they need adequate room for trash handling or, a way to partner with parking ramps to provide parking or, smaller square footage available for lease. Sometimes, a buildings residents are against renting out retail space. Simply requiring new buildings to include retail space does not mean they will be rented, empty store fronts are not good for the neighborhood.	7/9/2018
2443	38	/policies/affordable-housing-near-transit-and-job	Is Uptown your model for high density near future transit? Isn't it all higher income young people--not families, not diverse. Bar-oriented housing! Tell me I am wrong.	7/9/2018
2444	6	/policies/pedestrian-oriented-building-and-site-de	Do not eliminate off street parking minimums, especially connected to new large scale development. There is not enough off street parking for residents at present, let alone a new influx of residents with cars. Not everybody can function without a car. It puts a burden on families, the elderly, people who have to drive long distances to their jobs, medical appointments and more.	7/9/2018

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2445	1	/policies/access-to-housing/	I believe that allowing multi-family housing will create a denser city resulting in many desirable outcomes. These outcomes include, walkable neighborhoods, less driving and more frequent public transportation schedules. I support all of the action steps suggested for this policy.	7/9/2018
2446	80	/policies/development-near-metro-stations/	The illustration showing the destruction of a charming neighborhood of smaller homes for crowded high rise development is an offensive presumption!! This small west Make Ska neighborhood is not a high end lakeshore neighborhood. It does however fit within the established character of Minneapolis as "the city of lakes". Bde Make Ska should conform to the Shoreland Overlay District regulations that are in effect.	7/9/2018
2447	5	/policies/visual-quality-of-new-development/	The photo examples included here are not high quality design. They are mundane, without character or charm. This sort of design will look old and tired in a few short years.	7/9/2018
2448	6	/policies/pedestrian-oriented-building-and-site-de	Elimination of off street parking is fine but the city needs to preserve space on streets, not just move parked cars to the streets. The owners of houses on residential streets need to have reasonable access to their homes for visitors, deliveries, their own vehicle. It is fine to have the reduction/elimination of cars as a goal but there needs to be a transportation system. The addition of ride share and autonomous cars will not fix the lack of a system that reaches all areas.	7/9/2018
2449	22	/policies/downtown-transportation/	I support all of these action steps, especially anything that encourages a more vibrant and active streetscape. I moved here, 25 years ago, after having lived in D.C., New York and Toronto. My first Minneapolis commute, from Franklin & Lyndale to Lyndale & Glenwood, was probably the ugliest, most barren commute I've ever experienced. After walking or bicycling that route for 3 months, I bought a car and started driving for the first time in 5 years. I appreciate how Minneapolis has filled in and become more walkable but, feel we have a long way to go. Zoning should be used to encourage a walkable city by requiring things like active first floors, parking to be hidden from sidewalks, smaller set-backs and making skyway level businesses visible / accessible from the sidewalk.	7/9/2018
2450	60	/policies/intrinsic-value-of-properties/	Neighborhoods of single family homes with some duplex and four flex buildings are an essential part of the value of the city. These neighborhoods draw families and give Minneapolis the reputation of a great lace to live and raise a family.	7/9/2018
2451	92	/policies/identify-and-evaluate-historic-resources,	Neighborhoods are historically valuable as well as individual landmark buildings.	7/9/2018
2452	14	/policies/tree-canopy-and-urban-forest/	Hig density tall closely spaced buildings too not promote tree canopy or the positive appearance of the photos of streets above.	7/9/2018
2453	11	/policies/skyways/	The city wants more pedestrians on the streets but now the city says forget the streets downtown.	7/9/2018
2454	47	/policies/housing-maintenance/	The city wants to preserve it's housing stock but this plan includes a proposed illustration that eradicates an entire neighborhood on the west side of Bde Make Ska to make way for very tall, closely spaced apartment buildings. Not right!	7/9/2018
2455	19	/policies/bicycling/	For ten years, I commuted, by bicycle, along the Greenway. I am in favor of a rapid expansion of the protected bike lane network. The bicycle network needs to be built across the city rather than neighborhood by neighborhood. It is difficult to build a comprehensive system if individual blocks can stand in the way of implementation. This is a case of making a small sacrifice for the good of all. I would encourage implementing the designs used in other countries, such as, The Netherlands and Denmark. They have been shown to work; why reinvent bicycle infrastructure if there are already great examples we could follow? I believe we need increased incentives to encourage business and building managers to include bike parking. The Nicollet Mall renovation is an example of recent construction that did not include adequate bike parking and discourages riders from visiting the business located there.	7/9/2018
2456	38	/policies/affordable-housing-near-transit-and-job-	I don't agree with this policy. I do not see examples of this realizing the intent of the changes, and in fact, developers use uncontrolled density goals to maximize profits, build poor quality housing and decrease live-ability of communities (quality of life, establishment of neighborly bonds across race and economic strata). What successful models can the City point to that have shown that this works? In the short term or in the long term? We should not be an experiment. Can we look at other ways that are evidence-based to have an impact on accessibility and affordability?	7/9/2018
2457	80	/policies/development-near-metro-stations/	I would very much like more information about where this is being proposed, as well as to see studies of how this approach has worked and has been successful long-term in creating diverse economic business districts.	7/9/2018

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2458	37	/policies/mixed-income-housing/	How will this be done in a way that is fiscally responsible, I would like more details? My taxes have risen steadily in my neighborhood due to developers squeezing in expensive homes, yet my home has not been updated nor can I afford to do that, nor stay in Minneapolis much longer at this rate. My sewer and water bill ranges \$85 month and I live alone...minimal garbage and water usage...until these costs of living are lowered, they will still be a struggle for folks on a mixed income regardless of what neighborhood we all live in. How is excess revenue being returned to Minneapolis citizens? Who will make those decisions and are they evidence-based??	7/9/2018
2459	16	/policies/environmental-impacts-of-transportation/	I am so glad to see these action steps but I would like to see more. Like: Stop building more roads and use that money to build more (a lot more!) convenient and regular public transport and safe, protected bike thoroughfares. Thank you! Katie Ibes, South Minneapolis	7/9/2018
2460	17	/policies/complete-streets/	Love it!!	7/9/2018
2461	42	/policies/expand-homeownership/	How will you address e (above)? The costs for living in the city rise exponentially each year (property taxes, energy, sewer, garbage, water) how will those fixed costs be addressed to make the City affordable for everyone?	7/9/2018
2462	13	/policies/landscaping/	Incentivize homeowners to include raingardens into their landscape design, as well as minimizing grass areas that add pollution to our rivers and use small motor engines to mow - a huge impact could be had if we changed these practices!	7/9/2018
2463	23	/policies/coordinated-development-strategy/	How will middle income residents be able to avoid being grossly over-taxed (more than willing to support those in need, but how will that be determined?) for services not realized in their area? I am at the average income for Minneapolis resident and can no longer afford to live here! Property taxes rising every year, etc..	7/9/2018
2464	59	/policies/downtown/	As someone who works and lives downtown, I feel that having more people living downtown contributes to the vibrancy. I believe we could easily accommodate a doubling of the number of downtown residents. I also enjoy seeing tourist making use of the amenities and would like to see a growth in their numbers. I would also like to make sure that all people, of all incomes, feel welcome and have reasons to live or visit downtown.	7/9/2018
2465	47	/policies/housing-maintenance/	Acknowledging this need is greatly appreciated, thank you for addressing the needs of those who have been tax paying residents for years, and are being taxed out of our homes due to too big for lot developers and sub-standard quality of new homes manufactured to make a buck.	7/9/2018
2466	20	/policies/transit/	Where is expanded light rail? Where is more high capacity rail? Stop focusing on buses and MnPass! It is winter here 7 months out of the year. Minneapolis will not become a major city until it has a comprehensive subway/light rail system that gets citizens around Minneapolis, including the neighborhoods. Buses are the past. We need future-focused transportation options in 2040. The current 35W disaster of building a bus stop in at 35W and Lake is an example of this short-sighted old-fashioned thinking. Stop it with the buses.	7/9/2018
2467	20	/policies/transit/	We need more trains! Buses add to street congestion. They're useful for routes that trains can't address but should not be the only choice.	7/9/2018
2468	7	/policies/public-realm/	Make sure "walking" includes people in wheelchairs and with service animals. Wider sidewalks dedicated to pedestrians, without allowing narrowing for outdoor restaurant seating.	7/9/2018
2469	61	/policies/environmental-justice/	Gentrification is a natural process of urban succession that brings in new capital to either renew or replace existing infrastructure which is always in a state of decline or decay. The solution is not to stop urban succession; rather, the solution is to create infrastructure and processes that allow people and businesses to move from stage to stage in the process. In the case of housing, it might be to build retirement communities that can support the lifestyle and needs of people in the twilight of their lives, including healthcare (gerontology rather than prenatal care), community dining and social activities, and other eldercare programs, which diverse communities cannot afford to provide.	7/10/2018

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2470	1	/policies/access-to-housing/	<p>Policy 1's "new housing," and its Action Steps' "Allow housing to be built" suggest land purchase and construction by commercial developers with access to favorable financing. Please revise Policy 1 to describe "new, converted, or renovated housing" so that, for example, a mansion could more easily be converted to condos or multiple rental units, without disruptive new construction or radical changes in neighborhood character.</p> <p>A conversion or renovation, like a commercial project, must comply with the Building Code, waste and water management rules, etc. To improve small project viability, as an alternative to commercial high rises, public sector lenders (the City or other public bodies) should offer neighborhood cooperatives/LLPs/LLCs/public benefit corporations, etc., financial incentives such as loan guarantees or reasonable financial and repayment terms for direct loans. A publicly supported plan should require part of such new housing to be "affordable housing."</p> <p>Although conversion or renovation is more complicated than a homeowner's outright sale, publicity about such options could encourage the owner of a mansion to make planned moves known. Neighbors could choose to compete with commercial developers and take charge of their neighborhood's housing expansion.</p> <p>This Policy 1 adjustment would equally facilitate</p> <p>Policy 3: Affordable and accessible housing, "allowing more housing options" and "expanding resources and tools to create and preserve affordable housing and minimize the displacement of existing residents[;]"</p> <p>Policy 35: Innovative Housing Types, to "[p]ursue innovative housing types and creative housing programs[]" in neighborhoods historically limited to large, single-family homes;</p> <p>Policy 36: Innovative Housing Strategies, and its Action Steps to "[e]xplore new strategies and tools to create affordable housing, and to explore opportunities to expand and maximize affordable housing resources, partnerships and tools[;]"</p> <p>Policy 37: Mixed Income Housing, to "[p]romote mixed-income development" by "support[ing] mixed-income housing, including both market rate and affordable housing[;]"</p> <p>Policy 39: Fair Housing, to "[e]xpand fair housing choice and access throughout the city[]" by "City decisions regarding housing policy, investment, land use and zoning[;]"</p> <p>Policy 41: Tenant Protections, and its Action Steps to "[i]dentify incentives and disincentives that reduce evictions," and help the Minneapolis Public Housing Authority "expand landlord participation in the Section 8 Housing Choice Voucher Program[;]"</p> <p>Policy 42: Expand Home Ownership, to "[i]mprove access to homeownership[;]"</p>	7/10/2018
2471	68	/policies/energy-efficient-buildings/	Making buildings more energy efficient conflicts with the goal of making them more affordable.	7/10/2018
2472	0.1	/topics/land-use-built-form/	My entire family since the early 1900's were born, raised and stayed in south Mpls, no one moved away. The tradition continued, my son is a few miles away and my daughter and her family live four blocks away on a street slated for buildings 2 to 6 stories! She is in a single family home with young kids. We always thought we too would stay in our beloved Mpls our entire lives but with your plan to ruin Mpls our thinking has changed. This has opened the dreaded discussion, it is time to move! After seeing your map, the decision has become clearer to move out of Mpls. Very sad, time to look at other cities to call home. Mpls is a great and lovely city, please don't ruin it by making it a crowded, awful big city like Chicago. It is ironic that the new mayor fell in love with Minneapolis, moved here and now wants to change it!!!	7/10/2018
2473	19	/policies/bicycling/	Be it resolved: well before 2040, we will get rid of the ill-planned bikeways on 26th and 28th Streets that reduce the number of car lanes needed for ambulances and other emergency vehicles, as well as other regular traffic, while duplicating bike lanes where there is already an excellent bikeway called the Greenway JUST ONE BLOCK AWAY!	7/10/2018
2474	17	/policies/complete-streets/	Please be mindful of the needs of the elderly when you devise these "complete streets." I am delighted to have more transit, pedestrian and bikeways, but my mother with Parkinson's cannot walk up the steps of a bus and even struggles to move fast enough to board a train, nor can she walk a block to a train station. People who cannot access the modes of transportation that you favor in your plan will still need ways to get around.	7/10/2018
2475	16	/policies/environmental-impacts-of-transportation/	I have a positive attitude for most of the 2040 plan as it stands today. My one concern I'd like to express is the cost and location of the SW Light rail. I'm opposed to the 2+ Billion cost and the plan to run between Cedar Lake and Lake of the Isles. I was hoping to use the tracks in St Louis Park.	7/10/2018

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2476	0.1 /topics/land-use-built-form/	<p>My name is Steve Grove, and my wife Mary and I moved to Linden Hills from California three months ago. We live at 3725 Glendale Terrace with our 18-month old twins. I work at Google, where I lead our News Lab division, and Mary works as a partner at a venture capital firm called "Rise of the Rest" focused on investing in startups outside of Silicon Valley. We're thrilled to have moved to Minneapolis and are excited to contribute to the community and economy here.</p> <p>However, we have concerns about the plans laid out for our neighborhood in the Minneapolis 2040 plan. According to the plan, our section of Glendale Terrace will be zoned on one side as Corridor 4, and the other side as Interior 3. As you know, that means if the plan passes in its current form, developers will be allowed to build 3 and 4-story apartment buildings our our residential, single-family home street.</p> <p>The plan concerns us greatly.</p> <p>We chose Linden Hills, and our specific home, precisely because it was the type of single-family home neighborhood that we were searching for. We wanted to provide our kids with a neighborhood with long-term families where they could make friends, and to live in an urban environment with a density that allowed for easy parking, safe traffic, and a neighborhood feel.</p> <p>The home we purchased was rebuilt on a lot that had previous held a condemned home, and we paid \$1.05M for it - a fair market value for our square footage. We felt good about moving into a neighborhood in transition, and were happy to be part of a revitalization of our block. There are other homes on our block that have deferred maintenance for several years, and are strong candidates for redevelopment, too.</p> <p>But if the 2040 plan goes into affect, a developer could buy up several of the older homes on our block and create an apartment complex right next door to us - fundamentally altering the dynamic of our street and seriously decreasing the value of our brand new home. We're particularly concerned because the houses on either side of us, and a house two doors down, are older homes owned by people who are either renting them out right now or are motivated to sell.</p> <p>We both believe in the importance of affordable housing and smart growth. But it's unclear to us how zoning our neighborhood block for mid-sized apartments is going to solve Minneapolis' housing challenges. The corridors in our neighborhood all cut through established neighborhoods with a history and culture of single-family homes - and we don't see how the costs of these changes to current residents is even close to worth the benefit of a few extra residents per block.</p>	7/10/2018
2477	1 /policies/access-to-housing/	<p>Allowing more multi unit housing certainly increases the wealth of developers but does not have long term benefits for the people of Mpls. Owning a home is an important way for people to build wealth. This plan would encourage those smaller homes to be demolished and developed for rental properties, which do not solve any affordable housing problems and does not promote wealth development. Our schools in south Mpls are incredibly crowded right now. This plan does not seem to address how increased density would affect educational resources. I do not support more multi dwelling units in interior areas furthest from downtown.</p>	7/10/2018
2478	1 /policies/access-to-housing/	<p>I am not in favor of allowing fourplexes with no parking requirements in any neighborhood. I do not believe that rezoning will encourage anyone to build "affordable housing" options, but rather encourage developers to swoop in and outbid legitimate home-buyers in an effort to build the largest, cheapest option that will generate the most profits for THEM. Affordable housing options will be the last thing on their mind. They will need to recoup their costs, and the resulting rents will skyrocket to ensure that.</p>	7/10/2018
2479	16 /policies/environmental-impacts-of-transportation/	<p>The largest barrier to zero emission vehicle (electrical vehicle) use in the city of Minneapolis is the lack of charging infrastructure for residents who lack off street parking. The city should adopt policies that enable curb side charging and promote the installation of DC (direct current) rapid charging stations.</p>	7/10/2018

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2480	0.1	/topics/land-use-built-form/	<p>Minneapolis has been an enviable city of neighborhoods, parks, lakes, the river and creek. It has been this organization of engaged neighborhoods and a beautiful environment that has kept Minneapolis an attractive city. The foresight of the early park board to keep the shorelines of the lakes and creek public and the establishment of parks within every neighborhood has been the defining, egalitarian feature. No city that I know of that has great density has maintained such a high quality of life and preserved a middle class. New York, Chicago, San Francisco....all with great density have very the wealthy and the poor.</p> <p>This proposal for greater density is not called for by the Met Council. We are on track to meet our share of housing by 2040. A thoughtful approach of identifying with each of the 70 neighborhoods where more dense housing could be built would take time and honest, real citizen engagement, not the flyers at cultural events approach.</p> <p>Lining Penn and 50th streets with 4 -story or higher apartment buildings and then up to 3 stories just behind them reduces the number of affordable, single-family homes, overwhelms the streets, and destroys the unique character of our city.</p> <p>I don't believe Minneapolis has the capacity to service the roads, maintain old water and sewer lines, and handle the transportation issues. Eighty-four percent of our citizens rely on cars for transportation. Few can walk or bike to work. By removing the parking requirements, this plan is totally unrealistic, fantastical. It's an example of magical thinking.</p> <p>The density planned for here was nothing that the neighborhood councils were involved in. It seems this centralized plan, written by the staff and council members, denigrates decentralized, neighborhood planning. I question the logic and the abilities of both. I see no data to support the proposition.</p> <p>The buildings will not be "affordable." You will remove throughout the city the affordable single homes and line the pockets of developers. To say that increasing the housing in this way will bring down the prices of rents and cost ownership has no basis in fact in the USA. Your plan is based on unsubstantiated premises. I deem it dishonest.</p>	7/10/2018
2481	1	/policies/access-to-housing/	I thought we were working against a long history of redlining, yet I see an old redlining boundary preserved along Hennepin. Why is the west of Hennepin planned to be lower intensity zoning than the east of Hennepin, apart from wealthier residents west of Hennepin could not bear the thought of sharing their neighborhood with more people?	7/10/2018
2482	0.1	/topics/land-use-built-form/	In South Minneapolis, the built form map calls for lower density to the west of Hennepin than to the east. Please extend Interior 3 zoning to both sides of Hennepin Avenue. Lower density zoning to the west of Hennepin serves no purpose other than to perpetuate the disparities and exclusionary zoning that's a legacy of redlining.	7/10/2018
2483	1	/policies/access-to-housing/	Completely against this policy. Sounds altruistic but developers will get rich and Minneapolis will get more tax revenue. Current homeowners lose so much in terms of safety in neighborhoods from increased density. Neighborhood camaraderie will be destroyed. Minneapolis will lose its soul.	7/10/2018
2484	0.1	/topics/land-use-built-form/	Do not support.	7/10/2018
2485	33	/policies/affordable-housing-production/	In the action steps, they forgot to mention "make the city unliveable, thereby driving out long term homeowners and lowering property values"	7/10/2018
2486	0.1	/topics/land-use-built-form/	Why is the proposed built form for the Lowry Hill neighborhood west of Hennepin Interior 2 while the built form east of Hennepin in the Wedge Interior 3? These areas are literally a single block apart, they have no difference in transit access or distance from downtown. It's unacceptable to limit the density of Lowry Hill and perpetuate its exclusivity simply because the current inhabitants are richer and more likely to kick up a fuss when more people want to live near them.	7/10/2018
2487	1	/policies/access-to-housing/	I support higher density throughout the city, and the re-legalizing of much of the housing types that make neighborhoods affordable. My fiancÃ© and I are both young and hope that this will help bring the absurd cost of housing down for people our age.	7/10/2018
2488	1	/policies/access-to-housing/	Love the fourplex everywhere idea! It's such a reasonable way to add density and make neighborhoods more walkable.	7/10/2018
2489	19	/policies/bicycling/	Yes! These are all great! Thank you, and continue to do the work you do to promote & include ALL modes of transportation in our city.	7/10/2018

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2490	0.1	/topics/land-use-built-form/	<p>I disagree with putting 3-4 story apartment buildings on Penn and Oliver Ave S. The existing houses on these streets are usually 1 story and will be dwarfed by new construction, parking is a problem, and there has already been a pedestrian death near Penn and 54th this year. A lot of infrastructure work will need to be done to support high-density housing - the surrounding neighborhood schools are full, buses are full, roads are full of potholes. Crossing highway 62 on a bike or as a pedestrian, especially with kids, is REALLY unpleasant - making car-free trips for families a huge burden in this neighborhood.</p> <p>What's the timeline for rezoning and redeveloping these neighborhoods? Will neighbors have any say in what sort of new development takes place? Will eminent domain be invoked, forcing property owners to see? I strongly oppose the use of eminent domain. I think rezoning will hurt already established communities and divide neighbors. I don't think this is going to have the community-building effect you are hoping for.</p>	7/10/2018
2491	1	/policies/access-to-housing/	<p>I am very concerned about stated goals for neighborhood interiors. In 2016, I purchased a home in the 54th and Dupont area of South Minneapolis for \$475K. I was a first time home owner at age 41. For most of my adult life, I have pursued higher education and saved money to make a down payment on my single family home. I would not have made this investment of finances and emotion if I knew that my block might be changed to allow for 3-story residential buildings or multiplexes, similar to the Uptown neighborhood interior. This area of Minneapolis has its own unique energy and charm. However, it is not fair to owners of single family homes in other areas to implement zoning policies that can lead to such a radical transformation of the neighborhood. Prior to my recent purchase, I enjoyed living in apartment buildings on transit corridors in Pittsburgh, Chicago, San Francisco, and Minneapolis. For 10 years prior to my recent purchase, I enjoyed leasing a condominium on West Lake Street, a large transit corridor. This is where more dense types of housing belong - on the transit corridors and close to amenities such as parks, grocery stores, restaurants, and public transportation. I have loved my experiences as a renter during my adult life. I purchased my single family home in Minneapolis with the intent of entering a new phase of my life, and a new type of living experience. I imagined that my street would remain the same with respect to the structure of residences, and that I would live here until I retired. When more dense types of housing are mixed with single family homes, the quality of living in the single family home changes for the worse and the value of the home decreases. I made a deliberate choice to live on a quiet (disregarding the airplanes), low traffic, neighborhood street. Please develop the transit corridors with more dense housing before changing the zoning of neighborhood interiors.</p>	7/10/2018
2492	62	/policies/contaminated-sites/	<p>Each effort should begin with a benefit/cost analysis (both short-term and longer-term) to see if abandonment is not the best option. Remediation is but one of the options that policy makers should consider. The first step is, of course, transparency. Concealment of contamination should be subject to heavy penalties, which includes contributions to a post-closure liability fund to begin clean-up of brownfields that may be worthy of remediation. If people knowingly purchase properties that are contaminated, they should assume all the liabilities that come with those heavily discounted properties and not get the taxpayers to bail them with public dollars for cleanups.</p>	7/10/2018
2493	1	/policies/access-to-housing/	<p>You talk about a variety of housing options but have not adequately protected what is so wonderful about what we have today that horrible cities like Chicago and NY don't have...single family housing for the middle class. Why would you ruin something so valuable? Do you think this makes you a more successful city planner and you hope for career advancement at the expense of the residents currently in the city?</p>	7/10/2018
2494	34	/policies/affordable-housing-preservation/	<p>If your goal is to preserve affordable housing options for all people, including the working middle class, why have you abused your rights to taxation and are driving out good citizens? You have increased taxes to the point that they become the problem with affordable housing. How about you fix the problem you created with making housing affordable? People are having to leave the homes they saved to buy because you cannot seem to control your spending or figure out how to create a tax base that doesn't rely on gauging property owners?</p>	7/10/2018
2495	33	/policies/affordable-housing-production/	<p>all multi-family housing should be required to abide by set back rules and provide for adequate off street parking for all residents. We have a parking problem now and a snow removal problem now. Don't make it worse.</p>	7/10/2018
2496	1	/policies/access-to-housing/	<p>What a joke. You are not creating a diverse housing options...you are creating an overly dense, one size fits all approach by removing single family zoning that exists today. filling blocks along 50th with multi-family are not going to be affordable and they will ruin our neighborhoods. Any multi-family should be owner occupied to protect what we have.</p>	7/10/2018

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2497	37	/policies/mixed-income-housing/	To make more affordable options, stop taxing the homeowners inequitably. There was a law change that put the burden for taxes on homeowners vs. commercial. Then you cut deals to more businesses and sports arenas. You obviously don't work on behalf of the citizens of mpls. You need to fix your own problem first before you start ruining neighborhoods.	7/10/2018
2498	43	/policies/housing-displacement/	why do you only work to protect the poorest people? What about the middle class citizens that have paid outrageous taxes for years and are now at the point they can't afford those tax rates and are forced to leave their homes at retirement? Affordable also means affordable tax rates. Take some accountability!	7/10/2018
2499	23	/policies/coordinated-development-strategy/	Minneapolis is part of a metro area that includes close in suburbs. Before making Mpls more dense, you should require a metro-wide vacancy rate threshold.	7/10/2018
2500	47	/policies/housing-maintenance/	Yes, the city wants to promote the upkeep of homes only so they can tax the heck out of those that do and all the neighbors. The tax value of homes in SW went up by \$75-\$100k per home last year because of the flawed formula. Any home with less than a certain cost per square foot is deemed distressed and excluded from the comp pool. But a year later when it's torn down and resold, that prime value is included in the comp pool. Totally unfair to the neighbors. You should exclude those flipped homes for a period of time.	7/10/2018
2501	1	/policies/access-to-housing/	I support this essential goal of increasing access to housing. More density and both public housing and private housing should be used aggressively to increase availability of quality affordable housing.	7/10/2018
2502	37	/policies/mixed-income-housing/	The most segregated parts of the city are the wealthy, mostly white neighborhoods of the Southwest! We need more housing diversity in ALL parts of the city, and that includes these neighborhoods	7/10/2018
2503	1	/policies/access-to-housing/	I welcome this type of housing in my neighborhood (Longfellow). Please, let this kind of development happen. We need to replace the missing middle of housing options; not just single family homes and large apartment buildings. Duplexes and fourplexes will increase the density in a stable and helpful way, supporting businesses that our neighborhoods need.	7/10/2018
2504	50	/policies/access-to-technology/	Yes! Take down the barriers for companies like USI to get fiber everywhere! More transportation for people to libraries and libraries with longer hours please!	7/10/2018
2505	48	/policies/data-driven-decisions/	Leveraging data and models for making decisions is the most prudent and effective way to ensure we are doing the best we can to improve our city. This is an absolute must and I really appreciate this being present.	7/10/2018
2506	56	/policies/supporting-small-businesses/	On October 10, 2017, Core Findings Research Group presented information about the North Minneapolis economy as it relates to consumer food dollars. They reported that northsiders spend \$41.5 million on food they eat at home, and \$25.2 million on food eaten away from home but that these dollars are not necessarily spent in the community. Core Findings reports \$18.7 million leaves the northside for food people buy to eat in the home and \$2.6 million is spent outside of north Minneapolis on meals out of the home. It's my opinion that more can be done to encourage people to patronize and buy local. The City might consider aiming to stimulate economic growth through local purchasing by making it first about the people: getting to know what's important to them about shopping and finding services; inviting them to invest in themselves and their business-owning neighbors; and rewarding them for enhancing the neighborhood in which they live by purchasing local. Studies show, too, that the more people know one another and spend time in community-building activities, the less crime there is along those streets and corridors. There are Great Streets Business District Support Grants that are designed and expected to roll out soon that might model some good options.	7/10/2018
2507	25	/policies/innovations-in-transportation-and-infras	I'm glad the city is proactively thinking about these things, but I'd like to make sure we focus on things proven to benefit communities now (like light rail, street cars, busses, etc.) until more data and information can be gathered how to effectively plan a city for these things.	7/10/2018
2508	15	/policies/transportation-and-equity/	It is very positive to see our city recognizing the inequality in our community and is taking steps to try and address these issues. Access to transportation is so critical to improving the lives of people too.	7/10/2018
2509	16	/policies/environmental-impacts-of-transportation	Don't forget other alternatives to walking/cycling/car like electric powered scooters/skateboards/bikes. Getting infrastructure in place that supports things like storing and/or charging while at a station or on the bus would increase the effective range that people would travel to the public transport station and not use a car.	7/10/2018
2510	17	/policies/complete-streets/	Yes please! This is so important and critical! Increase mixed-use buildings! More walkways! More bike paths! All the things!	7/10/2018

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2511	1	/policies/access-to-housing/	Higher density, and hopefully, affordable housing will be built in areas of the city where lots are not prohibitively expensive, which is in poorer neighborhoods. If these new structures are indeed affordable for low income residents then this new permissive zoning plan would in fact promote further concentration of poverty these parts of the city. I guess a the city wide proposal to allow multi-unit housing everywhere is politically the only way to give this plan a chance. But, there needs to be some type of provision included that allows for a moratorium of construction in a specific area of the city if this foreseen increase in concentration of housing for lower income person in already impoverished neighborhood occurs.	7/10/2018
2512	18	/policies/walking/	Walk-ability is the reason I moved to Uptown. I haven't had to drive my car in months (even in the winter) because nearly everything I need, groceries/convenience store/restaurants/bike paths/buses/parks, are all in walking range. I can't and won't go back to needing a car, it is amazing. How walk-able a neighborhood is will absolutely inform where I choose to live in Minneapolis so having more places where this is possible is exciting and awesome!	7/10/2018
2513	19	/policies/bicycling/	Also make sure to embrace and encourage mixed use of transportation! Things like biking and catching a bus or a light rail can really make public transport shine!	7/10/2018
2514	20	/policies/transit/	I read the overall plan to prioritize walking and biking above transit. From a purely numbers perspective, I expect walking and biking to benefit fewer people than transit. From a purely human perspective, this type of priority lessens impact to the disabled, elderly and poverty level individuals.	7/10/2018
2515	20	/policies/transit/	It'd be nice to also make sure we continue to improve the fantastic web API that Metro Transit already offers. If we can improve things like where a bus currently is on it's route, more accurate ETA, and other data points, we can improve rider's confidence in the system as a whole and help more people take our transportation network!	7/10/2018
2516	20	/policies/transit/	I read the overall plan to prioritize walking and biking above transit. From a purely numbers perspective, I expect walking and biking to benefit fewer people than transit. From a purely human perspective, this type of priority lessens impact to the disabled, elderly and poverty level individuals.	7/10/2018
2517	82	/policies/aging/	Policy 82: Aging, would "[e]xpand resources and opportunities" for "independent living, assisted living, and long-term care housing" to help elders stay active, but its Action Step a, "Ensure access to safe, affordable and accessible housing options" is vague. Please revise Action Step a. to "Ensure access to safe, affordable and accessible housing options including co-housing." Minneapolis downtown high rises currently pose 2 problems: either they are unaffordable, or they pose severe maintenance problems for the City or private landlords while often increasing feelings of isolation, especially among elders used to ground level living. Low-rise co-housing, especially by adaptation of existing homes, could better increase density in single-family-home areas, retain neighborhood character, and reduce perceived "warehousing" of elders by making easier the human contact and self-help which data show prolongs active life.	7/10/2018
2518	7	/policies/public-realm/	I love this, making it more pleasant to be on the street will help walk ability so much!	7/10/2018
2519	6	/policies/pedestrian-oriented-building-and-site-de	Encouraging vestibules at any metro stop would be a nice step!	7/10/2018
2520	33	/policies/affordable-housing-production/	"c. Promote a diversity of housing options throughout the city through ongoing analysis and targeted interventions." What are targets for increased density? What types of intervention are planned? This level of planning at this stage may seem a bit premature, but, to prevent increased concentration of poverty this should be addressed now, probably as its on Proposal.	7/10/2018
2521	11	/policies/skyways/	I consider skyways to be privately owned and operated. Why spend time and (taxpayer) money regulating this feature of downtown? Let the consumers direct the value and usage of skyways instead. Also, why prioritize "street level vibrancy" above "skyway level vibrancy"? There is a healthy economy one floor up from the street... why does the location matter?	7/10/2018
2522	11	/policies/skyways/	It'd be worth trying to work with companies like Google/Apple to get the skyway integrated into their map applications. If I can type in the name of a company I want and it gives me instructions to the door, I'd be a lot less scared when traveling downtown.	7/10/2018
2523	10	/policies/street-grid/	This is great. I'd also be ok with bigger blocks being broken up with pedestrian/bike paths instead of roads too!	7/10/2018

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2524	6	/policies/pedestrian-oriented-building-and-site-de	I totally support the proposed action step to eliminate off-street parking minimums throughout the City. Decoupling residential and commercial development from mandated parking development allows the fine-tuning of parking amounts and locations to be done by those most knowledgeable and financially on-the-line: building developers. I am not concerned that a developer will build a building and fail to make provisions for some off-street parking as needed. Developers are smart and will build/contract for the least parking needed to allow their buildings to be economical. I also think that in 50 years Minneapolis will be more like every other 'big city' where more and more people will get around without using a car every day, to individual's financial benefit.	7/10/2018
2525	0.1	/topics/land-use-built-form/	2603 21ST ST W identifies the land that was negotiated with the neighborhood to remain as green space -- we spent many hours with many neighborhood representatives and SWLRT project people working on this. It also should be subject to the City's intention, expressed through the MOU with Hennepin County and the Met Council, that it remain publicly-owned green space.	7/10/2018
2526	0.1	/topics/land-use-built-form/	The 21st St. Franklin Avenue corridor should be upzoned to at least Transit 10 like other neighborhoods around existing and planned METRO stations. We are making a significant (once-in-a-generation) investment to improve our transportation system and it will only work if we can build the transit-supportive communities. The current and proposed built form will not sufficiently support / warrant the ridership a light rail line offers.	7/10/2018
2527	0.1	/topics/land-use-built-form/	The MPLS2040 site seems to have the southern part of the Kenilworth Corridor listed as: 2820 26TH ST W. This doesn't make sense to Google Maps. In any case, it's shown as Corridor 4, as is 2603 21ST ST W, which identifies the land that was negotiated with the neighborhood to remain as green space -- we spent many hours with many neighborhood representatives and SWLRT project people working on this. It also should be subject to the City's intention, expressed through the MOU with Hennepin County and the Met Council, that it remain publicly-owned green space.	7/10/2018
2528	21	/policies/freight/	Raised/Sunken tracks would be great to help prevent traffic congestion and safety for residents.	7/10/2018
2529	22	/policies/downtown-transportation/	Repaint the bike lane on Hennepin!	7/10/2018
2530	56	/policies/supporting-small-businesses/	I am a small business owner in North and it is difficult to survive. What specifically do these action steps mean? We could use help with advertising and marketing support. Our small budgets does not leave much room for marketing or advertising. City officials supporting and patronizing the businesses would be great, grants etc	7/10/2018
2531	28	/policies/msp-airport/	Stop building more parking at the airport - its super expensive and inefficient. Its more environmentally friendly to have people take transit or shared mobility options.	7/10/2018
2532	34	/policies/affordable-housing-preservation/	We definitely need to preserve the affordable owner housing we have. We also need more SROs, not all supportive housing. Seward has 1,000+ subsidized units within 2 or 3 blocks of our house. I would like to see larger than 1 br or 2 br rental units encouraged. I also would like some kind of serious punishment (\$\$\$ etc.) against property owners who leave buildings empty and let them deteriorate. Tear downs are not necessarily the answer. It is unbelievable to me that a building on our block could stay empty for 5 years, never have sidewalks shoveled, never had the lawn mowed except for by the city. It is a blight and could house several households. The city could act as an intermediary to encourage a sale to a responsible landlord.	7/10/2018
2533	11	/policies/skyways/	Change official city policy to support the dismantling of the skyway system but banning its expansion and addition of retail usage on the 2nd floor.	7/10/2018
2534	11	/policies/skyways/	Remove the skyway crossings over Washington Avenue and continue promoting the vibrant street life there.	7/10/2018
2535	66	/policies/air-quality/	As a resident of East Phillips living by the asphalt plant I find this all very laughable. I am sick of hearing upper class liberals in this city talk about bikes, global warming, air quality, and renewable or green this or that. The asphalt plant is literally belching black poison in the air and you all don't seem to care. You talk about social justice and environmental justice but with the Hiawatha public works depot off 28th you are NOW building more polluting industry in BROWN neighborhoods. Instead of just buying the asphalt plant for like 6 million (pocket change for MPLS) you bought KMART ????. Your all racist idiots.	7/10/2018
2536	66	/policies/air-quality/	Make it official policy to teardown portions of the freeway system that aren't highly used (4th street viaduct) - Crosstown Lyndale exit	7/10/2018
2537	66	/policies/air-quality/	Eliminate parking minimums city-wide and institute parking maximums to curtail GHG emissions and pollution for automobiles.	7/10/2018
2538	1	/policies/access-to-housing/	The goal of reducing car use is great. I am not optimistic. The Coop, the gym generate the demand for more parking than those businesses provide for staff and customers. As far as I can tell, only Perkins has enough parking for its staff and customer use.	7/10/2018
2539	66	/policies/air-quality/	Raise on-street and off-street parking fees to fund air quality improvement projects - transportation-related GHG emissions must be curtailed to achieve climate goals.	7/10/2018

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2540	66	/policies/air-quality/	Implement taxes on gas lawn mowers (or ban them)	7/10/2018
2541	18	/policies/walking/	Add Leading Pedestrian Intervals citywide. And also increased pedestrian crossing times for older and mobility limited residents.	7/10/2018
2542	0.1	/topics/land-use-built-form/	<p>Overall this plan is a step in the right direction for our city and its needs for housing and growth. One suggestion / comment regards the transition from Corridor 4 districts to lower intensity residential areas (Interior 1). Obviously it is a good idea to have a transition buffer zone between these corridors and districts.</p> <p>Currently, the transition in the plan from Corridor 4 to Interior 1 is Interior 3 (see, e.g., 4620 WASHBURN AVE S). However, in the transition between Corridor 4 and Interior 1, the appropriate transition would be interior 2, which still allows for multifamily buildings, but is less drastic than the juxtaposition between interior 1 and interior 3.</p> <p>it seems appropriate that draft plan calls for the the transition zone from Corridor 6 to less intense areas is Interior 3. After all, Corridor 6 is much more dense than Corridor 4, so the transition zone density coming down from Corridor 6 should be higher (see, e.g., 5635 BLAISDELL AVE S). However, this same logic would favor a slightly less dense transaction from corridor 4 to residential - i.e., interior 2.</p> <p>Thank you for your consideration.</p> <p>Erik Ruda SW Minneapolis erik.ruda@gmail.com</p>	7/10/2018
2543	1	/policies/access-to-housing/	I disagree with "action step e" above, i.e. allowing up to four dwelling structures on what is currently a single-home lot. The photo, elsewhere, of what my neighborhood would look like if this were allowed to happen looks like Woodbury. I don't want to live in Woodbury. The zoning in residential neighborhoods should remain as it is.	7/10/2018
2544	1	/policies/access-to-housing/	I Live in North Minneapolis and do not want 4 plexus every where, the city does not enforce basic housing codes in North Minneapolis especially with slumlords. I would like to see more affordable housing in Southwest Minneapolis, no more in north. The concentration of poverty in north is criminal and we are returning to a time of the housing projects that were deemed illegal. If you do go ahead with the heavy zoning with more crappy land lords do something about the up keep and safety of all residents.	7/10/2018
2545	84	/policies/public-safety/	How about traffic enforcement? All traffic and parking laws in Minneapolis are just optional, this is sad.	7/10/2018
2546	0.1	/topics/land-use-built-form/	I love that we are opening up density close to transit corridors! It is one of the most important ways for us to fight climate change. I think, however that two big opportunities are lost on the current built-form map: (1) There are a few areas very close to downtown that should be Interior 3 - Lowry Hill, East Isles, and Near North. (2) Overall, I think Interior 3 is too conservative. I think new construction in Interior 3 should at least be 2 stories, with incentives given for 3-4 stories.	7/10/2018
2547	4	/policies/access-to-commercial-goods-and-service	I have 6-7 full service grocery stores within 3 miles. As a senior I need a car to get groceries home even if it is two blocks away. Do I go to the market every day as my German friend does?	7/10/2018
2548	19	/policies/bicycling/	Bicycling as a means of transportation should be one of the lower priority items for the city. Weather conditions from Nov to March prevent cycling from a reliable mode of transportation for those other than the most fit and committed. Please consider the impact of devoting significant areas of transit corridors to an activity that will have highly variable usage based on the weather. If we are talking about how to improve moving about as density increases, it might not make sense to devote a disproportionate amount of space/resources to an activity that isn't feasible for many residents during extended periods of the year, and is therefore underused for extended periods. Reliable, well networked public transportation and pedestrian friendly design should be top priorities.	7/10/2018

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2549	82	/policies/aging/	<p>Policy 82: Aging, would "[e]xpand resources and opportunities" for "independent living, assisted living, and long-term care housing" to help elders stay active, but its Action Step a, "Ensure access to safe, affordable and accessible housing options" is vague. Please revise Action Step a. to "Ensure access to safe, affordable and accessible housing options including co-housing."</p> <p>As of 2018, Minneapolis downtown high rises pose 2 problems: either they are unaffordable, or they pose severe maintenance problems for the City or private landlords while increasing feelings of isolation among elders used to ground level living. Low-rise co-housing, especially by adapting existing homes, see Policy 35, Innovative Housing Types, could increase density in single-family-home areas, retain neighborhood character, and reduce perceived "warehousing" of elders by making easier human contact and self-help that prolong active life.</p>	7/10/2018
2550	82	/policies/aging/	<p>Many citizens, especially elders and the disabled, see Policy 83, lack adequate access to public transport. Policy 66: Air Quality, and its Action Step a, would "[r]educe vehicle-related emissions through transportation and land use policies" See also Policy 24, Shared Mobility. Yet Policy 6, Pedestrian-Oriented Building and Site Design, Action Step k, would "[e]liminate off-street parking minimums" i.e., required resident-to-parking-space ratios.</p> <p>Eliminating off-street parking minimums reduces developers' costs but contradicts Policies 82 and 83, promoting elders' and disabled persons' independence. Fix the contradictions: make Policy 6 depend on development of, and developers' contributions to, adequate alternatives.</p>	7/10/2018
2551	6	/policies/pedestrian-oriented-building-and-site-design/	<p>Many citizens, especially elders and the disabled, see Policies 82, 83, lack adequate access to public transport. Policy 66: Air Quality, and its Action Step a, would "[r]educe vehicle-related emissions through transportation and land use policies" See also Policy 24, Shared Mobility. Yet Policy 6, Pedestrian-Oriented Building and Site Design, Action Step k, would "[e]liminate off-street parking minimums" i.e., required resident-to-parking-space ratios.</p> <p>Eliminating off-street parking minimums reduces developers' costs but contradicts Policies 82 and 83, which promote elders' and disabled persons' independence. Fix the contradictions: make Policy 6 depend on development of, and developers' contributions to, adequate alternatives.</p>	7/10/2018
2552	34	/policies/affordable-housing-preservation/	<p>Preservation of the thousands of existing affordable housing units located in the historic neighborhoods around the south side of Downtown will be threatened by the extreme upzoning proposed in the Built Form Plan. Speculative development is one thing when it happens in the near green field type locations found along the river. It is something very different when it comes to neighborhoods full of students, downtown workers, the elderly and people of color. Equity? I don't believe you.</p>	7/10/2018
2553	1	/policies/access-to-housing/	<p>Re. 2901 Wayzata Blvd: Nothing should be built that is 15 stories at this location. 2800 OK</p> <p>The number of multiple buildings such as four-plexes needs to be controlled in any area. Small houses on one street should not be demolished for a string of four-plexes anywhere. I agree they should be scattered and available throughout the city--just not in clusters. We should consider one unit be owner-occupied for licensing.</p>	7/10/2018
2554	1	/policies/access-to-housing/	<p>I live in a largely single family dwelling area of SW Minneapolis. I support rezoning to increase density as proposed as long as there are concurrent policies that make sure there is a major increase in affordable housing throughout the city. Higher density that is just luxury condos or apartments is a terrible idea and we need policies in place that specifically increase housing affordability. The market is failing us already and won't fix the problem by relying solely on market forces and increased density.</p>	7/10/2018
2555	0.1	/topics/land-use-built-form/	<p>I am confused why the wedge neighborhood is interior 3, but Lowry Hill and East Isles on the other side of Hennepin are only Interior 2. It seems to me that areas that near a future aBRT line on Hennepin should be Interior 3 at the VERY least, and probably allow even denser development. Lowry Hill and East Isles shouldn't get a pass because they are wealthy. We should not be exempting wealthy neighborhoods from good planning and land use just because they're likely to throw a fit.</p> <p>On a similar note, it seems like dropping down to interior 2 south of 31st in CARAG and ECCO is way too steep a drop. I live in a fourplex on the 3100 block of Bryant, and I am confident that the block could handle 3 story development. Lake will also be getting aBRT and we need to allow people to live close to our transit investments.</p>	7/10/2018

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2556	33	/policies/affordable-housing-production/	I would like to see a concrete statement about how the city will actually enforce this policy. I keep hearing about affordable housing, but in my neighborhood (Stadium Village region of the University of Minnesota) I've seen building after building go up without any affordable options, which is particularly criminal given that the majority of occupants are students who are forced to take out outrageous student loans just to live near their school. Even though I'm no longer a student and have a full-time job, even I can't afford the prices these place charge. On top of that, I rely on the Green Line because it's the only transport that is affordable to me right now. Naturally, all the new apartments going up along the Green Line are out of the price range of those who need it the most. I won't believe that the city prioritizes people over construction companies until I see rules in place that force them to include affordable and safe units in their apartments. Companies will never do what is in the best interest of the people when there are profits to be had -- it is up to our representatives to make those changes happen. For just one example of the madness our neighborhood has had to put up with, see the drama surrounding Prime Place, now renamed The Arrow in the hopes that future tenants won't know the history of the building and its management.	7/10/2018
2557	16	/policies/environmental-impacts-of-transportation/	Yes, cars are a scourge and must be fought against. The amount of pollution they produce is shocking, so I'm glad to see the City's idling ordinance being stressed. We must also design our streets in order to calm car traffic and make it safer to ride a bike or cross the street as a pedestrian.	7/10/2018
2558	1	/policies/access-to-housing/	Yes! Fourplexes allowed everywhere! Same footprint as McMansion's, but for more people! So great!	7/10/2018
2559	33	/policies/affordable-housing-production/	To maintain 30% housing cost for a retail employee (service employee) a one bedroom rental unit needs a rent cap of \$384. A majority of service employee's work for publicly traded corporations that are paying out dividends to stakeholders. The majority of the money travels past front-line (service) workers toward the top executives of those corporations.	7/10/2018
2560	69	/policies/renewable-and-carbon-free-energy/	Develop Municipal Power. Disconnect from Excel and CenterPoint. Make use of locally generated power to reduce dependence on the grid.	7/10/2018
2561	0.1	/topics/land-use-built-form/	I can't believe how the city leaders are attempting to sell out homeowners in order to allow developers to profit. This scheme will wreck the neighborhoods of South Minneapolis if passed in its current state. It is ridiculous to encourage up to six story buildings down Chicago all the way until 60th street and then continue on to Portland. Why is Portland not included north of 60th, it is much more of a "transit corridor" than the neighborhoods along Chicago. The ability for developers to buy and combine multiple lots for 3 story development in Interior 3 zoned areas will kill the charm of the city. Is that your goal? Also, why is the southernmost area between the 35W and Lyndale zoned Corridor 6. That area already struggles, why are you attempting to further its decline?	7/10/2018
2562	19	/policies/bicycling/	Thus far the expanded emphasis on biking seems to have been done without any prior study or any concern for the way the vast majority of people still travel in MPLS, i.e., automobiles. The protected bike path on Blaisdell from 31st to 40th street is a prime example. I drive this route at rush hour almost every day. I never - never - see more than one or two bikes on the protected path. Most of the time I see none. What I do see is greatly increased automobile delays, congestion, and noise on a residential street as a result of compressing two lanes of automobile traffic into one lane. The dramatic decrease in the quality of this roadway through the addition of a massive -- and virtually unused -- protected bike path is astounding. And it gives me great concern that the expansion of bike paths is being done without real study or understanding of where such paths might draw the most traffic and how to minimize the impact on most MPLS residents who use automobiles every single day.	7/10/2018
2563	36	/policies/innovative-housing-strategies/	I wish I could ban the city's use of the word "explore" unless it's immediately followed by "and implement solutions and policy to establish". Commit to something other than researching problems -- commit to providing policy or funding to change something.	7/10/2018
2564	1	/policies/access-to-housing/	How do these prevent gentrification and the movement of tearing down reasonably sized single-family houses and putting houses with double the square feet down in the lot. If a 800 or 1200 square foot house is torn down I don't think we should be allowing a 2,000+ square foot home to replace it unless it houses more than one family. That's environmentally responsible action. Overall I like this strategy, although a 4 unit on some of those inner city blocks might get a little tough.	7/10/2018
2565	63	/policies/food-access/	Expand taxation on unhealthy foods that lead to impacts on public health and the overall of healthcare for the public. Unhealthy nutritional habits result in higher healthcare cost, including rising premiums for healthy people simply because the liability of poor eaters is spread through insurance.	7/10/2018
2566	19	/policies/bicycling/	Cyclists suck! They do not follow the traffic rules. Why waste money in the far reaches of the city with less traffic and place bike lane? It only makes sense in denser areas. The Mpls Bike Coalition or whatever they are called now are obnoxious too.	7/10/2018
2567	24	/policies/shared-mobility/	Bring on the electric scooters!	7/10/2018

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2568	38	/policies/affordable-housing-near-transit-and-job-	<p>Hope this does not mean that affordable housing will NOT be placed in areas not well covered by transit. Low income people have the right to live in nice, not-busy places too. Plus all the cookie cutter retail on the bottom and apt on top are ugly as sin. Low income people have the right to live in quality places too. And let's face it 80% AMI housing is not really housing for low income folks. Or 60% for that matter.</p> <p>Come on Minneapolis - You need to do better!</p>	7/10/2018
2569	11	/policies/skyways/	<p>It'd be a good idea to also remove any requirements we have around providing seating for customers at restaurants in the skyway. This can help reduce the amount of space required for a store to open in the skyway and encourage smaller businesses to move in (like many food trucks have). Seating for customers can move to shared/common spaces through out the skyway system. More variety in the skyway gives people more of a reason to come downtown and spend time and money here!</p>	7/10/2018
2570	91	/policies/heritage-preservation-outreach/	<p>Give funding to the Hennepin History Museum. Most of their collection is Minneapolis related anyways.</p>	7/10/2018
2571	6	/policies/pedestrian-oriented-building-and-site-de	<p>DO NOT eliminate off street parking minimums.</p> <p>"The City of Minneapolis Complete Streets policy prioritizes walking first, followed by bicycling and transit use, and lastly motor vehicle use. " This was developed by staff "Staff developed a Complete Streets policy to inform decision-making throughout all phases of transportation projects and initiatives." What input did the residents of the city have to this?</p> <p>"Require windows on buildings to allow clear views into and out of the building." This implies control of what is built next to existing buildings. The city will have to make sure new developments don't interfere with those clear views.</p> <p>"Implement and expand zoning regulations and incentives that promote bicycling, such as the provision of secured storage for bikes near building entrances, storage lockers, and changing and shower facilities." So we are not going to do away with zoning? How will this work?</p> <p>Surface parking lots are an ideal place to implement solar collection. Also to create greenspace surrounding them.</p>	7/10/2018
2572	96	/policies/heritage-preservation-recognition/	<p>Don't prohibit new gas stations. Control by zoning etc.</p>	7/10/2018
2573	53	/policies/quality-of-life/	<p>Don't become like crazy St Paul's commission. These houses are expensive to maintain - too many regulations prevent it.</p>	7/10/2018
2574	58	/policies/business-districts-and-corridors/	<p>Prevent the massive displacement of people currently living in North and Philips over the next 20 years. Stop gentrification. Allow low income folks to continue to live in the city.</p>	7/10/2018
2575	58	/policies/business-districts-and-corridors/	<p>Expand the Great Streets Service Areas to additional smaller nodes.</p>	7/10/2018
2576	78	/policies/park-design-and-programming/	<p>All funding goes to Lake, Broadway and Central. Spread the wealth of Great Street and CPED programming.</p>	7/10/2018
2577	40	/policies/homelessness/	<p>The Park Board's decision making process and funding of the new sexual violence survivors memorial is wrong. The new board did not follow its own rules. I want \$160k for all four parks surrounding me. I want art in all of them. The new board blows. Bourn and his tight knit crew.</p>	7/10/2018
2578	0.1	/topics/land-use-built-form/	<p>Supportive Housing and especially Housing first models are a proven way to reduce homelessness and should be included.</p> <p>I love the upzoning in this plan, but I have one reservation. I currently live in 423 W 31st st, which is a 3 story, 6 unit building. The proposed zoning for this lot will be interior 2, which only allows for up to 4 units at 2.5 stories. I would like the proposed zoning to at least reflect the current use of the lot, so it should be upzoned to interior 3. I believe there are many more buildings like mine on Garfield, Grand and Harriet that should also be made at least interior 3.</p> <p>Thank you for all of your work! I'm a big fan of the plan.</p>	7/10/2018
2579	19	/policies/bicycling/	<p>Bravo! Keep focusing on this necessary transition to alternative modes of local transit, like biking and walking. But also understand that the needs of visitors and irregular travelers need to understand the culture of bicycling, including flexibility on transit times and weather allowances.</p>	7/10/2018
2580	33	/policies/affordable-housing-production/	<p>I am looking for ways you expect to carry out these actions for affordable housing. I am skeptical. Developers want to build luxury units. In the past some units in a building were reserved for affordable housing. I recommend this again as one option.</p>	7/10/2018

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2581	28	/policies/msp-airport/	Noise mitigation must be a priority, especially since Minneapolis bears the brunt of airport noise issues. Technology exists to make airliners quieter without compromising safety. But this technology is more expensive. So airlines need to be required to make these upgrades by communities, such as ours. It is not sufficient to simply solve the problem by installing windows and air-conditioning in people's homes to "solve" the noise problem— all usage of the city, from outdoor spaces to working spaces, to homes with the windows open, to backyard gatherings must be able to live in an environment free of excessive noise. If you must pause a conversation because of an airliner passing overhead every 90 seconds, that is not an environment which is conducive to any activity, business or personal.	7/10/2018
2582	80	/policies/development-near-metro-stations/	This is a cart-and-horse problem: the cultural shift necessary to encourage all residents to embrace transit requires that transit be convenient, economical, and culturally and socially accepted. But the funding to do those things, traditionally, comes only based on ridership numbers—that is, you must first have the riders before you can offer the amenities. This is logical, but ultimately doomed to failure. This plan must encourage a action forward approach to developing regular, reliable, and fast transit combined with a information and public awareness campaigning to encourage ridership. And this must necessarily include the majority of city residents and visitors who are not already located close to the train lines—with rapid, reliable and regular links to those services. Case in point: to get from my neighborhood in near south Minneapolis to a client in east St. Paul takes 22 minutes by car, or 90 minutes by transit. Even during the worst of rush hour traffic, the drive time is still a fraction of the transit time. This must change if you expect people to adopt transit options—and it must change by improving transit times, not worsening driving times.	7/10/2018
2583	21	/policies/freight/	It is very good that you acknowledge this vital part of the business culture. However, it is ridiculous that rail and truck freight which is not originating or terminating in the cities must still use transit corridors through the city. This traffic should be preferentially routed around the dense urban areas—including rail lines! By changing the attitude of the 94 & 35 corridors within the cities to "local traffic only," this can be solved. But that requires coordination with the met council—and organization that Minneapolis should continue to actively support!	7/10/2018
2584	11	/policies/skyways/	Skyways should be as public as sidewalks. The ideas presented here certainly look in that direction, but stop short of the notion of "all access, all hours" approach. Skyway design, in addition to more visibility, should better match the grid structure of the city. Instead of relying on building names for way finding (which are cryptic to visitors and infrequent users) use recognizable street names and numbers. Just like we do for streets.	7/10/2018
2585	18	/policies/walking/	Way finding is a sorely overlooked problem in the city as well. Many intersections downtown are not adequately labeled for proper orientation and placement of visitors and infrequent travelers. This is true for pedestrians, and doubly true for bicycles.	7/10/2018
2586	24	/policies/shared-mobility/	And communicate, communicate, communicate! Frequent users and first-adopters are not the challenge: it is visitors and infrequent users who, confused with he wide array of incompatible options, will always revert to the simplest option: just drive. Consider a business traveler here for two days to meet with 4 different clients: how would they get around? Solve that problem, and you've solved it for (nearly) everyone. It can't just be about commuters—especially given the increasing trend toward non-traditional work arrangements, occasional workers, multi-location work, etc. Think outside the traditional commuter box if you want to really solve Minneapolis' transportation problems.	7/10/2018
2587	15	/policies/transportation-and-equity/	Yes! But remember, it cannot be measured only by volume of commuters. Visitors and infrequent users, their ability to understand and easily use the system, in an efficient and cost effective manner should be the true measure of effectiveness; success here will naturally bring the commuters and regular travelers along as well. Make sure you are fighting the right battles!	7/10/2018
2588	76	/policies/new-parks/	I would like to see a focus on areas that completely lack access to public green space and not hold those areas to the 10 minute walk rule.	7/11/2018

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2589	42	/policies/expand-homeownership/	<p>To expand home ownership and promote the improvement of the community for investors there needs to be a significant difference in subsidies or taxes awarded to those who actually live in the city, or even more directly in that ward.</p> <p>With regard to the newly labeled Opportunity Zones throughout our city the tax benefit does not extend itself to the end user at all. Capital gains isn't even a realized notion for the mass majority of first time home buyers let alone renters.</p> <p>The program we have for empty city lots for first responders and teachers is a good start but still quite a stretch when having to build a new home that in today's market far exceeds comparable values in under served neighborhoods.</p> <p>Down payment assistance. Property tax forgiveness on a term basis or at least a deferred option. For those CURRENTLY residing in the city/Ward/neighborhood. It could be on a tiered basis even.</p>	7/11/2018
2590	18	/policies/walking/	I would like to see more investment in signage (paint) on the sidewalk in densely populated areas indicating no bicycle riding on the sidewalks. You could use floor area to land area or some other measure like pedestrian count to determine the boundaries where the sidewalks would have signs painted (like the ones in Uptown).	7/11/2018
2591	49	/policies/educational-and-economic-access/	Is this the only place where education is addressed in the 2040 plan? We seem to be missing a big piece of our city's future!	7/11/2018
2592	19	/policies/bicycling/	This must specifically focus on expanding the accessibility of biking by making a comfortable and safe network of protected bikeways. It's fairly mindboggling that they are not included here when they should be the focus of bikeway investment. The City is making strides, but has much farther to go and must make more bikeways that are friendly for kids to seniors.	7/11/2018
2593	64	/policies/food-businesses/	The food supply chain also includes reducing waste through processing to extend the useful life (hence nutritional value) of produce. Minneapolis should develop and understand the entire food supply chain from production through consumption, and develop interfaces with other sectors, such as service industries (restaurants, schools, prisons, etc...) which can peel off layers of production to ensure that all opportunities to support economic development are employed. There are international experts on food security, supply, production, and delivery located in the Minneapolis area who can assist in understanding and benefiting from this lattice of related sectors.	7/11/2018
2594	0.1	/topics/land-use-built-form/	I am strongly opposed to the Land Use plan! I believe this plan is harmful to the communities it will be impacting!	7/11/2018
2595	0.1	/topics/land-use-built-form/	I strongly oppose the proposed built form district along West 44th Street. The Interior 3 district would allow for multiplexes that could take over half of a block on streets such as Washburn and Vincent Ave, where single family homes currently reside. We moved to this neighborhood because of the charm of the single family homes and character of the area. Please don't change the zoning for these areas as it opens up possibilities for denser development, which is not what we or many others in our neighborhood want or ever anticipated when we chose to live in the area.	7/11/2018
2596	64	/policies/food-businesses/	This city is Anti Small business. Continue to streamline and clarify business licensing processes for food businesses? How about de regulating current unrealistic requirements? You guys should be ashamed of yourselves.	7/11/2018
2597	0.1	/topics/land-use-built-form/	Rezoning is a terrible idea for our citizens. It will site help the pocketbooks of developers but there is NO reason to think it will improve AFFORDABLE housing. The resulting congestion and increased burden on our schools, streets and parks will be awful. Implement this plan as proposed and you will lose many of us who don't want to live in more congestion than we already have.	7/11/2018
2598	84	/policies/public-safety/	Why is there no mention of reforming police training? The mistrust of police is solely the police's fault and their abuse of power and fire arms. They need to readjust their training, perceptions, and prone to violence against people of color. A public health approach that does not treat this disease as it's core is inefficient and a waste of tax payer money.	7/11/2018

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2599	84	/policies/public-safety/	<p>The policy on public safety is incredibly vague unlike the other policies. It does not address the issue of misconduct of those in positions of power.</p> <p>Furthermore, there needs to be a clear statement on police misconduct and brutality. Fear can not be a reason why an office kills residents when they chose this occupation. Have they no training? No one in the army would behave in this manner. There needs to be more effort in recruiting and creating an inviting environment for people of color to join the police force. I also recommend a prohibition of non residents from joining the Minneapolis police force. In addition, there needs to be clear consequences for police who overstep. Inaction on your part is damaging to our community and has become a breeding ground for power hungry, trigger happy, arrogant police. Instead of protecting the public, they are actively killing us with no cause, fabricating information, and knowingly harming residents with the knowledge that there are no consequences for their actions. Silence only supports these officers who continue to terrorize our communities. Do something about and stop being afraid to ruffle their feathers.</p>	7/11/2018
2600	33	/policies/affordable-housing-production/	<p>This sounds like the city wants to manipulate what people do with their property, how they invest, and how much they can charge for their goods and services, it sounds like a desire to increase manipulation of business and housing against the owners and investors. Stop interfering in the market, stop trying to rig the system for yourselves and campaign donors. Leave people the freedom to open businesses as they choose and provide housing as they choose. Allow more than 1 or 2 dwellings on a property. Quit creating barriers. Get out of the way of individual freedom.</p>	7/11/2018
2601	50	/policies/access-to-technology/	<p>Access to technology. Another proposal without clear goals and how we'll get there except through what seems like higher taxes (learn to live within your means city) and with more zoning laws and stupid ordinances reducing the individual, free right of the people. Stop. Just stop interfering in other people's lives. If you want opportunity and access get out of the way of the market and the freedom of the people. These things will come provided there are no barriers via the government. If you want real change, quit catering to your political donors and mob rule "social engineering" tactics.</p>	7/11/2018
2602	36	/policies/innovative-housing-strategies/	<p>We do not need another Detroit or Venezuela. It seems that people do not learn. We do not need another China or Russia, stop trying to socially engineer society at the expense of personal freedom in business and housing.</p>	7/11/2018
2603	89	/policies/technology-in-the-city-enterprise/	<p>Your technology policies need a statement about information security.</p>	7/11/2018
2604	25	/policies/innovations-in-transportation-and-infras	<p>This policy needs an action statement that addresses protection of personal data against cyber thieves and other information security threats.</p>	7/11/2018
2605	0.1	/topics/land-use-built-form/	<p>This is crazy. It is as if you are too lazy to plan out the city. You are going to ruin so many neighborhood needlessly for what little growth we are going to get.</p>	7/11/2018
2606	0.1	/topics/land-use-built-form/	<p>We vote NO! Interior 1 & 2 are where the single family (with some duplexes) homes are, most up-keeping their original stucco, stone or brick exteriors. Multi-lot tear-downs to build 2.5 story multi-family units (builder grade, no doubt) within these tight-knit neighborhoods is inane. It also directly contradicts 2040's opening proposal regarding "keeping Minneapolis beautiful [...] and community friendly." This plan is directly on the road to turning Minneapolis into Detroit. For those that pass this, please promptly relocate to Detroit and enjoy that City's former plans.</p>	7/11/2018
2607	1	/policies/access-to-housing/	<p>This will not address affordability, except in the most general terms of higher supply. As we've seen in desirable Mpls neighborhoods, new multi-unit dwellings are not affordable in the sense that this plan is trying to address. In particular to bullet "e": Re-zoning to allow for new multi-unit dwellings in primarily single-family neighborhoods will not provide affordable housing. But it will decrease the desirability of that neighborhood to those seeking a quieter, non-urban residence, and will have other negative impacts on utilities, city services, and quality of life in general including noise, light pollution, parking, etc.</p>	7/11/2018
2608	38	/policies/affordable-housing-near-transit-and-job	<p>Many transit corridors exist in original-construction, primarily single-family, non-urban types of neighborhoods. Great care must be taken if/when this type of development would take place. The type and size of any new construction must be compatible with its neighborhood. 4-level dwellings should be limited to business corners/corridors rather than placed among 1-2 story homes.</p>	7/11/2018
2609	0.1	/topics/land-use-built-form/	<p>4-story new construction along corridor 4 is acceptable ONLY at existing commercial nodes/corners. I strongly oppose the application of this policy for new construction of this type in and among 1-2 story homes due to the negative impact it would have on existing residences.</p>	7/11/2018

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2610	0.1	/topics/land-use-built-form/	<p>2603 21ST ST W section.</p> <p>This is public land now owned by Hennepin County Regional Rail Authority. This land should remain in public land and should NOT be zoned for development. HCRRA has a Memorandum of Understanding with the city that this should remain public land.</p>	7/11/2018
2611	35	/policies/innovative-housing-types/	<p>I'm glad to see this as a topic being addressed by the plan. When I look around my neighborhood, I see potential for housing that better addresses the needs of seniors who want to stay in the neighborhood but need housing options with less stairs, and/or modern amenities.</p> <p>And, I see an opportunity to provide quality housing to young couples/families who'd like to live in quiet neighborhoods like Longfellow but not be responsible for the costs and maintenance associated with owning a single family home.</p> <p>-Ed Kohler Cooper</p>	7/11/2018
2612	53	/policies/quality-of-life/	<p>The floods and deaths happening now in densely populated and paved-over Japan should serve as a warning to the promoters of 2040 to make sure that the increased density they think is in the best interests of the citizens of Minneapolis will not, instead, result in a poor quality of life or no life at all because of the destruction of our environment. Will 2040 really "maintain and enhance the many built and natural assets" the people of Minneapolis love and need or is Action Step #3 of Policy 53 merely window dressing? Aren't increased density in already densely packed Nicollet, Lyndale, and Penn Avenues and "maintaining natural assets" mutually exclusive goals? I think so.</p>	7/11/2018
2613	18	/policies/walking/	<p>Snow/ice removal is a huge issue for walkability. I don't care about the vague goal of "Fostering vibrant public spaces for street life" half as much as I care about walking being a safe/comfortable option for the 4-6 months of winter in our city. Please do something concrete about addressing walking conditions in the winter. In my vision for 2040, the City of Minneapolis would be responsible for clearing all sidewalks.</p>	7/11/2018
2614	1	/policies/access-to-housing/	<p>Yes! Please allow and encourage more multi-family units within single family neighborhoods. We need more diversity and affordable units in ALL of our neighborhoods, not just "some" or the "other" ones.</p> <p>I would hope that the city works with developers to ensure there is a healthy mix of affordable housing and that we aren't just building 4-plex luxury housing.</p> <p>How amazing would it be to have a 4 plex along Minnehaha Creek! Or other water ways. We should have be able to enjoy our parks. Wasn't that the intention?</p>	7/11/2018
2615	33	/policies/affordable-housing-production/	<ol style="list-style-type: none"> 1. Require all multi-unit rental/condo housing projects over a set number of units to include a mix of low, moderate, and above units. 2. Promote the development of row houses with small yards. 3. Do not promote four-unit housing project on 50-foot lots, without parking spaces, in current single-family area. 4. We live in the Hale area, and there are many (two on our block) mini-houses on small lots, and the houses are set on the back of the lots. These mini-houses are being purchased by builders who are building expensive homes on the lots (this is destroying low-cost single-family units). If you allow four-unit building on these lots, the builders will turn them into four-unit projects. 5. Promote the mass production of SIP-built homes (thereby lowering the unit cost). 	7/11/2018
2616	49	/policies/educational-and-economic-access/	<p>I support increasing diversity of city jobs! We need all voices represented.</p> <p>Please work to support lowering costs of technical colleges and offering more financial assistance.</p>	7/11/2018
2617	1	/policies/access-to-housing/	<p>yes! more density, especially near transit, but also in neighborhoods that now mostly have single family homes. We need more density, but PLEASE mandate /provide incentives for affordable housing. More urban development for the wealthy, who more than working class and underclass, are (unfortunately) going to retain car ownership is counterproductive</p>	7/11/2018
2618	19	/policies/bicycling/	<p>Excellent. My bike is my main source of transportation, followed by transit. I hope more people (including seniors, like me) will make the decision to go without a car through these actions</p>	7/11/2018

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2619	1	/policies/access-to-housing/	I think this is an excellent direction to take. We need more housing diversity in the far north and far south neighborhoods. All of the action steps in this section are much needed.	7/11/2018
2620	35	/policies/innovative-housing-types/	We are already affected by mega houses and tear-downs that we can't do anything about, despite our repeated attempts. Now the city is proposing to do the same thing and further change the homes and neighborhoods many of us bought into. Where do our voices get heard? Where do we get a say on where we live and what we want? Isn't it our money that is paying the ever increasing taxes? Rachel King - rachelhking15@gmail.com	7/11/2018
2621	1	/policies/access-to-housing/	We are already affected by mega houses and tear-downs that we can't do anything about, despite our repeated attempts. Now the city is proposing to do the same thing and further change the homes and neighborhoods many of us bought into. Where do our voices get heard? Where do we get a say on where we live and what we want? Isn't it our money that is paying the ever increasing taxes? Rachel King - rachelhking15@gmail.com	7/11/2018
2622	80	/policies/development-near-metro-stations/	Density does not guarantee affordability. Downtown Minneapolis is densely populated and includes a great deal of public transportation and is the most expensive place to live in the City. Another false assumption is that the Uptown area is or ever will be a thriving financially successful hub. It has been the site of many failed, empty and now low level businesses. The busses that run from the Uptown station are largely empty. And the traffic is so bad along Lake Street that it threatens livability. I also spotted 3 parking places by Lake Bde Maka Ska on a week night. The City "planners" (are these people licensed planners?) propose to eliminate on-site parking from all development. Where will the cars go? This level of density, shown in the drawing of 30 story buildings on the Calhoun Village site will overwhelm the entire neighborhood. The new Mayor from Virginia and the "planner" from Iowa who lives in St. Paul, must not understand the history and culture of Minneapolis: "The biggest small town in America", and the quiet neighborhoods we prize, maintain and live in for decades. Because of the recent rash of condo buildings in the Lakes area, our livability is severely threatened. I went out for a walk at 7:00pm midweek and turned back because of the congestion, exhaust and noise. The nature and livability of the Lakes are threatened by the very poor 2040 Comp Plan which allows no adequate green space to support such development. The greatest problem with the plan is that it breaks the law. Thirty years ago the courts granted the Shoreland Overlay ordinance that prohibits building within 200' of lake shore and restricts buildings there to tree-top level. So, this is a violation of the law. Over 5,600,000 people came to the Lakes for recreation last year. No one will come if the 2040 Plan succeeds. If it is enacted it will destroy Minneapolis. Our Mayor is supposed to be a supporter of the people, not an enemy of the people. He has sold something he does not own to developers, who will be the only winners if the 2040 Comp Plan is enacted.	7/11/2018
2623	0.1	/topics/land-use-built-form/	I am a home owner at 6029 Washburn Ave S, Minneapolis, MN 55410. Although I agree with most of the re-zoning plan, I would like to voice my concern over allowing 4 plex housing on the adjacent side streets like Washburn Ave S. I purchased my home here because of the neighborhood and the single family dwellings. I do not want to live across the street from renters or multi family units. I do not want the increased traffic, increased parking, potential low income. I feel as if it will hurt property values and create a more noisy neighborhood with greater turnover.	7/11/2018
2624	0.1	/topics/land-use-built-form/	I'm for increased public transportation and more pedestrian-oriented spaces. My main, and probably only, concern is that beautiful, tree-lined streets with historic and architecturally amazing single-family homes are gradually replaced by four-plex, multi-dwelling structures that rob the character of the area and that look soulless and empty. Why do that when we have so much green space that is good for the environment and replace it with more concrete which is not good for the environment. Plus people in many of these areas garden and I myself grow an edible garden which is also a positive environmentally situation. Please be careful and don't give it all away to money-focused developers and destroy character and charm in many of these old neighborhoods. Minneapolis has a horrible reputation for doing this, please don't be a part of something that is looked back in horror in the future.	7/11/2018
2625	13	/policies/landscaping/	This is extremely important to livability for everyone.	7/11/2018
2626	51	/policies/healthy-pre-k-development/	We should have early screening for hearing loss too. The level of noise pollution coming from loud vehicles and exploding fireworks have to have an impact.	7/11/2018
2627	4	/policies/access-to-commercial-goods-and-service	Please consider the negative impact of big box stores, on local economy as well as quality of street life	7/11/2018
2628	3	/policies/production-and-processing/	Balance job needs for working class citizens against the environmental concerns of affluent sectors by funding and/or partially subsidizing environmental mitigation technologies for production industry jobs as part of a comprehensive, targeted campaign to attract new businesses, and/or relocating businesses. Utilize local tech education and university resources to establish world-class additive manufacturing hubs that have hitherto gone to suburban communities. Actively compete for emerging production industry businesses in space and exploratory fields.	7/11/2018

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2629	4	/policies/access-to-commercial-goods-and-service	prioritize local businesses for basic goods and services: good for our economy in obvious ways. But also having shopping that is unique to MPLSâ€”clothing housewares gifts etcâ€” is going to be good for generating tourist dollars. you can shop at the GAP in any city in the US and beyond, but shops that highlight local talent creativity generates excitement	7/11/2018
2630	16	/policies/environmental-impacts-of-transportation	Explore adding a Parking Surcharge who's proceeds would go exclusively to funding public transit in Minneapolis.	7/11/2018
2631	35	/policies/innovative-housing-types/	Strongly support! We need more diversity in types of housing available.	7/11/2018
2632	1	/policies/access-to-housing/	I write in support of these policies to increase density in ALL neighborhoods of Minneapolis. Our city has lost a great deal of du/tri/four-plexâ€™s in recent years, this is a trend that must be reversed. These types of dwellings allow density ti be added to neighborhoods in a way that easily allows the maintence of â€œneighborhood character.â€ They can also allow flexibility for potential homeowners, creating a lower cost entry point. Density along transit corridors should be supported, but allowing interior neighborhoods to become exclusively the domain of single family homeowners will not help Minneapolis undue the errors of the past and move the city forward.	7/11/2018
2633	33	/policies/affordable-housing-production/	Yes! We must support affordable housing	7/11/2018
2634	37	/policies/mixed-income-housing/	Segregated enclaves of wealthy single family home owners should not be the norm. Or city needs mixed income neighborhoods	7/11/2018
2635	41	/policies/tenant-protections/	Renters have long been treated as second class citizens in Minneapolis, it is time to step up protections for the majority of our residents.	7/11/2018
2636	15	/policies/transportation-and-equity/	Future transit must work to undue years of disinvestment in areas of the city. Strongly support equitable transit policies	7/11/2018
2637	16	/policies/environmental-impacts-of-transportation	Now is the time to stop prioritizing the automobile. We need strong policies that will help undue years of car-centric development.	7/11/2018
2638	17	/policies/complete-streets/	We need complete streets now with struck adherence to these ideas. No more lip service and concession to the automobile	7/11/2018
2639	18	/policies/walking/	Walking should be easily accessible to all. Sidewalk experience must be improved for people with all levels of mobility	7/11/2018
2640	18	/policies/walking/	Narrower streets!	7/11/2018
2641	19	/policies/bicycling/	Bicycling should be made accessible to as many people as possible. This means creating safe areas to bike that are TRULY protected from cars. Paint and bollards are not enough to make most people feel comfortable. These lanes are continually blocked by cars, filled with snow, become de facto turn lanes, etc etc etc. We donâ€™t need bike lanes on every street, but we do need is a robust system of safe, protected bikeways.	7/11/2018
2642	20	/policies/transit/	I support imroving our transit system	7/11/2018
2643	6	/policies/pedestrian-oriented-building-and-site-de	Pedestrian friendly cities are vibrant and interesting cities. We need policies that make that encourage a pedestrian friendly environment	7/11/2018
2644	47	/policies/housing-maintenance/	I just wanted to add my voice that I think this is a policy that could specifically help the residents in North Minneapolis. Many of these homes are 90+ years old, and in need of proper maintenance. Often residents cannot afford some of these things, due to income disparity. You also have issues with homes that are currently rental units, where properties are falling willfully into ruin. That being said, North MPLS has some of the most beautiful homes in the city, and great people live here. It would be amazing to see what ideas could be generated to save and revitalize many of these structures. And while I don't have specific ideas to that end, I'm hoping attention is placed on this in 2018/19. While its inevitable that the landscape will change, saving some of these gorgeous turn-of-the-century homes should have some value.	7/11/2018

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			<p>This comment refers to the addresses 34, 38, 44, 50, 72, and 80 Minnehaha Parkway West. These currently are single-family dwellings which are proposed to be zoned Interior 3, which would allow 3-story apartment buildings. The description of Interior 3 is "...applied adjacent to a Corridor 6 district serving as a transition to lower intensity residential areas." However, these properties do not abut Corridor 6 buildings. Instead, they face Minnehaha Creek, Minnehaha Creek Park, and the Nicollet Avenue bridge over Minnehaha Creek. This stretch of Nicollet is not proposed to be zoned Corridor 6, because it is a bridge over park land in the valley. There are no buildings along it. It is not colored purple on the map. Therefore, it is inappropriate to zone these properties as Interior 3, because there is no need for a transition. They should be left as Interior 1. I am the homeowner at one of the above addresses. I could not in good conscience sell to a developer who planned to erect 3-story apartment building on the site. It would detract from the beauty of the park (including the creek and hiking trails), and destroy the atmosphere of the neighborhood. I'm becoming elderly and will have to move one of these years, but I could not bring myself to do such a thing to the Park Board or my neighbors.</p> <p>My next comment is about classifying some portions of Belmont Avenue between W. 50th Street and Valley View Place as Interior 3 instead of Interior 1. Belmont is a narrow, winding street: there is space for parking on one side of the street and one lane of traffic. Increasing the residential density along this street does not seem wise. The map seems to make this street appear wider than it actually is. While some of the nearby streets can accommodate parking on both sides and one lane of traffic, Belmont can not.</p> <p>It seems presumptuous to zone Justice Page Middle School as Corridor 6 and leave the adjacent Washburn High School as Interior 1. If this plan succeeds, the school district will need plenty of space. It seems unlikely they would sell the Justice Page site to a developer.</p> <p>I hope your planners actually inspected the areas, especially the areas to be classified as Corridors 4 and 6. It seems as if someone sitting in an office behind a computer simply looked at the #5 and #18 bus routes south of Franklin and colored them purple without giving any consideration to what is there.</p> <p>Thank you for the opportunity to comment. My remarks are about one neighborhood. I'll leave more global comments to others.</p> <p>Steve Tsai tsaisim2002@aol.com 612-827-6737</p>	7/11/2018
2645	0.1	/topics/land-use-built-form/		
2646	1	/policies/access-to-housing/	3 and 4 story buildings should be allowed throughout the city	7/11/2018
2647	1	/policies/access-to-housing/	It seems to me that allowing developers to replace aging, smaller, homes with new fourplexes will result in the opposite affect: reducing the number of housing units accessible to low income renters or buyers. I agree this might be fine on major streets (although I suspect few exist). But making this an option city wide seems counterproductive to the goals of 2040.	7/11/2018
2648	19	/policies/bicycling/	I think you need to be more strategic in the placement of bike lanes. Putting them on busy streets like 26th and 28th St. (when the Greenway is nearby for use) just jams up car traffic for the benefit of a handful of bikers during busy periods and is producing an angry backlash. I'm a lifelong biker and I don't like to ride on streets with heavy car traffic. Be smarter about where you put bike lanes. Remember, 5 months a year most bikers don't ride - its' cold outside.	7/11/2018
2649	15	/policies/transportation-and-equity/	This one is tricky, since the city doesn't control the bus or light rail system. Given the cost and resistance to funding rail small and normal buses are going to be the best way to move people in much of the city. I think the city is going to have to fun some of this to make it happen.	7/11/2018
2650	78	/policies/park-design-and-programming/	I think our parks department does a very good job on most of these goals. But I also suspect the system is overbuilt for the resources available to staff and maintain facilities. I suspect that reducing the number of parks can be done in a way that still allows access for residents. I grew up around Chicago, where the parks were the major source of activity for young people. Programming is more important than number of facilities. Having parks with limited hours and few staff to staff activities is worse than people having to travel a bit to reach a part,	7/11/2018
2651	50	/policies/access-to-technology/	Subsidize access to internet city wide, maybe even build a system. It's integral to life and business today.	7/11/2018

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2652	49	/policies/educational-and-economic-access/	<p>Just be care about assuming that all racial disparities are the result of white racism. Some reflect cultural patterns that work against success in school and today's workplace. Better to create and support opportunities for families to change those patterns than to dictate to teachers and principals how to get the best results with their students.</p>	7/11/2018
2653	1	/policies/access-to-housing/	<p>I am extremely opposed to this plan - especially the explosion of fourplexes and enormous high-rises that are called for in numerous neighborhoods, including mine. I live in ECCO - there is no shortage of apartments in the neighborhood. There is a shortage of affordable apartments in the neighborhood. The problem began, not from a lack of available units, but from the enormous number of high end units that went in. As soon as those units went on the market, all of the lower end units raised their prices to be just under the high end buildings - and all the affordable housing options disappeared. We are continuing to add high end units when there are buildings half vacant all over Uptown.</p> <p>This plan, which is supposed to provide affordable units, does nothing to actually control the cost of building units, or the rental costs. Instead, it's doubling down on the "free-market" nightmare I've been living in for the last 17 years, where the addition of units is driving prices up, not down.</p> <p>An effective solution to create affordable housing requires some combination of subsidies for builders to make affordable housing a reasonable business proposition, subsidies for more renters to make more house affordable to them, and some form of rental regulation to ensure that there rental market stays in line with incomes. This plan has none of the above features.</p> <p>What it does do is add more buildings and development, which make the neighborhoods less attractive as places to live. The result will be overcrowding. The only way this plan will create affordable housing is by driving home values down, when everybody moves out of their neighborhoods and back to the suburbs.</p> <p>I cannot tell you how frustrating it is to discover that this is the best that Minneapolis can do with it's planning. The plan completely ignores the interests of the residents in those neighborhoods affected, and completely fails to provide assurance that affordable housing will be developed.</p> <p>You need to start over and develop policies that actually address the underlying causes of the lack of affordable housing - the city zoning laws aren't the cause of these problems.</p>	7/11/2018
2654	14	/policies/tree-canopy-and-urban-forest/	<p>So many new trees here in Whittier. I wish that there was more outreach to neighbors to water regularly! It would be great to see more flyers on our doors, and also direct outreach to apartment companies or perhaps even a requirement that they water new trees!</p>	7/11/2018
2655	1	/policies/access-to-housing/	<p>I support increasing housing diversity and density as doing so will help us create a more affordable, accessible, and inclusive city.</p> <p>I do not believe neighborhood interiors should be exempt from new housing types that do not fit within the existing range of housing. The types of housing that have been allowed in the past are a remnant of the exclusionary zoning meant to hoard opportunity, especially on racial lines. By restricting denser development to neighborhood exteriors (and on busier roads) we are forcing more people to live on more polluted, more dangerous streets. Given that those people are likely to be lower income the restriction of higher housing density to neighborhood exteriors is an inequitable policy.</p>	7/11/2018
2656	2	/policies/access-to-employment/	<p>We should simplify our zoning code to reduce categories of use zoning. Offices and service industries do not require separate zoning. Allowing the development of mixed use housing and commercial buildings throughout the city would enable shorter (or no) commutes and trips, including more trips via walking, biking, and transit.</p> <p>Development will naturally follow demand, including the demand from transit investments and other infrastructure investments. There is no public purpose served by limiting office and institutional uses to current locations. Truly noxious uses can be treated separately from office and institutional uses.</p> <p>I believe the general goal of this policy will be better served by the City advocating for a land-value tax instead of attempting to regulate via minimums.</p>	7/11/2018

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2657	4	/policies/access-to-commercial-goods-and-service	The success of this policy depends on the City accurately judging where demand is sufficient to support additional commercial properties. Instead, the City should stop regulating uses that don't produce negative externalities. I do support this policy and action steps as a second best proposal.	7/11/2018
2658	81	/policies/social-connectedness/	The Whittier Alliance has never truly represented our neighborhood. Just a handful of white homeowners trying to prevent any new affordable housing and protect their parking. The old strategic plan for the Whittier Alliance called for REDUCING affordable housing by half. Cautiously optimistic about the new plan due to come out soon... So, the point is that the city should make sure neighborhood organizations represent people of color, renters, immigrants, etc... or lose funding!!	7/11/2018
2659	19	/policies/bicycling/	YES! to better bike facilities. The new protected lanes should only be a start! Every street should be a bike streets. Bikes are the solution in so many ways. Let's build more bike infrastructure and celebrate bikes as clean, pro-social transportation!!!!	7/11/2018
2660	17	/policies/complete-streets/	Yes to Complete Streets!!! WE need to charge for parking. We need to build new buildings with NO parking provided. We need more transit, more boulevard trees, more beautiful sidewalks and bike lanes. And then we need education! If people really knew the true costs of their driving habits, they would think twice. All these cars criss-crossing our neighborhoods make kids not want to walk to the park! Stop driving people! Think about how your individual action damages your community!!! So yes, we need carrots and sticks for people to stop mindless driving. Everybody thinks they have some special right to drive from their home to the grocery store, or their kids friends house, or their job - without even thinking how that action makes it harder for kids to walk, requires endless pavement for parking, drives up costs, makes for less space for native habitat. Enough said - I like every part of this plan that reduces car use and increases spaces for kids to play!!!!!!	7/11/2018
2661	6	/policies/pedestrian-oriented-building-and-site-de	I agree with the majority of the action steps for this plan. I disagree with action step g. We should allow and encourage shadows in the public realm. During the hot---and due to climate change, likely to get hotter---summers, people naturally congregate where there is shade. I especially support action step k. We should also require separate leases for parking spaces in buildings, and price all city-owned parking based on demand, either through meters or parking permits. No on-street parking in the City should be free. If we believe climate change is real, as I do, we can't justify providing a subsidy for driving.	7/11/2018
2662	7	/policies/public-realm/	I support this policy, but believe that public investments should be paid for by the public at large, not individual developers. If we're not willing to levy a general tax and pay for improvements out of the general funds, it's likely that the investment doesn't meet standards for true public investment.	7/11/2018
2663	8	/policies/public-safety-through-environmental-de	I'm supportive of this policy, but would add that promoting natural observation is easier with additional eyes, which means greater density. In the diagrams provided, the assumption is that there are three to four story buildings.	7/11/2018
2664	9	/policies/open-spaces-in-new-development/	I support creating open spaces intended for active use. The Central Avenue Small Area Plan includes a proposal for creating an Art Walk along Central. That idea should be included in the Comprehensive Plan.	7/11/2018
2665	10	/policies/street-grid/	I fully support this policy. I would add that we should study freeway caps or the removal of freeways through the City entirely. We will never restore the street grid so long as we prioritize suburban commuters over people who live and work in the City.	7/11/2018
2666	63	/policies/food-access/	Action steps need to include more language that relates to culturally appropriate food. Perhaps under f, d.	7/11/2018
2667	16	/policies/environmental-impacts-of-transportation	We should price all city-owned parking based on demand, either through meters or parking permits. No on-street parking in the City should be free. If we believe climate change is real, as I do, we can't justify providing a subsidy for driving. I fully support a congestion tax.	7/11/2018

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2668	17	/policies/complete-streets/	I agree with the policy, but I would like greater specificity about process and standards given the past failures of the Council to adhere to the principles here.	7/11/2018
2669	18	/policies/walking/	I wholly support this policy. I would like to add that we should consider municipal clearing of sidewalks and eliminating beg buttons. Street crossings should be automatic, and not determined by any level of service standard; we not only want to accommodate existing pedestrians, but encourage more people to walk.	7/11/2018
2670	19	/policies/bicycling/	We need to increase the network of protected bike lanes and be willing to slow traffic. Bikers' lives are more important than drivers' commute times.	7/11/2018
2671	26	/policies/vision-zero/	I support this policy, but disagree with the focus on community engagement for further developing the Vision Zero policy. We know what investments and policies, based on data, reduce crashes and deaths. Don't put public safety up for a vote by people who won't bear the cost of the decision.	7/11/2018
2672	79	/policies/healthy-youth-development/	There needs to be another action item that covers food access.	7/11/2018
2673	29	/policies/creative-sector-economy/	If we want to ensure that children have access to stable housing, it is also extremely important that they have access to healthy food.	7/11/2018
2674	30	/policies/arts-and-cultural-assets/	The City should create a public bank to support small and local businesses and developers.	7/11/2018
2675	0.1	/topics/land-use-built-form/	The Central Avenue Small Area Plan includes a proposal for creating an Art Walk along Central. That idea should be included in the Comprehensive Plan.	7/11/2018
			I strongly disapprove of this policy. I live in the Lindon Hills neighborhood and The last thing we need is packing more residents into this area. The only way into or out of this area from the east and north is along 38th to Richfield road and then along the south west corner of lake Calhoun. Already the traffic backs up badly during rush hour on this route. Putting more people into this area will just exacerbate an already bad traffic situation. Another, and more serious, reservation I have with this plan is that it does nothing to address the issue of "affordable housing" which was the underlying justification behind the proposal. Adding many more living units is no guarantee that they will be affordable. What building is going on in this neighborhood now is extremely high-priced. I can only see two outcomes of adding many more units to the neighborhood: either they end up being high-priced because the neighborhood is popular; or, if they are of a lower quality, they will drive down the property values and hence property tax income to the city. More housing in no way guarantees affordable housing If you are interested in creating affordable housing, some combination of subsidies to builders and low-income renters coupled with a mechanism to tie low-income rents to the cost of living would be much more effective than just blindly flooding our neighborhoods with multiple dwelling structures. What would make more sense than ruining thriving neighborhoods, would be to put money into rehabilitating aging and troubled neighborhoods and providing quality public transportation into and out of those neighborhoods -- BICYCLES WON'T DO IT! (And I am an avid bike rider.)	7/11/2018
2676	33	/policies/affordable-housing-production/	I'm supportive of this policy, but do not support inclusionary zoning as it has a long track record of failure.	7/11/2018
2677	35	/policies/innovative-housing-types/	Make it easier to build rowhouses by right.	7/11/2018
2678	37	/policies/mixed-income-housing/	I disagree with action step b. We should include incentives for affordable housing development, but making inclusionary zoning mandatory, or holding back development of market rate units in order to force developers to build affordable units, is a failed policy everywhere it's been tried and should not be attempted here.	7/12/2018
2679	53	/policies/quality-of-life/	How you we improve quality of life in our city without any actions around investments in food for the citizens. Take Action #1 from Policy #63. Assess and review the spatial distribution...etc	7/12/2018
2680	75	/policies/waste-reduction/	Action item j needs to include priorities other than separating organic waste from the trash. The first priority is to allow for donation of edible organic waste for consumption, then for feed animals, then down the line sending the material to organic waste if that's the last option. Similar to reduce, reuse, recycle. These priorities should be incentivized first with organic recycling as the final option (as opposed to landfill/incineration).	7/12/2018

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2681	66	/policies/air-quality/	<p>I'd like to see wood smoke fires no longer permitted. We don't track people with disabilities in Minneapolis, but if we did, I wonder how many people have sensitivities to toxic chemicals -- including wood smoke. The EPA warns us about woodsmoke. I would prefer to see city residents use gas fires for recreation and gas/propane and charcoal grills for cooking outdoors. Burning wood is not necessary. Personally, I'm a prisoner in my own home when a neighbor decides to have a fire that produces wood smoke because of my health condition.</p> <p>Rebecca St. Martin</p>	7/12/2018
2682	69	/policies/renewable-and-carbon-free-energy/	<p>First. CARBON TAX.</p> <p>Then...I'd love to see greater emphasis on rainwater collection and filtration for residents, as well as solar. Discounts or subsidies for solar installations especially for neighborhood groups. Property tax incentives.</p> <p>Deferring upfront costs for one year so users have time to reap its benefits prior to paying off the install.</p> <p>Similar to how the auto industry was bailed out to prop up their survival, the same can be done with renewable energy to spur growth.</p>	7/12/2018
2683	1	/policies/access-to-housing/	<p>I think this is a huge step in the right direction! I'm 33 years old, and I spent much of last year looking for a house to buy near my work in South Minneapolis. There wasn't anything available in my price range. I love the idea of creating opportunities for more multi-family housing, both to help ease demand, and also to create opportunities for home-ownership that aren't only single-family homes (I love the idea of owning or co-owning a fourplex).</p>	7/12/2018
2684	0.1	/topics/land-use-built-form/	<p>I appreciate the way this plan allows for diverse housing throughout much more of the city. A couple of things:</p> <ol style="list-style-type: none"> 1. Why not allow small commercial development in neighborhood interiors? I love love love existing corner stores/coffee shops/bookstores/etc that exist outside of commercial corridors-- they make neighborhoods livelier, more interesting, more communal places. 2. I wish that the plan allowed for more density in some parts of the city, particularly in the area surrounding the lakes. That area is, arguably, the most beautiful part of the city. It's also very near Uptown and lots of transit lines. Why not allow for something more than a 2.5 story building in that area? 	7/12/2018
2685	2	/policies/access-to-employment/	<p>Yeah! More and denser housing near downtown and adjacent to all transit lines, please.</p>	7/12/2018
2686	6	/policies/pedestrian-oriented-building-and-site-de	<p>Yes to Complete Streets! Give pedestrians, bikes, wheelchairs the advantage they need to prevent deadly interactions with cars. Ultimately, we are all pedestrians.</p>	7/12/2018
2687	4	/policies/access-to-commercial-goods-and-service	<p>Yeah! I like this step. And I think it could go farther, and allow for light commercial development in more areas.</p>	7/12/2018
2688	80	/policies/development-near-metro-stations/	<p>Yes! Esp goals f-i: so many transit stations in Minneapolis are very unpleasant to be a pedestrian near. (I'm thinking of Blue Line Midtown and Franklin Avenue stops in particular). I know that the auto-focused environment around these stops makes using transit for me less pleasant and safe-feeling, and I imagine it discourages people from using it period.</p>	7/12/2018
2689	6	/policies/pedestrian-oriented-building-and-site-de	<p>Yeah! Especially goal k: please no more parking minimums. I hate that the city mandates that many new developments still feature off-street parking, which locks us in to an auto-centric development pattern. And goal d is great, too. It's always unsettling (or just depressing) to walk by a giant, blank wall as a pedestrian. So much of downtown is like this. As for goal n: how will the city "discourage" the establishment of surface parking lots?</p>	7/12/2018
2690	1	/policies/access-to-housing/	<p>Downtown does not exactly offer many jobs to low income people. Concentrating low income housing in downtown Mpls will lead to concentrate poverty near downtown Mpls which, it turn, may lead to more social/racial segregation in schools near downtown. Why not spread job opportunities and housing opportunities all over the cities and increase access to public transportation. In that way, a low income person can potentially live in Kenwood, have his/her kid go to the high achieving schools in the area and benefit from the lower crime rate in the area too. Redistribution of resources instead of concentration of disparity is the way to goal.</p>	7/12/2018

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2691	0.1	/topics/land-use-built-form/	The land use guidance around some of parks and public spaces, especially around Loring Park, is misguided and counter-productive to the city's future vitality. Around Loring Park, 15th Street and Willow Street should NOT be considered Corridor 6 major transitways and should NOT be deemed suitable for commercial development or dense residential high-rises. The character of the Loring residential neighborhood stems directly from the park at its center. Development around the park borders should not emphasize high-rise, urban density.	7/12/2018
2692	36	/policies/innovative-housing-strategies/	Better addressing affordable housing needs will take an all-of-the-above strategy: New dedicated funding for dedicated very low income housing at local, state, and federal levels; public land disposition at reduced price in exchange for affordability; mixed-income policies that leverage market power to create units serving a broader range of incomes; financing tools and code changes to allow homeowners to better use existing properties as duplexes/triplexes/with ADUs; and, not least of all, support for increased housing supply for both rental and ownership and in all areas of the city, especially those that are in high demand, gradually increasing the density of the whole city without a burden of drastic change in any particular place.	7/12/2018
2693	42	/policies/expand-homeownership/	In addition to the above - all of which require specific funding sources and commitments with teeth: Address supply constraints by adjusting land use/built form guidance and providing financing tools and incentives to support condo, townhome, "bungalow court," and other attached or semi-detached development to provide more homeownership options at lower price points in more neighborhoods throughout the city.	7/12/2018
2694	37	/policies/mixed-income-housing/	As the city develops inclusionary zoning policy, I would urge planners to examine the experience of cities such as Portland, where overly aggressive IZ has led to sharp fall in the number of units being developed and only a small number of affordable units becoming available. If IZ makes projects fail to pencil out, then it doesn't accomplish much.	7/12/2018
2695	0.1	/topics/land-use-built-form/	8 stories needs to be added as a category. This type of construction type will soon be common in Minnesota, which consists of 5 stories of stick frame construction over a 3 story podium. This exact construction type is currently one of the most predominant types underway in California. When this construction type is approved by the state of Minnesota, it will quickly become the go-to construction type due to its cost efficiency.	7/12/2018
2696	20	/policies/transit/	Work with Metro Transit to remove every other stop on all routes. There are numerous studies by Urban Economists that highlight that removing these stops will actually increase ridership since it will allow for faster and more reliable travel.	7/12/2018
2697	41	/policies/tenant-protections/	The Comprehensive Plan should specifically identify tenant protections, including the following: *Funding housing attorneys for everyone in housing court *Right of first refusal to buy converted buildings *A just cause eviction ordinance *Relocation assistance *Tenant emergency fund	7/12/2018
2698	19	/policies/bicycling/	These are great first steps, but I don't believe they are enough. As a parent with young children, I want to feel safe having them with me on my bike and/or biking on their own. Research points to lanes needing to be in a grid (like motor vehicles are provided) and separated from traffic by a physical barrier. Minneapolis is a great city that could set national standards, but being on the top, we may need to look outside of the US to set these goals. www.880cities.org, a non-profit dedicated to liveable cities, suggests that the measure of a good city is if it works well for an eight-year-old and eighty-year-old -- Minneapolis can be this place! Go 2040!	7/12/2018
2699	0.1	/topics/land-use-built-form/	Tonight Lisa bender told me, and other residents, that it's too bad we're going to lose equity in our houses. Her concern is renters and homeowners and their concerns are not a priority. She and Worthington wouldn't recommend an alternative investment vehicle to replace the one they are destroying with indiscriminate massive density increases. It's a disgrace.	7/12/2018
2700	18	/policies/walking/	Living near in the Cedar Isles Dean neighborhood, I have seen a lot of large apartment buildings built without large sidewalks, bike paths or bike storage. The impetus for these improvements should be placed on developers whenever possible rather than being developed by the city itself.	7/12/2018
2701	17	/policies/complete-streets/	This is WONDERFUL! There are so many great ideas worldwide to accomplish this work. The past and cities outside of the US will be our best teachers.	7/12/2018
2702	0.1	/topics/land-use-built-form/	I am very concerned about population density. Is the area's infrastructure able to handle the amount of people expected in these areas. We should be updating our water lines, widening roads adding to the parks etc	7/12/2018

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2703	56	/policies/supporting-small-businesses/	This should be more specific. I suggest that that action step (a) should include "by providing dedicated resources in staffing who can focus solely on the needs of small business." My reasoning is that it is very hard for staff to not have their attention drawn to the resources big business has to lobby for their needs. Small business doesn't have those resources and the economic impact of small business merits providing such dedicated resources.	7/12/2018
2704	1	/policies/access-to-housing/	e. I think that such a broad action step belies responsible PLANNING. While we need to be creative about ways to accommodate increased density more broadly, to encourage it such a helter-skelter manner will be counterproductive. Instead, density should be achieved more organically, emanating from the denser corridors, not simply thrown into areas that are currently less dense.	7/12/2018
2705	1	/policies/access-to-housing/	No thank you. As a resident for years along with living in several others major cities; Cincinnati, Charlotte, Denver, Phoenix, and Detroit - this plan screams for overpopulation on an interior structure that will not be able to handle the influx of people. Been to Charlotte lately? If not, go there and drive the interior within the loop. I also have MAJOR concerns over homeowner value as well as how school systems will be impacted or upgraded to handle the influx. What you are proposing does not solve the issue of racial disparity or income inequality you seem to think it will fix. NO TO THIS PLAN.	7/12/2018
2706	15	/policies/transportation-and-equity/	Equity should also specifically ensure to address people with different abilities having adequate access to transportation needs, to include motor vehicles and access to public transportation. I have seen in Amsterdam in particular, where bicycles rule the road, the pedestrian movement can be very dangerous. While bicycles must be an important part of our transportation plan, it should be implemented in a manner that ensures the safety of pedestrians . Additionally, motorized vehicle traffic is entirely necessary for many in our city, for a variety of reasons. If we want to ensure that equity includes equity in age and ability, and in specific needs, not to mention environmental quality, our transportation plan must allow for efficient movement and flow of motorized personal vehicles of all types, as well as non-motorized and mass transportation methods.	7/12/2018
2707	14	/policies/tree-canopy-and-urban-forest/	Love the idea but not sure how this ties in with your housing plan for over development of Interiors and Corridors. 4-6 unit buildings will take up most of the lots and necessitate tree removal.	7/12/2018
2708	4	/policies/access-to-commercial-goods-and-service	With the rise of online purchase behavior, I have serious concerns over creating space for additional retail when local malls are struggling to keep anchor stores in place. While high end boutiques seem to be performing well, the housing plan to benefit lower income families would not support this type of retail. If a consequence of lower income family housing creation is more affluent flight from the city, these commercial locations could fall into disrepair and/or be converted into less than desirable retail fronts.	7/12/2018
2709	37	/policies/mixed-income-housing/	-I support more affordable housing policies, including reducing or getting rid of exclusionary zoning (zoning that only allows for single family homes) -I'm in favor of affordable housing near transit and job centers -I support multifamily housing city-	7/12/2018
2710	1	/policies/access-to-housing/	We chose Minneapolis because we don't want a high density city, similar to NYC or Chicago. We also chose our neighborhood because it is comprised of mainly single family homes or duplexes. We have narrow city streets, already with inadequate parking. This also hampers emergency vehicles from successfully navigating streets. Our schools are filled to the limit or over capacity, with annual proposed budget cuts each year. We simply cannot absorb housing with up to four units and no planned parking. I realize Minneapolis wants the city to move away from cars, but that is unrealistic in a climate that is winter from November through April, and with a transit system that is not very effective. Had Minneapolis chosen to build an underground transit system that was more efficient at reaching all aspects of the city, it might be possible. But a couple light rail lines isn't going to do it. Why is increased density a goal? Or at least a goal for the entire city? We are strongly opposed to a blanket change in zoning laws.	7/12/2018
2711	1	/policies/access-to-housing/	Not in favor of this action.	7/12/2018
2712	1	/policies/access-to-housing/	Parking will be a challenge as I fear most won't adopt the mass transit plan that is part of this proposal. Increased cars will clog street parking and put an additional strain on roadways, especially in the outer areas of the city. Please re-think this plan.	7/12/2018
2713	50	/policies/access-to-technology/	It is very important that any private developers of our city's tech infrastructure must be regulated to ensure the security of citizens' private information and outside party's access to such information limited to only what is absolutely necessary. Clearly this should be true of government access and use as well and the privacy of citizens' data should be paramount in technology decisions.	7/12/2018

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2714	1	/policies/access-to-housing/	<p>A neighborhood of 'single family' homes is not, in any negative sense, homogeneous. Those homes may be occupied by people of all ages and races, families with and without children, and individuals who choose to and are able to live in a house rather than an apartment. Increasing the number of fourplexes reduces the investment residents have in their neighborhood and introduces a level of instability (increased noise and less responsible treatment of the physical space being almost universal outcomes). The fourplexes that already exist on our residential streets push the envelope for many, as far as livability goes. Increasing the number of such units in Minneapolis's currently vibrant, diverse, and livable neighborhoods will push middle-class residents into the suburbs (or into St. Paul!).</p>	7/12/2018
2715	0.1	/topics/land-use-built-form/	<p>As a lifelong citizen of Minneapolis (50 years), I oppose this plan. Here is why, I think the city needs to impose STRICT building rules for ALL private citizens and developers.</p> <p>I am fine with multi family units, in fact, most of our neighborhoods have multi family buildings existing in our neighborhoods now. The problem is that the city has been allowing citizens and developers to build to the full extent of the lot size. The new homes are overshadowing their neighbor's homes and are WAY too close to the property lines. It makes for an unpleasant neighborhood existence.</p> <p>Growing up in Linden Hills, our street had a varied landscape of homes. My family of 10, required a large home. However, we were lucky that the city planners had planned a neighborhood that allowed for homes of different sizes to accommodate different families.</p> <p>Next to our large rowdy family was a single senior citizen, an immigrant from Germany during WW2. She was a German Christian, who's family had fled Nazi Germany. Across the street, there was a duplex. In the duplex, lived 2 brothers and their wives. They were German Jews that had also escaped Nazi Germany. There were young families and seniors, immigrants, and families that had turned their family's original lakeside cabin (Lake Harriet) into a home. What a place to grow up! I learned so much about loving my neighbor from each of these people.</p> <p>The best part about this neighborhood was the space between our homes! Corridors of imagination for all the kids in the neighborhood. We would weave our way through these spaces, chasing each other, harvesting dandelions for wreaths, & hunting for bugs.</p> <p>I learned to ride my bike, roller-skate, & skateboard on the sidewalks of my neighborhood. I was always able to collapse on the front hills and yards of my neighbors.</p> <p>Now my old street is changing and not for the better. The neighborhood has been changing because buyers/developers are tearing down small and mid sized homes that fit perfectly in the middle of a city lot and building huge suburban homes that fill the lots. It is terrible. And it is because the city officials is selling our the integrity of the neighborhoods to developers.</p> <p>My Mom came to Mpls. in 1953 to teach kindergarten in our city schools. She never drove. She rode the trolley to work, shopping, to the lakes. As she raised us, she never drove. She rode the MTC and taught all of us to do so. We walked to school, we biked to the parks, and we bussed to the mall or downtown. We had to walk to our bus stop on a major street like Xerxes or 44th. No big deal to have a short walk to transit. I like that the plan is including transit plans.</p>	7/12/2018
2716	0.1	/topics/land-use-built-form/	<p>I support the idea that transit corridors have height intensity use. More apartments, commercial, and community uses in these areas will reinforce the use of public transportation by allowing residents and others to access services without need for more cars. This will reduce costs for potential residents. Developers should be incentivized to to build reasonable cost apartments/condos to enable lower income people to live in these areas.</p>	7/12/2018
2717	1	/policies/access-to-housing/	<p>The policy should NOT LIMIT housing to any area. Excluding Production and Distribution areas is a bad idea. If a low cost apartment can be built and tenants willing to rent in these areas let it happen. The City has no business telling people where they can establish a residence.</p>	7/12/2018
2718	67	/policies/climate-resilient-communities/	<p>Increased green spaces and opportunities for residents to create their own green areas would be great. This could be through partnerships with watershed districts and other entities, but I also don't know if this relationship already exists.</p>	7/12/2018

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2719	10	/policies/street-grid/	Can you please get rid of the street diversions in wealthy areas like Southwest (near Lake Harriet) which were put in place because wealthy, connected citizens objected to having public streets in their neighborhoods where "other" people would drive through? It makes it extremely confusing trying to navigate neighborhoods when you can't keep going north on your street because you are forced to turn left and then, then next block up, you are forced to turn left again. I don't see street diversions in North, by the way. I am also troubled by speed bumps near schools in wealthy areas and the lack of speed bumps near poorer schools. If they are needed, then they are needed everywhere. Otherwise, get rid of them, or have very clear guidelines about when they are appropriate. In our neighborhood, people just skirt around the blocks with speed bumps and go faster on other streets because they're annoyed. I'm more annoyed with them because they are a pain for bicyclists.	7/12/2018
2720	1	/policies/access-to-housing/	There is no reason to limit the highest density housing to areas near downtown. If a developer can find a market for a high density development in a desirable area the city has no reason to stop this. Zoning rules are a "status quo" preservation system which is fundamentally unconstitutional save for a misguided court ruling that opened the door to the meddlesome regulation of what can be built on private property. Limiting what can be built is a taking from the owner of the property without due process.	7/12/2018
2721	80	/policies/development-near-metro-stations/	"Prohibiting" the establishment of auto-oriented uses? That sounds pretty strong. In Europe, many of the walk/bikeability features are in place, but cars are still used. Your plan does have to accommodate cars somehow. They will not just disappear in 20 years.	7/12/2018
2722	23	/policies/coordinated-development-strategy/	Where is your coordination with Metropolitan Council, Hennepin County and the State of Minnesota infrastructure plans? You can't just operate in some Minneapolis La-la land.	7/12/2018
2723	17	/policies/complete-streets/	Where does Metro Mobility fit into your vision? Walking and biking are simply not an option for a lot of people, particularly the elderly. Parkinson's and Alzheimer's affected my two parents, both of whom biked and walked -- until disease hit. Then neither of them could manage the two steps it took to get on a bus, much less keep their balance walking down the aisle of a moving train while being shoved around. Metro Mobility is extremely inflexible -- you have to make your arrangements well in advance and there is a lot of waiting around. Getting a ride from a family member is often the best option. You can't just think everyone is 30 and childless when you are creating these plans. You have to put more flexibility into your system.	7/12/2018
2724	35	/policies/innovative-housing-types/	The city has barriers to all kinds of innovation in housing design. This "code" is one of them. Regulations are an anathema to innovation and the committees that enforce the provisions are immune to reason. Designers have come up with many innovative designs that solve real problems only to face intransigence from the code enforcers. Better to drop this entire section than to enshrine doublespeak such as this in an official document.	7/12/2018
2725	36	/policies/innovative-housing-strategies/	One way to add a bit of density without changing the feel of neighborhoods is to allow the construction of apartments above detached garages where the homeowner doesn't live on site. We have a five unit apt in Minneapolis with space above a garage, but cannot get approved to turn it into an apartment because we don't live there. One extra apartment on a block won't create the same parking problems that a 4 unit building would create.	7/12/2018
2726	36	/policies/innovative-housing-strategies/	It's time to update some of your strict zoning laws. We have a duplex with 2 bedrooms on each floor. We would like to convert it to a triplex without adding any bedrooms, and were told we could not. We could make the two apartments much nicer than the one, but archaic laws don't allow for it. How about building a bit of flexibility into your plans so Minneapolis is a better city for people to buy and improve rental properties.	7/12/2018
2727	0.1	/topics/land-use-built-form/	This policy will only fit in certain areas. The street scape shown might be appropriate for downtown and other area such as near the University of Minnesota but would destroy Minneapolis's unique residential neighbor hood. In addition the aesthetics of the buildings are mind-numbing and resemble Soviet style constructions. The neighborhood appears hostile to people and pets. This type of development will kill traditional neighborhoods.	7/12/2018
2728	33	/policies/affordable-housing-production/	How is the city planning to get affordable housing built? The city CANNOT rely on developers to build affordable housing or apartments. They are not in the Business to support diversity or below market rent. So the City's plan to get that do is.....?????	7/12/2018
2729	1	/policies/access-to-housing/	- There are currently vacancies at 1/2 of the apartment complexes in the Hiawatha neighborhood, so I question the reality that increasing housing supply will decrease the cost and make things affordable for the everyday person. It seems like this supply /	7/12/2018

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2730	0.1	/topics/land-use-built-form/	I am very much opposed to this type of development on W 50th and Bryant, Aldrich, Colfax and Penn Avenues South. There is already organic development there in tune with the neighborhood character. These businesses fit in and many do contain apartments which could be modernized and made more attractive. Some of these buildings date from the early part of the 20th and are architecturally unique and irreplaceable. Replacing these current developments with higher density options would be a blow from which the neighborhood would not recover. In addition many of the individual businesses would not be able to pay the increased rents which newer structures would require.	7/12/2018
2731	33	/policies/affordable-housing-production/	The info above talks about the lose of affordable housing in the last ten years are those the same tools that are going to be used to "expand" production of new housing??? We need details, not word like promotes and pursue. That sounds like the city is giveing up control. I want to hear my city say if you come to build here this is what we the city AND the Neiborhood want!!!	7/12/2018
2732	0.1	/topics/land-use-built-form/	I am concerned that pricing for small single family homes in the city will further sky rocket with this plan. Investors are already paying up these properties and either flipping them or turning them into SFH rental units at too high of prices. If we rubber stamp these small lots to be purchased by investors and converted into multi family units, the lots will be even that more attractive to outside investors.. and, as we can see by the pricing of rental units in the Uptown, North loop, North east and downtown areas, pricing is not dropping. I feel that it is likely the SFH will be a thing of the past in a lot of neighborhoods. young families that have chosen to stay in the city and purchase a starter SFH will no longer be able to do so and will be forced to move out to the burbs. I am not against adding density and I do believe that adding more multi family units along the transit corridors does make sense, but to open up every SFH lot to the POTENTIAL of becoming a multi family unit up to 2.5 stories tall does not. We can hope that neighborhood voices will be heard as new zoning laws go into effect, but I have had 4 tear downs across my street in the past few years and the variances have all been allowed - despite neighborhood protests and concerns, leading to smaller and smaller green spaces and taller buildings, blocking out sun, and tearing down trees.	7/12/2018
2733	35	/policies/innovative-housing-types/	That's it A and B???? I do not understand. This plan is upzoneing the hole city to "expanded knowledge of emerging housing industry trends" An industry housing magazine would be a good start not rezoneing a city.	7/12/2018
2734	89	/policies/technology-in-the-city-enterprise/	Minneapolis needs information security action statements that protect residentsâ€™ personal data. The City should also affirm that people have the right to possess and control their personal data and be protected from efforts to violate their privacy and exploit their personal information done by either criminal actors or businesses/corporations looking to make a profit.	7/12/2018
2735	10	/policies/street-grid/	Reducing lanes for motor vehicles as on West 28th street is poor policy. Those of us who choose to walk or bicycle during summer will continue driving during inclement weather. Older residents like me avoid walking on slippery sidewalks and park the bicycle soon after Labor Day. Buses in Minneapolis are effective only in traveling to or from downtown, not going from west to eas.	7/12/2018
2736	5	/policies/visual-quality-of-new-development/	I live in the Wedge neighborhood, which has seen the rise of an eight block long phalanx of monolithic six story luxury apartments during the past decade. Taste is subjective, but to me, these new buildings range in appearance from mediocre (Flux, Elan) to hideous (Lime). Filling the city with buildings of this character is creating eyesores that will not age well.	7/12/2018
2737	33	/policies/affordable-housing-production/	While I agree with the need for affordable housing I am concerned about the rezoning of the entire city to allow 4-plexes. I feel this will result in tear downs in houses that are more affordable now, and the 4plexes won't be any more affordable but will change the neighborhood feel. I believe certain areas would benefit from this type of housing, especially very close to light rail, so believe 4plexes should only be allowed in those areas. Thanks	7/12/2018
2738	80	/policies/development-near-metro-stations/	The proposed Lake Street station for the Southwest Light Rail money abyss is in an area where Lake Street and Excelsior Blvd. converge. This is already extremely congested, as it is the only way to travel east and west around Lake Calhoun (or Bidet Bad Heart Bull). Razing existing buildings in favor of 30 story towers in this area is sheer lunacy!	7/12/2018
2739	9	/policies/open-spaces-in-new-development/	If recent development along the Greenway in Uptown is any indication, developers will soon fill all open spaces with more ugly buildings, like the one planned for the Arby's site. The addition of Mosaic building #2 has totally eclipsed the plaza in front of Mosaic #1, and Bar Louie is no more, possibly as a result.	7/12/2018

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2740	14	/policies/tree-canopy-and-urban-forest/	The proposed route for the Southwest rail line through the Kenilworth Corridor has great tree canopy and is popular for bicycling, walking, and running. It looks like you plan to replace much of this canopy at the north end with more dense housing! Another gift to developers at the expense of livability.	7/12/2018
2741	36	/policies/innovative-housing-strategies/	I do not believe the plan to up zone and expand corridors will help affordable housing. I think it will do just the opposite, as it has done in other cities. After last night's meeting, I am completely in the dark about your mission here. Lots of vision, so few concrete answers as to consequences of the vision. You could not even say how many new units we need! How do you expect us to trust the plan?	7/12/2018
2742	1	/policies/access-to-housing/	I applaud the goals and first three Action Steps in particular. I'm concerned that Action Steps d. and e. will lead to developer/speculator-driven teardowns and loss of historic neighborhood character, with no guaranteed gain in affordability. Regarding e. in particular, allowing more duplexes via re-model (rather than new construction) and allowing accessory dwelling units makes the most sense.	7/12/2018
2743	33	/policies/affordable-housing-production/	The plan to up zone will not help with affordable housing. It will allow speculators to come in and buy up areas where affordable housing already exists. You have no proof that this will work. Nor do you provide proof that we really need to grow the way you say we do. If you want affordable housing, provide tax credits to buildings that offer it, and read Eviction. It's not about density. It's about helping families stay in homes, many of which are overpriced for their income levels.	7/12/2018
2744	34	/policies/affordable-housing-preservation/	This is important! But it will not happen if you keep building glitzy buildings like the kind in Uptown, micro apartments with no parking, 400 feet for \$1200 dollars. Now CPM is updating the old buildings along the Greenway and raising rents. If you want to maintain affordable housing, mandate it through tax credits for buildings that maintain current rental prices.	7/12/2018
2745	35	/policies/innovative-housing-types/	At last night's meeting, it was made clear that up zoning has not worked anyplace else. Perhaps that's because it relies on trickle down economics. You build enough density, some of it will fall into the hands of the poor. Shame on you. This plan is a progressive version of Trumpism.	7/12/2018
2746	36	/policies/innovative-housing-strategies/	It all sounds good, but I don't believe you are doing enough to work with other communities. This plan assumes all the density has to be put in Minneapolis. If density comes, you will drive out many people, causing more urban sprawl and families fleeing to the suburbs for more parking and less noise. If you want to work with other communities, do it by increasing mass transit and spreading out the growth. We have enough density.	7/12/2018
2747	19	/policies/bicycling/	Great idea but remember these are only viable for most people during certain parts of the year; too hot or too cold limit the usage.	7/12/2018
2748	38	/policies/affordable-housing-near-transit-and-job-	I am against the plan that creates commercial corridors along all transit lines. Many old homes and neighborhoods will be divided up, the way they did when the highway was put in, and the middle and upper class african american neighborhood on the north side was cut in half. People don't want high buildings. They want green space and trees and safe walking in neighborhoods where they know their neighbors. Planners have destroyed downtown's Nicollet Mall. They're in the process of destroying Uptown with all its designer streetscapes and leases too high for small businesses. Stick with the current small area plans! I don't buy the density argument. It's capitalism at its best, urban planning at its worst.	7/12/2018
2749	80	/policies/development-near-metro-stations/	First of all the light rail has ten years at least before it will be built. The lawsuits pending may shut it down, if the lack of funding doesn't do its damage first. We absolutely should not develop near anticipated metro stops until we have the transportation infrastructure. The traffic is already unbearable, especially alone Lake Bde Make Ska.	7/12/2018
2750	40	/policies/homelessness/	This plan will not help homelessness. Seattle's homeless population skyrocketed after upzoning, driving up housing prices, taxes, and causing many shelters to fold. Where is the analysis that connects these dots. This is all at the vision level with totally inadequate analysis.	7/12/2018
2751	42	/policies/expand-homeownership/	AT last night's meeting at the VFW, Heather Worthington stated homeownership isn't a goal of many people anymore. This plan will make it even less of a goal. Nobody wants to invest in a home if we don't know what the future looks like in our city. You have destabilized neighborhoods with this plan.	7/12/2018
2752	1	/policies/access-to-housing/	These are great goals that will help us meet the future housing needs of the city. We love living in Minneapolis, and therefore look forward to sharing our city with more people in the future.	7/12/2018
2753	19	/policies/bicycling/	Keep up the great work on the bicycle network! I'm glad to see the city considering so many options to keep us moving away from inefficient car-centric living.	7/12/2018
2754	19	/policies/bicycling/	I use my bike whenever it makes sense, rather than driving. But nowhere do I see any mention of ensuring that bicycle riders obey traffic laws. Bikes and bike lanes seem to be great for young, and often white, males. Not so much for those of us with families and the elderly, for whom wayward bike riders are a real and present danger	7/12/2018

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2755	17	/policies/complete-streets/	My son can't/couldn't walk/bicycle to Middle School/High School in the winter. And what about piano and trumpet lessons, baseball, skiing, and soccer? I'm 66 and ride a bike often, but not in winter when it is nearly impossible to use the sidewalks. So to prioritize other forms of transport over cars would mean eliminating many of those activities that make life worth living. What about a city policy that ensures that one can actually walk on cleared sidewalks all year round, not just the 5-6 non-winter months?	7/12/2018
2756	80	/policies/development-near-metro-stations/	The proposed 21st Street Metro station for the misbegotten Southwest Light Rail boondoggle should not be built. Its proposed location is deep in a residential area, with the only nearby attraction the East Beach of Cedar Lake. This area should be left as is, not urbanized and given over to developers. Leave Franklin Avenue, 21st St. and the Kenilworth Corridor much as they are!	7/12/2018
2757	17	/policies/complete-streets/	My son can't/couldn't walk/bicycle to Middle School/High School in the winter. And what about piano and trumpet lessons, baseball, skiing, and soccer? I'm 66 and ride a bike often, but not in winter when it is nearly impossible to use the sidewalks. So to prioritize other forms of transport over cars would mean eliminating many of those activities that make life worth living. What about a city policy that ensures that one can actually walk on cleared sidewalks all year round, not just the 5-6 non-winter months?	7/12/2018
2758	15	/policies/transportation-and-equity/	I don't see anything about how the City is actually going to ensure that there is an operating transit system that fulfills its goals, ie who is actually going to provide and run the buses and how will they be subsidized? And who will ensure that bus stops are cleared in the winter?	7/12/2018
2759	1	/policies/access-to-housing/	I support 4-unit building city wide! I lived in a triplex a few years ago. It was a home built 120 years ago, subsequently divided by floor. From the outside house was the definition of neighborhood character. Except for two front doors, two garbage/recycling bins in the back, and a slightly larger parking pad in the back, you'd never know it wasn't a single family home. Unsurprisingly this home wouldn't be allowed under current zoning, but it should!	7/12/2018
2760	33	/policies/affordable-housing-production/	I am a retired 70 year old who has lived near Lake and Lyndale for 40plus years, and raised my 3 children here. They all love the city and choose to live in Minneapolis as adults. Part of what has kept us all here is the wonderful parks and especially the neighborhoods around the city. I'm concerned about the proposal to allow 4plexes anywhere in the city and the effect it would have on my (and other's) neighborhood. Personally I don't want a bunch of millennials partying on the rooftop next door to me or looking down on my backyard; there are plenty of other places (like Uptown and along the Greenway)where that population can live. Also, as far as I can tell it would be developers who would profit. They are not going to provide affordable housing or housing for families. Plus you will be decreasing the number of starter homes. Please allow me and many of my fellow Lyndale residents to "age in place" in an area we have worked so hard to care for. Thanks.	7/12/2018
2761	1	/policies/access-to-housing/	I support this 100%. There is a clear difference in density between neighborhoods we deem 'complete' with a full range of amenities and those that are 'incomplete'. 3 and 4 unit projects seem like a good way to increase density incrementally and you don't have to be a big developer with tons of money to build a duplex or fourplex. There are lots of people who have used scare tactics and twisted this policy into something it's not, but it seems like it's coming from a vocal minority of wealthier, whiter homeowners. There are tons of people who support this policy who can't/don't make their voices heard as much, but they are out there.	7/12/2018
2762	49	/policies/educational-and-economic-access/	Re: the "discipline in schools" issue. How is it being addressed? What plans are being implemented? How are the outcomes being evaluated? Who is doing the evaluation? Where can I go for objective information regarding the incidence of school misbehavior according to race? Where can I obtain the statistical evidence that a racial disparity exists in applying disciplinary action, and the rates of occurrence of incidents of student "misbehavior" and disciplinary consequences broken down by race?	7/12/2018
2763	1	/policies/access-to-housing/	No, this is not what is wanted in areas people worked hard to live in.	7/12/2018
2764	0.1	/topics/land-use-built-form/	The proposed density south of Uptown (36th st) from southwest to southeast is too high. Why do so many streets have zoning for buildings with no height limits. They say they are "transit corridors" but they look almost random - there are many other streets with frequent bus service that are not the same. For all of them they are like you are trying to export some of Uptown or North Loop out to the edge of the city - it does not fit.	7/12/2018

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2765	28	/policies/msp-airport/	efficient landing procedures using RNAV have greatly increased arrivals using 12L & 12R runways to the point that anyone aligning with these runway coordinates has continuous noise, every 1 to 2 minutes for most of the day, when winds are out of the NE, SE, E, & S directions. It was not like that before RNAV and is intolerable now.	7/12/2018
2766	1	/policies/access-to-housing/	In neighborhood interiors farthest from downtown that today contain primarily single-family homes, achieve greater housing supply and diversity by allowing small-scale residential structures on traditional size city lots with up to four dwelling units, including single family, duplex, and accessory dwelling unit building types; and 3-unit, 4-unit, and other small unit apartment buildings in strategic locations (certain corridors, centers and more intense districts) and in response to the existing built form, character and context	7/12/2018
2767	37	/policies/mixed-income-housing/	We are a gaggle of volunteers and opening a new scheme in our community. Your site offered us with useful information to work on. You've done a formidable process and our whole group will be grateful to you. http://www.Svdp-Sacramento.org/events-details/14-11-11/Top_Hat_Dinner_2014.aspx?Returnurl=http://alternatif188bet.com	7/12/2018
2768	0.1	/topics/land-use-built-form/	The street I live on, 39 th and Sheridan Ave So, and own an owner-occupied duplex, is narrow and winding. It currently has parking on one side of the street only due to the narrowness. It can not handle more density without required parking. It is not realistic to expect that people are no longer going to own cars. Even if they take the bus, bike or walk, they are still going to own a vehicle for other purposes and need someplace to park it.	7/12/2018
2769	1	/policies/access-to-housing/	While I support the goals of increasing affordable accessible housing, I strongly oppose several elements in the Minneapolis 2040 Comprehensive Plan Draft. Zoning changes to Corridor 4 that would permit three-story residential buildings in streets adjacent to Penn, Bryant, Xerxes, France, Upton, Sheridan etc. and thus destroy existing neighborhoods. Far from making housing more affordable, this will drive out residents who currently live there. I do not believe the city should sacrifice our neighborhoods to increase density and boost the property tax base. I am 74-years old and live in a one-and-a-half story home on Queen Ave. S, a street adjacent to Penn. My neighbors tend to be young families in their first home and older folks like me and my husband. This is a lovely neighborhood. Please do not allow it to be destroyed. There are other ways to increase density. Different types of housing on Penn and other similar corridor streets make sense but not on the adjacent streets that make up successful neighborhoods. Our family neighborhoods are an important factor in the Minneapolis quality of life. I believe it is possible to increase affordable, accessible housing without destroying them. I am also concerned about the impact on property taxes. Some people who have had McMansions built in their neighborhoods have found their property taxes on their average-size homes soaring and are forced to think about moving. The current draft of 2040 could make the situation far worse.	7/12/2018
2770	16	/policies/environmental-impacts-of-transportation/	Transit and using automobiles less has to be our primary response to global warming. Strongly support a robust multimodal transit system including Southwest and Bottineau LRT lines, BRT, bike lanes, etc.	7/12/2018
2771	0.1	/topics/land-use-built-form/	Heather Worthington is trying to push a poisonous idea on the city of Minneapolis. She claims that it's just tough that property values will plummet for homeowners due to the change in the proposed zoning laws. To her I say, it's just tough that the majority of Minneapolis homeowners hate her idea and will strike this down before it gets off the ground.	7/12/2018

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2772	0.1	/topics/land-use-built-form/	<p>As a long resident of Minneapolis, I am writing to you today to express my deep concern about the Minneapolis 2040 plan.</p> <p>Â</p> <p>Growing up in Minneapolis, I would walk down the streets of residential neighborhoods and wonder why in the world an ugly 1960s style apartment building would be built among such beautiful homes. It appears we are about to make the same mistake again with the 2040 plan. If not administered with thought, foresight and concern for existing homeowners, it will destroy the character of our neighborhoods.</p> <p>Â</p> <p>My wife and I have lived in our home on Colfax Avenue South in East Harriet Neighborhood for 15 years. I bought the house with the expectation that the character and composition of the neighborhood would remain the same, with predominantly single-family homes and duplexes here and there.Â</p> <p>We love living in the this city. And I understand density AND affordable housing is important to a vibrant city, but achieving that goal must be done with care and thought. There are many residents who, like us, have invested heavily in their homes and neighborhoods. We also have paid increasingly high property taxes and have accepted that as the price to live where we do. Allowing four-story and higher apartment buildings adjacent to single family homes is in a word - unacceptable.Â</p> <p>In our particular case, Bryant Avenue is the block immediately east of Colfax. There is no alley bordering our house on the east side of Colfax and the house behind ours on Bryant. A four-story building or row of buildings would dwarf our home and others on our block and destroy the character of the neighborhood, severely impacting our lives, not to mention decrease our property values and max out existing infrastructures for sewer, water, parking, traffic and other necessities. We have worked very hard to create our home. I certainly hope that we, the homeowners in your Ward and those who have invested the most in this area, are not about to become the victims of this plan.</p> <p>Â</p> <p>I respectfully urge you to revise the 2040 plan to reduce the size and height of new structures that can be built in existing single-family home neighborhoods. Itâ€™s not fair to the hard-working people who have invested so much in their homes and communities to have their lives impacted so severely by this plan.</p> <p>Â</p> <p>Thank you for your attention to this very important matter.</p> <p>Â</p> <p>Sincerely, Stephen Mulholland</p>	7/12/2018
2773	1	/policies/access-to-housing/	<p>We live in Bryn Mawr near the proposed housing developments on the former Qwest property on the #9 bus route along Cedar Lake Rd. We strongly support development on this site to include senior housing, mixed market rate/subsidized housing, or other.</p> <p>Same opinion about housing near the SWLRT Bryn Mawr Station at Penn and 394. Our neighborhood can easily absorb more density.</p>	7/12/2018
2774	14	/policies/tree-canopy-and-urban-forest/	<p>My block is currently composed entirely of single family houses, with trees lining the boulevards and also planted in most yards, both front and rear. The 2040 proposal would convert half the block to Interior 1, the rest to Interior 3 or Corridor 4. Even the least dense designation would require a larger footprint for a four-plex; in the most dense, virtually the entire lot would be covered by the building. There would no place for any trees, because trees need unbuilt, unpaved ground to survive, let alone thrive (see dying trees on Nicollet Mall, in this and every previous iteration). And my block is not unique - it is simply not possible to implement the proposed residential re-zoning AND retain the existing trees, let alone "improve" the canopy.</p>	7/12/2018
2775	6	/policies/pedestrian-oriented-building-and-site-de	<p>It's wonderful that the city wants to limit and reduce the amount and size of surface parking lots, I'd like to add that new/updated lots must be made of water permeable materials.</p>	7/12/2018
2776	40	/policies/homelessness/	<p>We need more emergency shelter beds for women who don't have children with them. We also need additional support for agencies that are doing VI-SPDAT assessments that help get individuals experiencing homelessness into the coordinated entry system.</p>	7/12/2018

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2777	6	/policies/pedestrian-oriented-building-and-site-de	<p>Although there are many things to comment on the 2040 Comprehensive Plan Draft, we have tried to consolidate our comments.</p> <p>1 - The overall plan seems academic, based on ideals but not vetted on supporting data for the huge increase in density projected in just 20 years.</p> <p>2 - The goal of walking first, bicycling second, transit third and cars not recommended, could be for the city core but not the city as a whole. We have 4-5 months of winter weather, all the images show sunny pedestrian oriented scenes. The distances to travel to in the city as a whole are large and most often trips are not directed downtown, unless you work there. There must be statistics for that.</p> <p>3 - The Built Form density changes, such as Corridor 4 with Interior 3 adjacent, are the same for transit corridors that occur in very different neighborhoods. These neighborhoods need to be vetted to see how increased density would work, Sheridan as Corridor 4 and Linden Hills Blvd. as Interior 3 for example. The Built Form images convey continuous building with wide streets, no vehicular access, sunny weather; therefore residents in these new developments cannot own a car, there would not be room on the streets.</p> <p>4 - Allowing 4-plex units on interior residential streets, without off street parking, would mean any car owned by residents would be on the street or be prohibited. How could that work in snow emergencies or if there were several on a block. Saying that 'people won't own cars' does not seem vetted by current car use for most transit trips. The passive solar atrium on our own house would be shaded by a 4-plex, so the house lot would have to be part of the new development.</p> <p>5 - Corridor 6 is shown continuously on Chicago and Nicollet Avenues from downtown to city limits, it doesn't seem reasonable in just 20 years; and all that increase in density, all 6 stories possible, that no one will own a car because off-street parking will not be required or desired.</p> <p>We hope that this not the final plan version.</p>	7/12/2018
2778	73	/policies/stormwater-management/	Action step c is incompatible with and directly contradicts the built form goal of greatly increasing the amount of land covered by buildings and other impervious structures	7/12/2018
2779	0.1	/topics/land-use-built-form/	<p>I would like to see additional guidance for building in neighborhoods, specifically about corridor 4. I am not opposed to multi-family housing, but there are a lot of single story homes along corridor 4 streets and I believe that allowing 4 story buildings next door is a bit much. I would also like to see guidelines that make sure a small buffer is left on the sides of lots as well. Homes are already very close together, which is fine, but allowing building right to the lot lines would be too much.</p> <p>To keep to the goal of adding affordable housing, I would also like to see some limit on demolishing small affordable homes to build anything that's not affordable. Currently I see small affordable homes being demolished to build big half million dollar single family homes. With this plan, I could envision small affordable homes being demolished to build huge expensive 4-plexes. While I agree that we should alter codes to allow for more multi-family housing to increase housing options, I think we also need to have some protection in place to make sure affordable housing is not getting demolished in favor of unaffordable housing. Similarly, I would hate to see affordable single family homes getting sandwiched in between huge 4plexes with unaffordable rental units. Owning a home is a great way to increase financial security. It's fine to add more rental units (as long as they're affordable) but not at the cost of losing affordable starter homes. The current guidelines seem too broad and are making a lot of people worried about what would happen to their neighborhood.</p>	7/12/2018
2780	48	/policies/data-driven-decisions/	It is unclear where the data is in the report that shows that wholesale changing in the zoning codes will lead to an increase in affordable housing. Where is that? I live across from a new "interior 3". None of your interior 3 photos contain any cars? Do you really believe that the marketplace will dictate the building of garages for multiplexes? No. The marketplace will dictate all parking on the street. I live between Southwest High School and 50th and France. Dense parking already and not having parking requirements for any new multiplexes is not wise. You will clog narrow streets, increase towing and single sided parking in the winter and allow developers to minimize green space. And still - no affordable housing. The latest new build apts. in my neighborhood are \$2300 for a two bedroom. Where is the affordability?	7/12/2018
2781	40	/policies/homelessness/	Timely emergency help is vital. Having to receive an eviction notice before help can be acquired is debilitating and only causes further harm. More prevention is needed. Integrating lower income people into areas that are not cramped, and has affordable food access must be part of the plan.	7/12/2018
2782	43	/policies/housing-displacement/	Additionally, protect poor pet owners. There are not enough low income options or shelters that allow pets. A pet is family and vital to one's mental well-being.	7/12/2018
2783	50	/policies/access-to-technology/	Make Minneapolis Wi-Fi free for people on public assistance.	7/12/2018

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2784	47	/policies/housing-maintenance/	Provide financial aid for low income home owners, not only for elderly poor homeowners.	7/12/2018
2785	49	/policies/educational-and-economic-access/	Allow for experience to count when a degree isn't held by a city job applicant.	7/12/2018
2786	51	/policies/healthy-pre-k-development/	Increase education for parents about nonviolent communication and dealing with the stress of raising children.	7/12/2018
2787	63	/policies/food-access/	Get a mini grocery store in every neighborhood. Just the basics, all healthy food.	7/12/2018
2788	67	/policies/climate-resilient-communities/	Create a rapid response plan to distribute emergency water and food supplies.	7/12/2018
2789	70	/policies/ecology-and-habitat/	Ban stores from carrying pesticides and modified soil.	7/12/2018
2790	70	/policies/ecology-and-habitat/	Create animal crossing bridges over highways.	7/12/2018
2791	71	/policies/soil-health/	Ban stores from selling soil that has pesticides and growth inhibitors in it.	7/12/2018
2792	36	/policies/innovative-housing-strategies/	Ban landlords from prohibiting pets. Pets are vital to our family and well-being.	7/12/2018
2793	75	/policies/waste-reduction/	All positive goals - but the elephant in the room is the astronomically increased amount of construction waste that will be generated as a result of the built-form proposed rezoning. Contrary to what many supporters blithely assert, most of the single-family houses targeted for annihilation by MPLS2040 do NOT lend themselves to conversion to three or four units with only minimal effort, and they will therefore be torn down. Where in Minneapolis does this plan propose to locate the huge landfill needed to hold all that demolition and construction waste? Because it would be totally unreasonable to expect another community to accept the waste Minneapolis will have chosen to generate with this plan.	7/12/2018
2794	1	/policies/access-to-housing/	I have several questions: 1. Will 4-plexes contain 4 parking spaces on property? 2. If so, will Mpls. rescind its ban on more than 2 cars per driveway? 3. Has on-street parking been addressed as much is being lost to bike lanes? 4. 2 1/2 story homes with roof = over 30'tall. This will cast unreasonable shade on neighbors' outdoor living areas. Will builders have to get permission from neighbors? I do if I want chickens or over 3 pets. 5. Will four-plexes still have to adhere to the 30' setback rule? Unless the answer to all these questions is yes, I am against this plan.	7/12/2018
2795	75	/policies/waste-reduction/	Create a city run center for used furniture.	7/12/2018
2796	1	/policies/access-to-housing/	As long as the housing especially 4 plexs is of good quality, I support the changes	7/12/2018
2797	97	/policies/heritage-preservation-legislative-advoca	Who would the partners be? Otherwise, good idea	7/12/2018
2798	33	/policies/affordable-housing-production/	Good goal, but the steps are very vague. Where will the money come from?	7/12/2018
2799	34	/policies/affordable-housing-preservation/	Good	7/12/2018
2800	37	/policies/mixed-income-housing/	Not sure I understand (b)	7/12/2018
2801	76	/policies/new-parks/	Good	7/12/2018
2802	39	/policies/fair-housing/	A and D are good ideas	7/12/2018
2803	35	/policies/innovative-housing-types/	Who determines what is a creative housing option? Where is the research to back up this plans intended goals. Nothing is stated in the plan. The only mention of cities doing a similar plan was last night at the Ward 10 meeting. Ms Worthington said San Francisco, Seattle, and two other similarly sized cities have tried this plan and failed, as if that information supports the Minneapolis plan?!	7/12/2018
2804	34	/policies/affordable-housing-preservation/	This will not create affordable housing. I believe it will create money for developers and for the council members and mayor who have received contributions from developers.	7/12/2018
2805	43	/policies/housing-displacement/	Do not eliminate or restrict parking in areas where elderly and young families with children live. These two groups would be sorely affected by this.	7/12/2018
2806	23	/policies/coordinated-development-strategy/	Please create the InFraStrucTure and then consider tearing up the city. This way you're creating a city with fractured neighborhoods and inadequate transit to support it. How this policy creates a healthy economy is beyond me. And nothing in your plan clarifies this.	7/12/2018
2807	48	/policies/data-driven-decisions/	Where is the data!???	7/12/2018
2808	1	/policies/access-to-housing/	(a) build on top of production areas instead of prohibiting housing there - support workers having nice short commutes!	7/12/2018
2809	1	/policies/access-to-housing/	In general, the definition of density along transit lines is quite restrictive. The land use guidelines ramp down density extremely rapidly as you move away from the line. People can walk a couple blocks to a transit line, especially the high frequency ones like upcoming aBRT.	7/12/2018

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2810	1	/policies/access-to-housing/	Expand what constitutes a transit corridor people are willing to walk a few blocks to access a bus/lrt. I support housing to be built in all parts of the city. This plan doesn't go far enough, we should allow more housing at a minimum interior 1 should support more density. I do support fourplexes in every neighborhood with no exceptions for richer neighborhoods like Wards 7, 13, 2, etc.	7/12/2018
2811	1	/policies/access-to-housing/	(c) broaden your definition of what a transit corridor is - the same block is much too narrow, walking 3 blocks to a bus is still on a transit corridor! broaden your definitions please.	7/12/2018
2812	1	/policies/access-to-housing/	I fully support fourplexes being the least dense zoning in the city, and I don't want to let wealthy neighborhoods opt out. We need housing across the whole city, including the neighborhoods where existing residents oppose any changes. I believe fourplexes are shooting low, and that interior neighborhoods could easily support 6-8 unit buildings, going higher than 2.5 stories.	7/12/2018
2813	1	/policies/access-to-housing/	Regarding C: the plan should expand what constitutes a transit route - appears a lot of the increased density is only restricted to a block along the designated corridors could go beyond that. Concentrating housing only along the block corridors will concentrate housing only along the most used and potentially comprised areas of air quality impacting community health in these denser areas. Increased density needs to be spread throughout the city, including allowing more units that are allowed in the interior and depending on the size of the lot could be even more than the proposed four units.	7/12/2018
2814	1	/policies/access-to-housing/	Yes, I support allowing more housing in all part of the city. The plan does not go far enough. Capping the number of units at four per parcel is a very low limit for a city, especially given our large parcel size. We need to allow more housing, rather than restrict the number of units allowed. A four unit minimum would serve the city and its residents far better.	7/12/2018
2815	1	/policies/access-to-housing/	(e) Let's allow 4plexes and 6plexes in every single lot. ADUs are great and we need them too. Increase the access to resources for more neighbors - undo the legacy of redlining.	7/12/2018
2816	1	/policies/access-to-housing/	Increase knowledge and access to allow more development of ADUs	7/12/2018
2817	1	/policies/access-to-housing/	a. Yes, absolutely more housing in *all* parts of the city. c. Expand the geographic definition of what constitutes a transit route. People will walk more than just one or two blocks to transit. d. I support more allowed units and height in interior 2 and 3. 2.5 and 3 story buildings are less than what exists in those neighborhoods already. e. I support expanding legal housing types up to 6 units in all neighborhoods. Fourplexes don't go far enough.	7/12/2018
2818	1	/policies/access-to-housing/	I strongly support higher density housing throughout the city. I believe the transit corridors have been too closely mapped. Housing can be two or three blocks from a transit line and the transit will still be very accessible. I also feel that more multi family housing is needed in each neighborhood to accommodate seniors who may wish to leave their single family outing without leaving their neighborhood.	7/12/2018
2819	41	/policies/tenant-protections/	I support all of these action steps. Additionally: Implement a "Right of First Refusal" policy such that when tenants get notice of sale, they have the option to buy the property. The same system could provide the city the option to buy and preserve the properties.	7/12/2018
2820	1	/policies/access-to-housing/	We need to allow more density in all parts of the city--we currently have a housing crisis that will continue to price people out of our city until we have more housing built. There's an inherent legal and physical delay between allowing this to happen and getting new units built. During this delay, we will continue to experience an influx of new residents, particularly as our climate crisis continues to become more severe. We need to be set to allow property owners to respond to this current and escalating housing crisis by legally creating more units through various means, including building new, adding more, and subdividing existing homes. Even then, many Minneapolitans, current and future, will face housing instability as the provision of housing lags behind demand for it.	7/12/2018
2821	41	/policies/tenant-protections/	Rent stabilization to cap extreme year over year increases in rent and avoid evictions. For example 5% per year plus inflation.	7/12/2018
2822	41	/policies/tenant-protections/	More work definitely needs to be done to ensure that tenants are aware of their current rights. Groups like Homeline should not be taking the full burden, the city can help. Perhaps an ordinance ensuring that tenants are given a copy of a Tenant Bill of Rights with their lease. City staff that can help tenants fight for their rights with landlords.	7/12/2018
2823	41	/policies/tenant-protections/	Expand relocation assistance also!	7/12/2018
2824	41	/policies/tenant-protections/	Address the high costs of rental application fees, which can add up when applying for multiple apartments. Either cap the fees, or provide a background check clearinghouse so that renters applying for multiple apartments aren't saddled with multiple fees to find a new home.	7/12/2018
2825	41	/policies/tenant-protections/	Agree - also, a ban on evictions during the school year if a family has children! Keep the students housed and stable.	7/12/2018

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2826	41	/policies/tenant-protections/	Better protections for families that have kids to keep the kids to not get evicted during the school year. In addition, more resources for homeless kids at school.	7/12/2018
2827	41	/policies/tenant-protections/	Agree! Also, implement a "Just Cause" eviction policy. This provides landlords with a list of valid reasons to end a rental agreement, and prevents leases from being ended "at will". Seattle has had this since 1980.	7/12/2018
2828	41	/policies/tenant-protections/	Yes, I support these policies! Please ensure tenants know their rights! We need rent stabilization to help protect renters from substantial increases - like a cap of 5% year plus inflation. Expanding relocation fee assistance is key. Families with children need particular attention to ensure children have stability in school when their housing is changing. Owners need to give notice of sale early - maybe even as far as 6 months out, along with First Right of Refusal by current tenants offering them an opportunity to buy.	7/12/2018
2829	41	/policies/tenant-protections/	In case of building sale, provide 6 months advance notice of sale of a building and relocation assistance. Right of first refusal for building purchase. Guaranteed housing of tenant is displaced by development.	7/12/2018
2830	41	/policies/tenant-protections/	I strongly support ensuring that tenants know their rights, particularly low income tenants and those for whom English is a second language. I would also like to see a policy that would end or limit evictions of families with children during the school year so that children's schooling is not interrupted.	7/12/2018
2831	41	/policies/tenant-protections/	If buildings are condemned by the city or a building loses the rental license, the city should be there to help the tenants so that they are not punished for a landlord's malfeasance.	7/12/2018
2832	41	/policies/tenant-protections/	I support all the key action steps. I think we should better inform renters of their rights with mailers, email, a 311 system but for renter issues. Other things I support: Rent stabilization, high costs of rental application fees cap system, city should discourage moving during a school year for people with families. More displacement preventative measures. Expand relocation assistance. Support pro-tenant organization with funding. More enforcement of fair housing laws. Reduce evictions Just Cause eviction, provide free legal aid for renters. Expand section 8 acceptance stream line the process. Safe and healthy housing.	7/12/2018
2833	41	/policies/tenant-protections/	Agree - also, enforce anti-discrimination policies!	7/12/2018
2834	41	/policies/tenant-protections/	Fund or produce publicly accessible, free, plain language and multilingual tenant resources. Promote all rental subsidy programs that exists. Create easy 311 experience for tenant questions.	7/12/2018
2835	40	/policies/homelessness/	Prevent Housing Inspections related vacating during school year for houses with children unless life safety issues are of concern	7/12/2018
2836	41	/policies/tenant-protections/	Read this and implement this: https://medium.com/neighbors-for-more-neighbors/minneapolis-2040-tenant-protections-6206723176ab	7/12/2018
2837	41	/policies/tenant-protections/	Explore options like the St Louis Park ordinance stabilizing rents after a building is sold.	7/12/2018
2838	41	/policies/tenant-protections/	Portal to provide info on problem landlords.	7/12/2018
2839	41	/policies/tenant-protections/	We need to enforce the FHA with stings to see if landlords are discriminating against historically marginalized renters, particularly in RCAW.	7/12/2018
2840	41	/policies/tenant-protections/	Ordinances like the unfortunately challenged Section 8 ordinance are good, and the city should explore more aggressive enforcement of fair housing laws.	7/12/2018
2841	43	/policies/housing-displacement/	More money to preserve the naturally occurring affordable housing that already exists. Easier to preserve than replace.	7/12/2018
2842	43	/policies/housing-displacement/	Explore upzoning of neighborhoods with quickly rising rents. If supply is not meeting demand, more housing must be created.	7/12/2018
2843	43	/policies/housing-displacement/	Upzoning areas of the city experiencing large increases in home prices and rents (as in, Southwest Minneapolis).	7/12/2018
2844	43	/policies/housing-displacement/	(a) fuck yeah. use rising rents to trigger upzoning of neighborhoods based on demand.	7/12/2018
2845	43	/policies/housing-displacement/	A great way to preserve naturally occurring affordable housing is to ensure that enough housing is built that there isn't pressure on NOAH to upscale. My affordable apartment in Uptown that I moved into in 2009 has been completely renovated with fancy counters and appliances and party rooms and rents have nearly doubled. With enough development, those sorts of stories will be less likley.	7/12/2018
2846	43	/policies/housing-displacement/	Program to help senior residents add an accessory dwelling unit or extra unit to help them afford their home, age in place in a home that's too big/difficult to maintain.	7/12/2018
2847	43	/policies/housing-displacement/	If rents are increasing quickly that should trigger upzoning in the desirable neighborhood. Aid for seniors who want to age in place to build ADUs. Or anyone who wants to build a fourplex with funds. Preserve NOAH and build more housing that will be future NOAH. Allow more housing construction.	7/12/2018

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2848	43	/policies/housing-displacement/	Support "empty nest" homeowners in subdividing their large homes into triplexes or fourplexes. They stay owners while also providing homes for others.	7/12/2018
2849	43	/policies/housing-displacement/	Step by step guide, financing options, and resources for building ADUs would help older empty nesters stay in their homes by providing additional income streams	7/12/2018
2850	43	/policies/housing-displacement/	Restrict any assistance for homeowners to those who actually need the assistance. Stop sending city money to homeowners just because they're homeowners.	7/12/2018
2851	43	/policies/housing-displacement/	(d) provide resources for elderly folks with larger homes to add ADUs to either move in to those smaller units and allow the next generation to rent/lease the larger home	7/12/2018
2852	43	/policies/housing-displacement/	(b) fuck yeah. also ... build more housing that will be future NOAH.	7/12/2018
2853	43	/policies/housing-displacement/	All of this sounds good, but all focus on RCAP/gentrification needs to also be tied to attention to what's happening in RCAW, where homogeneity of wealth and whiteness are reflective of deep societal imbalances and problems and policies there (like very low ceilings on housing allowed) are likely exacerbating issues in RCAP.	7/12/2018
2854	43	/policies/housing-displacement/	When apartment buildings are flipped and turned into luxury apartments, they should have to follow inclusionary zoning rules and keep some space affordable	7/12/2018
2855	43	/policies/housing-displacement/	I support directing resources to preserving naturally occurring affordable housing; increasing density in other neighborhoods will decrease the pressure to upgrade housing that is affordable now into no longer affordable housing. I would also support assisting homeowners to add units to their homes.	7/12/2018
2856	43	/policies/housing-displacement/	Regarding D - focusing resources on at risk and vulnerable populations is key, both with regard to assistance with property tax increases and costly maintenance Regarding B - property owners need to give renters notice when the building is going up for sale, give renters an option to buy the building first	7/12/2018
2857	43	/policies/housing-displacement/	a) sounds like a good way to use rising rents as a catalyst for up-zoning b) allowing for auxiliary housing units and helping provide financing options for homeowners c) yes do this d) yes to the supporting marginalized identities. e) yes do this	7/12/2018
2858	43	/policies/housing-displacement/	Offer city funds for rehab that are predicated on the rents of the units rehabbed staying relatively stable or only increasing by a capped amount. That way NOAH tenants don't have to live in a dump but don't get priced out.	7/12/2018
2859	44	/policies/comprehensive-investments/	(e) FUCK YEAH. sure would like to see this happen	7/12/2018
2860	44	/policies/comprehensive-investments/	e. Yes to investments that benefit existing low-income residents.	7/12/2018
2861	44	/policies/comprehensive-investments/	(e) FUCK YEAH. In all seriousness, the city should take seriously ways to ensure that investment doesn't displace.	7/12/2018
2862	44	/policies/comprehensive-investments/	(a) prohibit landlords from asking about evictions and felonies. and gross misdemeanors, while we're at it. across the city.	7/12/2018
2863	44	/policies/comprehensive-investments/	a) ensure evictions are also eliminated as a barrier to housing, as well as credit and criminal reports.	7/12/2018
2864	44	/policies/comprehensive-investments/	Increase housing inspections. YES to all of these! Dismantle barriers to housing for people with issues in their rental history.	7/12/2018
2865	44	/policies/comprehensive-investments/	Regarding A - I agree strongly! Evictions, gross misdemeanors, and felonies on the record are huge barrier to stable housing	7/12/2018
2866	44	/policies/comprehensive-investments/	e) ensure that parallel policy fixes for areas with concentrated poverty are tied to changes for areas of concentrated wealth, which are also indicative of deep problems in the city.	7/12/2018
2867	44	/policies/comprehensive-investments/	In particular, many small businesses are in small, affordable commercial spaces, and new construction rarely has those. It would be great to find a way to encourage more small affordable commercial space in new construction.	7/12/2018
2868	16	/policies/environmental-impacts-of-transportation/	Ban cars!	7/12/2018
2869	16	/policies/environmental-impacts-of-transportation/	CONGESTION PRICING.	7/12/2018

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2870	1	/policies/access-to-housing/	I strongly support all of the above five listed strategies to increase the housing supply in Minneapolis. As a millennial renter with a modest income, it has been increasingly difficult to find affordable rental housing. We went on more than a dozen showings in spring of 2018, only to have the unit rented before we even had a chance to discuss and submit an application. We had even more showings scheduled that were canceled before the showing date because it had already been rented. It got to the point where we were genuinely scared we would not be able to find a place to live before our current lease was up. We are both white young people with stable employment, good income and perfect rental history. I can't even imagine what it must be like for someone with less privilege, much less any kind of criminal record. Housing is a crisis in this city and I am glad to see our planners and policymakers taking smart, bold, innovative and commonsense action to address it.	7/12/2018
2871	16	/policies/environmental-impacts-of-transportation/	Allow people to get around safely no matter what mode they choose. Walkable neighborhoods year-round during all types of weather even winter. Climate change is real we need to adjust and encourage other modes and make space for all users.	7/12/2018
2872	16	/policies/environmental-impacts-of-transportation/	Buy electric buses! Lots of electric buses.	7/12/2018
2873	16	/policies/environmental-impacts-of-transportation/	Let's get real about our climate-obliterating dependence on cars. More bike lanes, more transit, more pedestrian friendly streets. Buildings with amenities that support those lifestyles. Eliminate parking minimums. It's time to shift our transportation system.	7/12/2018
2874	44	/policies/comprehensive-investments/	a) remove evictions, felonies, and misdemeanors from people's records b) yes c) work to decriminalize. strategic partnerships that minimizes police on the streets d) and even where it is not. e) making sure that the comprehensive investment includes things like parks, public transit, libraries, and more	7/12/2018
2875	16	/policies/environmental-impacts-of-transportation/	Close more streets to car traffic, both major thoroughfares and side streets, to create pedestrian oriented spaces	7/12/2018
2876	16	/policies/environmental-impacts-of-transportation/	Autonomous vehicles won't solve our problems! In some ways they may make things worse. We should be planning for mass transit over AVs.	7/12/2018
2877	16	/policies/environmental-impacts-of-transportation/	(i) also definitely needs to happen especially on city vehicles, also private garbage trucks	7/12/2018
2878	16	/policies/environmental-impacts-of-transportation/	(e) congestion pricing	7/12/2018
2879	16	/policies/environmental-impacts-of-transportation/	Implement congestion pricing. Increase the cost of parking.	7/12/2018
2880	16	/policies/environmental-impacts-of-transportation/	Make parking cost what it should cost. Meters on Eat Street!	7/12/2018
2881	16	/policies/environmental-impacts-of-transportation/	open more streets to pedestrian and non-car uses	7/12/2018
2882	16	/policies/environmental-impacts-of-transportation/	Make good investments. AV's wont solve all our problems. Congestion pricing. More pedestrian only streets. Reclaim the city for people. Charge the true cost of driving. It damages our environment and pollutes our air.	7/13/2018
2883	16	/policies/environmental-impacts-of-transportation/	All bikeways in destination rich areas must be two way.	7/13/2018
2884	16	/policies/environmental-impacts-of-transportation/	Reduce length of signal cycles.	7/13/2018
2885	16	/policies/environmental-impacts-of-transportation/	- Minimize car usage within core areas of the city to eventually banning all cars - Close more streets from all car activities - More dedicated bikeways	7/13/2018
2886	16	/policies/environmental-impacts-of-transportation/	(a) no street parking anywhere in the city should be free	7/13/2018
2887	16	/policies/environmental-impacts-of-transportation/	Transit only lanes, please. Buses should not be held hostage to car traffic.	7/13/2018
2888	16	/policies/environmental-impacts-of-transportation/	Ban Cars.	7/13/2018
2889	16	/policies/environmental-impacts-of-transportation/	Please ban cars, thank you.	7/13/2018
2890	16	/policies/environmental-impacts-of-transportation/	* We need to open more streets to pedestrians and close them to cars; downtown might be a good example, it appears that late at night hennepin does this already on weekends. Might be good to have one east/west street where there's a prioritization of small storefronts, combined with a pedestrian/bike only road, this could make a nice experience. * Congestion pricing!!	7/13/2018
2891	16	/policies/environmental-impacts-of-transportation/	* Organize a few days a year where downtown is closed to cars, Paris has done this. Show people how it works.	7/13/2018
2892	16	/policies/environmental-impacts-of-transportation/	Ban cars	7/13/2018
2893	16	/policies/environmental-impacts-of-transportation/	No parking requirements on any building.	7/13/2018
2893	16	/policies/environmental-impacts-of-transportation/	Do away with minimum parking requirements.	7/13/2018

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2894	16	/policies/environmental-impacts-of-transportation/	transit should be free during snow emergencies	7/13/2018
2895	16	/policies/environmental-impacts-of-transportation/	Consider congestion pricing and more pedestrian only spaces.	7/13/2018
2896	16	/policies/environmental-impacts-of-transportation/	Free transit for all city residents	7/13/2018
2897	16	/policies/environmental-impacts-of-transportation/	We need electric buses now! We should establish some car free zones - expand the space around Nicollet Mall for example. Or Hennepin between Lake and Franklin - these should be focused on buses, bikes, and most importantly pedestrians! The city should look at ways to improve transit beyond what Metro Transit/Met Council is capable of doing. Charging market rate parking will help people realize the true cost of parking and why it is not a great use of land	7/13/2018
2898	16	/policies/environmental-impacts-of-transportation/	Free transit for all city residents.	7/13/2018
2899	16	/policies/environmental-impacts-of-transportation/	a) figure out a way to incentivize existing structures to also have better facilities for non-cars	7/13/2018
2900	16	/policies/environmental-impacts-of-transportation/	* Free public transit for all city residents	7/13/2018
2901	16	/policies/environmental-impacts-of-transportation/	Lower transit fares. Free if possible.	7/13/2018
2902	66	/policies/air-quality/	(a) FUCK YEAH	7/13/2018
2903	66	/policies/air-quality/	Don't put trash incinerators in communities of color.	7/13/2018
2904	66	/policies/air-quality/	treat vehicle emissions like smoking - it's a health and safety issue for people who work outside	7/13/2018
2905	66	/policies/air-quality/	don't put trash incinerators in communities of color	7/13/2018
2906	66	/policies/air-quality/	move vehicle traffic to less densely populated streets where possible	7/13/2018
2907	66	/policies/air-quality/	* we need to distribute traffic across streets more evenly, currently we're moving lots of vehicle traffic along arterials. can road diets of bigger streets help spread this out?	7/13/2018
2908	66	/policies/air-quality/	Stop funneling polluting vehicles down dense streets where disproportionately poor people live.	7/13/2018
2909	66	/policies/air-quality/	Treat vehicle emissions like indoor smoking. I am pedicab driver, and my workplace (Downtown Minneapolis during busy times) is very harsh. It feels like I'm sucking on a tailpipe. Just like bars banned smoking to promote the health of their employees, downtown streets should restrict traffic to promote health of those enjoying the city.	7/13/2018
2910	66	/policies/air-quality/	Yes, we need to reduce emissions by reducing single occupant vehicles. These emissions have a similar impact to cigarette smoke and takes a toll on community health. If we are increasing density on transit corridors, then we need to look at reducing or even eliminating single occupant vehicles on the right of way in those areas both to improve health and ensure better area quality for people living and traveling in the corridors.	7/13/2018
2911	66	/policies/air-quality/	Follow the Mpls complete streets policy and put cars last on the list of priorities.	7/13/2018
2912	66	/policies/air-quality/	More bike lanes. Eliminate parking minimums.	7/13/2018
2913	66	/policies/air-quality/	Addressing A spread density so we're not concentrating people along the most polluted corridors. It's a health issue for workers who are downtown all the emissions. Reduce it asap. Be more proactive don't rely solely on reporting problems. Take climate change and pollution seriously. Encourage energy efficient appliances and require solar panels on new construction.	7/13/2018
2914	66	/policies/air-quality/	Go carbon neutral in the short to medium future.	7/13/2018
2915	66	/policies/air-quality/	Ban diesel vehicles downtown.	7/13/2018
2916	66	/policies/air-quality/	More zoning actions like pedestrian oriented overlay to eliminate car-oriented uses and make neighborhoods more livable.	7/13/2018
2917	66	/policies/air-quality/	(d) solar panels on every roof, especially apartment buildings! let tenants co-op own the solar hitting their roofs.	7/13/2018
2918	66	/policies/air-quality/	a) apply a lens of racial and economic equity to vehicle related emissions by removing private vehicles from our most densely populated corridors and instead diverting them to nearby lower-density, lower intensity land use corridors.	7/13/2018
2919	66	/policies/air-quality/	The city needs to increase education and outreach out the climate change goals adopted and how best to acheive these goals. Many citizens don't know the commitment that has been made. And consequently, people are not as aware of ways to modify behaviors of energy use, including how they choose to travel	7/13/2018
2920	66	/policies/air-quality/	Ban diesel vehicles from non industrial parts city. Local deliveries should be done by smaller more efficient vehicles.	7/13/2018
2921	66	/policies/air-quality/	- don't put trash incinerators in communities of color - aggressive neutral planning. ideally carbon negative by 2040 a) invest in all electric public vehicles b) make major thoroughfares into public transit and pedestrian only	7/13/2018
2922	68	/policies/energy-efficient-buildings/	Ban single family homes	7/13/2018
2923	66	/policies/air-quality/	* encourage solar!	7/13/2018

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2924	68	/policies/energy-efficient-buildings/	Ban SFH	7/13/2018
2925	66	/policies/air-quality/	Consider supporting geothermal heating and cooling as a carbon reducing strategy.	7/13/2018
2926	68	/policies/energy-efficient-buildings/	End single-family zoning, and allow up to 6-unit buildings all across the city. Single-family homes are incredibly energy inefficient and expensive.	7/13/2018
2927	68	/policies/energy-efficient-buildings/	City support for energy efficientizing old buildings.	7/13/2018
2928	68	/policies/energy-efficient-buildings/	Build up and more units to maximize energy efficiencies.	7/13/2018
2929	68	/policies/energy-efficient-buildings/	when we redevelop entire blocks, we could use a ground cooling/heating system like they do in sweden	7/13/2018
2930	68	/policies/energy-efficient-buildings/	Build smartly to maximize breeze and lower energy use like older buildings were constructed to maximize air flow.	7/13/2018
2931	66	/policies/air-quality/	Go carbon negative at a timeline that is in line with science, looking at best practices from other cities and learn in tandem with other places that realize climate change is real. I.e. carbon neutral by 2030, carbon negative by 2040.	7/13/2018
2932	68	/policies/energy-efficient-buildings/	City incentive for switching to electric heat.	7/13/2018
2933	68	/policies/energy-efficient-buildings/	Seek larger scale efficiency projects (not building by building, but full blocks, for example)	7/13/2018
2934	68	/policies/energy-efficient-buildings/	what does "deep carbon building retrofit" mean more in detail? let's talk about that in detail	7/13/2018
2935	68	/policies/energy-efficient-buildings/	would (a) be a citywide public works act? that'd be cool, let's do that.	7/13/2018
2936	68	/policies/energy-efficient-buildings/	- advocating for innovative ideas for multi-building (block scale) energy use projects - create a city jobs guarantee program that goes and retrofits entire city blocks with energy efficient programs - do bigger projects	7/13/2018
2937	69	/policies/renewable-and-carbon-free-energy/	City should work with Xcel and centerpoint to ensure that all residents have affordable carbon-free power and heat.	7/13/2018
2938	69	/policies/renewable-and-carbon-free-energy/	Don't let (g) get in the way of more homes.	7/13/2018
2939	69	/policies/renewable-and-carbon-free-energy/	Don't let G get in the way of providing more homes	7/13/2018
2940	69	/policies/renewable-and-carbon-free-energy/	Work with Xcel to ensure that residential solar can connect to the grid efficiently.	7/13/2018
2941	69	/policies/renewable-and-carbon-free-energy/	Don't allow g. protect solar access on commercial and residential buildings to to stop more growth and housing. We can do both, build up and be inventive.	7/13/2018
2942	69	/policies/renewable-and-carbon-free-energy/	g. concerns about solar access should not be used to limit the creation of more housing.	7/13/2018
2943	69	/policies/renewable-and-carbon-free-energy/	does (g) get in the way of (a) and in the way of building more housing? i don't want to get bogged down in 75 million shadow studies.	7/13/2018
2944	69	/policies/renewable-and-carbon-free-energy/	Grid modernization is critical for resilience, particularly with the weather extremes that we encounter - ensuring people have access to heat and electricity are necessary.	7/13/2018
2945	69	/policies/renewable-and-carbon-free-energy/	explore district energy powered by carbon free sources like something like geothermal.	7/13/2018
2946	69	/policies/renewable-and-carbon-free-energy/	pursue / endorse district heat where feasible, see also my other comments about whole-block redevelopment	7/13/2018
2947	69	/policies/renewable-and-carbon-free-energy/	Protecting solar access sounds like a good idea but could impact the ability to create more housing. Perhaps a mitigation strategy that would ensure any solar lost is at minimum replaced - whether at the existing site or another site in the city so there no loss of overall solar access in the city.	7/13/2018
2948	69	/policies/renewable-and-carbon-free-energy/	The details are important on (g). There are times when new buildings will shadow existing solar, but nevertheless the net environmental benefits would be positive. Protection should not be absolute, but taken into account. District heating and cooling systems should be encouraged.	7/13/2018
2949	9	/policies/open-spaces-in-new-development/	Ban hostile architecture	7/13/2018
2950	9	/policies/open-spaces-in-new-development/	Ban skate stoppers	7/13/2018
2951	69	/policies/renewable-and-carbon-free-energy/	- Build programs like St.Paul has in their downtown district for district energy - Solar farms	7/13/2018
2952	2	/policies/access-to-employment/	Ensure that transit serves employment nodes so that nobody is forced to drive to get to work.	7/13/2018
2953	2	/policies/access-to-employment/	More jobs on transit yes!	7/13/2018
2954	2	/policies/access-to-employment/	Make a serious transit/transportation investment plan. Jobs shouldn't be concentrated in one location. Allow people to work close to where they live.	7/13/2018
2955	69	/policies/renewable-and-carbon-free-energy/	Work to make sure that renewable energy is not prioritized over energy reduction, particularly until environmental consequences of producing solar are mitigated. Focus on circular economy and low-tech green solutions for renewable energy, using the city's purchasing power to push for clean green energy so lower emissions and better AQI here isn't on the backs of other places.	7/13/2018
2956	2	/policies/access-to-employment/	Make sure that reverse commutes aren't penalized.	7/13/2018

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2957	2	/policies/access-to-employment/	Action step to add: Enhance transit frequency and speed to job centers.	7/13/2018
2958	2	/policies/access-to-employment/	Improve transit experience for city riders to the level of suburban express riders. More bus lanes, faster, more frequent service.	7/13/2018
2959	2	/policies/access-to-employment/	We have express buses from the suburbs to the city, should work the other way as well. Allow affordable easy transit for all users no matter where they work.	7/13/2018
2960	2	/policies/access-to-employment/	make sure that employment is developed where there is good transit and good transit connects us to existing work hubs. give the suburbs two way transportation!!	7/13/2018
2961	2	/policies/access-to-employment/	Additional action step: add fast, reliable transit between residential clusters and job clusters where they are missing, for example between the Uptown Station and Downtown St. Paul. (Model: 114 U of M express bus)	7/13/2018
2962	69	/policies/renewable-and-carbon-free-energy/	Make sure G doesn't impede higher density and more intense land use development.	7/13/2018
2963	1	/policies/access-to-housing/	Good Day! Not in favor of allowing three or four dwelling units on traditional size city lots, especially in neighborhoods that are farthest from downtown. Some double bungalows acceptable. When we purchased our home, we wanted to be a quiet neighborhood containing only houses with no commercial businesses. Thank you!	7/13/2018
2964	2	/policies/access-to-employment/	Allow commercial uses throughout residential areas, so that people can live near their work.	7/13/2018
2965	2	/policies/access-to-employment/	City should lead by example in ensuring that their buildings are in areas served by transit.	7/13/2018
2966	2	/policies/access-to-employment/	Put all new city/government employment centers/offices on transit and encourage them to use transit rather than drive to work.	7/13/2018
2967	2	/policies/access-to-employment/	We need to ensure transit is available for all income levels. Ensuring transit near employment centers is critical to reducing emissions and giving both workers and potential employers options. New office space should be served by transit options.	7/13/2018
2968	2	/policies/access-to-employment/	No more massive parking ramps private or city owned buildings. Transit accessible city buildings.	7/13/2018
2969	2	/policies/access-to-employment/	make sure new city office buildings/leases are transit accessible, and that all city employees are able to commute without a car	7/13/2018
2970	2	/policies/access-to-employment/	Additional action step: adopt policies that employers unbundle parking costs from compensation to encourage people to make transportation choices other than driving to work.	7/13/2018
2971	2	/policies/access-to-employment/	Additional action step: dedicated transit lanes and protected bikeways in areas that are employment centers.	7/13/2018
2972	2	/policies/access-to-employment/	- Create an environment for jobs up and down the education spectrum - More affordable mixed use so that people can live and work in the same area	7/13/2018
2973	2	/policies/access-to-employment/	City buildings should be located in transit friendly areas. Housing Inspections, Construction Code Services, Public Works, and other divisions are very remotely located, forcing most employees to drive to work.	7/13/2018
2974	2	/policies/access-to-employment/	* mixed use and office space where there is transit, and more housing connected to jobs via transit. we shouldn't distinguish between high frequency transit and normal service busses; many people rely on those as well, each should have equal zoning to account for the need for jobs and housing. * new city office buildings should be on high frequency transit.	7/13/2018
2975	2	/policies/access-to-employment/	Allowing greater mixing of commercial and light industrial uses with residential would also address this aim. A dense downtown is desirable, but allowing office and small business employment in more residential areas puts more people within walking distance of jobs. These types of employment would have little conflict with residential uses.	7/13/2018
2976	3	/policies/production-and-processing/	utilize parking areas in those areas for infill/brownfield development.	7/13/2018
2977	3	/policies/production-and-processing/	Discourage or prohibit non-profit services and charter schools in industrial zoning areas.	7/13/2018
2978	3	/policies/production-and-processing/	Yes! It's awesome to have areas where people can walk to work! Please keep those areas and look for opportunities for infill development in the area to increase housing without pushing the production out.	7/13/2018
2979	3	/policies/production-and-processing/	make nonprofits pay property taxes	7/13/2018
2980	3	/policies/production-and-processing/	Encourage industrial development infill on large industrial surface parking lots, so that more jobs fit in the same space.	7/13/2018
2981	54	/policies/supporting-economic-growth/	Explore property taxes for non-profits above a certain size. Non-profits use roads, too.	7/13/2018
2982	3	/policies/production-and-processing/	Stop using industrial land for charter school/non-profit use. Only have land uses that contribute to the tax base.	7/13/2018
2983	3	/policies/production-and-processing/	Direct businesses that require industrial uses into these areas while banning businesses that can outbid them and aren't necessarily dependent on industrial land. (Charter schools can be located in neighborhoods, and shouldn't eat up our limited industrial land.)	7/13/2018
2984	3	/policies/production-and-processing/	get creative with infill on empty lots in production areas??	7/13/2018

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2985	3	/policies/production-and-processing/	Use production areas smartly. Maximize the potential.	7/13/2018
2986	3	/policies/production-and-processing/	- create more green space - actively create public transit into these spaces	7/13/2018
2987	3	/policies/production-and-processing/	Increase fees or other costs to large surface parking lots for all property uses so that tax-exempt uses are discouraged from retaining surface parking on valuable land (anywhere, industrial or commercial node or residential n'hood).	7/13/2018
2988	3	/policies/production-and-processing/	Allowing housing development near low-pollution production and processing plants would put people closer to well paid employment. In general, the city should not precisely constrain what types of non-polluting industries locate in particular areas.	7/13/2018
2989	3	/policies/production-and-processing/	- create more green space - actively create public transit into these spaces - promote large scale energy sharing and efficiency programs amongst companies in the areas	7/13/2018
2990	52	/policies/human-capital-and-a-trained-workforce/	Support for trade schools.	7/13/2018
2991	52	/policies/human-capital-and-a-trained-workforce/	Free trade schools	7/13/2018
2992	52	/policies/human-capital-and-a-trained-workforce/	Installers for energy efficient stuff like insulation and solar panels.	7/13/2018
2993	52	/policies/human-capital-and-a-trained-workforce/	Free trade schools and energy efficient installers. Invest in our young people in gaining valuable skills so they're able to thrive.	7/13/2018
2994	52	/policies/human-capital-and-a-trained-workforce/	(g) free trade schools. carpenters, plumbers, electricians! energy efficiency installers!!	7/13/2018
2995	3	/policies/production-and-processing/	Encourage high density industrial uses.	7/13/2018
2996	52	/policies/human-capital-and-a-trained-workforce/	Focus investments on building capacity in the trades (electricians, plumbers, carpenters, etc.) and also in energy efficiency installers. These are jobs that make housing more affordable to build, that pay well, and that can address unemployment disparities.	7/13/2018
2997	52	/policies/human-capital-and-a-trained-workforce/	Find a way to pay home health aids better.	7/13/2018
2998	52	/policies/human-capital-and-a-trained-workforce/	* free trade schools: serious lack of workers right now. including insulation workers and geothermal / clean energy workers	7/13/2018
2999	3	/policies/production-and-processing/	I appreciate the goal of keeping industrial uses within the city, but separating them from other uses, particularly without a specific health reason, creates dead zones that feel unsafe to walk and be in outside work hours and cuts parts of the city off from other parts of the city.	7/13/2018
3000	52	/policies/human-capital-and-a-trained-workforce/	Provide access to education and skill training to provide access to employment, especially for people displaced from industries that are on the decline	7/13/2018
3001	52	/policies/human-capital-and-a-trained-workforce/	- free trade schools - green sector installation trades training - public health and health services trainings	7/13/2018
3002	52	/policies/human-capital-and-a-trained-workforce/	Promote continued learning so that people can move up in their jobs.	7/13/2018
3003	54	/policies/supporting-economic-growth/	Encourage small commercial spaces.	7/13/2018
3004	54	/policies/supporting-economic-growth/	Encourage small/convertible retail in new construction.	7/13/2018
3005	54	/policies/supporting-economic-growth/	Allow more businesses in residential areas. Residents should have more options to own a business in their house/garage	7/13/2018
3006	54	/policies/supporting-economic-growth/	Expand where commercial/retail space are currently allowed in the zoning code. Low-intensity commercial works perfectly well in neighborhood interiors. They should be legal again.	7/13/2018
3007	54	/policies/supporting-economic-growth/	(c) require a minimum number of commercial/active doors per 100 feet to encourage very small commercial spaces that are more affordable to new entrepreneurs and more marginal businesses	7/13/2018
3008	54	/policies/supporting-economic-growth/	Allow people to run a business out of their homes	7/13/2018
3009	54	/policies/supporting-economic-growth/	(c) let/help people turn their garages into businesses, and support similar small scale retail.	7/13/2018
3010	54	/policies/supporting-economic-growth/	Encourage construction of small commercial spaces. Preserve existing small construction spaces. Space is a barrier to some small businesses, new building create large commercial spaces. Make them able to be converted to smaller spaces. Allow residents to run businesses out of the home.	7/13/2018
3011	54	/policies/supporting-economic-growth/	* allow creative zoning for small businesses. garages / ADUs and the like should be able to have a small-scale retail use	7/13/2018
3012	54	/policies/supporting-economic-growth/	c) allow alley-oriented and every home to support commercial development/allow residents to run businesses out of their home.	7/13/2018
3013	54	/policies/supporting-economic-growth/	allow residents to run small commercial out of their home.	7/13/2018
3014	54	/policies/supporting-economic-growth/	In respect of (f) the city should reconsider the number of specialized licenses that are required by businesses. Many of the categories of trade that are regulated have little public policy rationale for continued special licensure.	7/13/2018
3015	54	/policies/supporting-economic-growth/	Ensure there are small scale spaces for new businesses, including allowing residents to run a business out of their home	7/13/2018

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3016	54	/policies/supporting-economic-growth/	(c) allow businesses to be run out of homes in every part of the city, no matter the zoning, to ensure affordable space to small business-owners.	7/13/2018
3017	54	/policies/supporting-economic-growth/	Encourage construction of small commercial spaces. Preserve existing small construction spaces. Space is a barrier to some small businesses, new building create large commercial spaces. Make them able to be converted to smaller spaces. Allow residents to run businesses out of the home.	7/13/2018
3018	56	/policies/supporting-small-businesses/	Small cart vendors	7/13/2018
3019	54	/policies/supporting-economic-growth/	Support small cart vendors. Make a 24 hour city!	7/13/2018
3020	56	/policies/supporting-small-businesses/	Allow more cart vendors	7/13/2018
3021	56	/policies/supporting-small-businesses/	make hot dog vendors legal. TACO TRUCKS ON EVERY CORNER	7/13/2018
3022	54	/policies/supporting-economic-growth/	- allow residents to run business in their homes - allow for small cart vendors	7/13/2018
3023	56	/policies/supporting-small-businesses/	Small developers can build if we allow 2-6 unit buildings.	7/13/2018
3024	56	/policies/supporting-small-businesses/	Allowing smaller business/commercial spaces (including tiny!) also helps create jobs for local businesses and keeps wealth local.	7/13/2018
3025	56	/policies/supporting-small-businesses/	allowing 4plexes will allow smaller builders to build, keeping the buildings owned locally as well	7/13/2018
3026	56	/policies/supporting-small-businesses/	Smaller scale buildings like 3-4 unit buildings are more likely to hire local contractors and residents. Allowing for more missing middle will promote this.	7/13/2018
3027	56	/policies/supporting-small-businesses/	Create food pods (like in Portland) that have electricity and water on vacant parking spaces. They create activity where it's needed, are very affordable starting spaces, and deal with the horrible diesel motor noise/pollution/smell.	7/13/2018
3028	56	/policies/supporting-small-businesses/	promote unionization in small businesses	7/13/2018
3029	56	/policies/supporting-small-businesses/	Support hyper local unionization efforts and workers rights efforts	7/13/2018
3030	56	/policies/supporting-small-businesses/	* allowing small multifamily housing means these buildings are more likely to be built by local workers. current small multifamily developers hire locally, while bigger companies can hire from wherever. more housing means more local jobs	7/13/2018
3031	56	/policies/supporting-small-businesses/	Upzone to allow small multi-family homes, built by local builders rather than corporate. Employs more local contractors and keeps more money in the community.	7/13/2018
3032	56	/policies/supporting-small-businesses/	- Promote more unionization and co-op models - Advocating for local hiring and hiring within communities their services	7/13/2018
3033	56	/policies/supporting-small-businesses/	Small businesses are likely to begin as home-based businesses. Loosening land-use restrictions on how people can use the spaces in multi-unit dwellings (office / residential) will make the best use of liberalisation of residential building (fourplexes legalized)	7/13/2018
3034	56	/policies/supporting-small-businesses/	Foster connections between local trades/small scale rental housing owners. Duplexes, triplexes, fourplexes are more likely to hire local labor, and be locally owned.	7/13/2018
3035	56	/policies/supporting-small-businesses/	b) include not just women, but non-binary/third gender and others.	7/13/2018
3036	9	/policies/open-spaces-in-new-development/	Stop hostile design of public spaces targeted against skateboarders.	7/13/2018
3037	9	/policies/open-spaces-in-new-development/	Design to allow for skateboarding in public spaces. Skateboarders have been using public urban spaces for decades, and when designed right, it can work fine. Look to Copenhagen for how to do this!	7/13/2018
3038	9	/policies/open-spaces-in-new-development/	Hostile architecture makes places hostile. Let's not do that to our neighborhoods, and especially not to new developments that will be here for 50-100 years.	7/13/2018
3039	9	/policies/open-spaces-in-new-development/	ban hostile environments. either design to promote skateboard uses or install skate features. stop making it impossible to catch a damn nap in a park!!	7/13/2018
3040	9	/policies/open-spaces-in-new-development/	Reduce large alleyways like the on the Nic on 5th block, or the Uptown Target block	7/13/2018
3041	9	/policies/open-spaces-in-new-development/	Designs that are hostile to people and accessibility. Benches, and skateboard stopper marker. If you're building plazas mandate open to public. Consider the full environment and not just one specific development with more pedestrian connections.	7/13/2018
3042	56	/policies/supporting-small-businesses/	The city definitely needs to use diverse suppliers. Ensuring small scale office and retail spaces that will be affordable to new and small business is critical. Small spaces, small business help ensure local owners with local employees. This works for small housing units as well - local landlords and constructed by local developers and local workers.	7/13/2018
3043	9	/policies/open-spaces-in-new-development/	Do not cede alley ROW in any large-scale development, but do not necessarily use for motorized vehicles. Allow it to function as public spaces/plazas.	7/13/2018

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3044	9	/policies/open-spaces-in-new-development/	Prohibit large developments from vacating alleys, as the alleyways are critical to the health and community-connectivity of our neighborhoods. Prohibit alleys from being any wider than is necessary (they should accommodate a car moving slowly, but not a semi-truck).	7/13/2018
3045	9	/policies/open-spaces-in-new-development/	Pedestrian connections should be included in new development. For example the greenway promenade in uptown doesn't have accessible curb cuts where the sidewalk meets the street.	7/13/2018
3046	9	/policies/open-spaces-in-new-development/	- if developers are making plazas make them public access - do not create hostile infrastructure (do not allow of skate spikes and homeless breakers on benches) - make alleys walkable	7/13/2018
3047	9	/policies/open-spaces-in-new-development/	think about connections and plan for how people will actually use the spaces wrt curb cuts.	7/13/2018
3048	9	/policies/open-spaces-in-new-development/	* for plazas - ban hostile/defensive architecture: it's bad for people who need to spend time in public spaces, and bad for homeless people who may need somewhere to sleep. we need to end homelessness, but we should not be actively working against. * need to mandate that right of way remains open to pedestrians and cyclists through construction. often construction projects close roads to everyone except cars. it's easier to navigate around construction for a person in a car than it is for a person walking or biking.	7/13/2018
3049	9	/policies/open-spaces-in-new-development/	Ban hostile architecture and skateboard stoppers.	7/13/2018
3050	9	/policies/open-spaces-in-new-development/	Try to replicate more narrow streets and alleys like the Loring Park alley or European streets.	7/13/2018
3051	9	/policies/open-spaces-in-new-development/	Minneapolis has a lot of poorly designed quasi-public spaces without adequate shade and shelter. In general, we would be better with smaller and fewer high-quality spaces. The city should require that curb cuts prioritize pedestrian crossings, so that the level of the sidewalk doesn't change. It is important that public plazas are engaged by the building behind them. Allow businesses to have entrances on alleys, and for alleys to be sheltered to allow the creation of pedestrian spaces in between buildings.	7/13/2018
3052	6	/policies/pedestrian-oriented-building-and-site-de	make alleys pedestrian friendly	7/13/2018
3053	6	/policies/pedestrian-oriented-building-and-site-de	Make sure that the city is considering alleys in development.	7/13/2018
3054	6	/policies/pedestrian-oriented-building-and-site-de	More places like loring alley.	7/13/2018
3055	6	/policies/pedestrian-oriented-building-and-site-de	why is the word "alley" nowhere in the comp plan?	7/13/2018
3056	6	/policies/pedestrian-oriented-building-and-site-de	We need to make alleyways public spaces and streets; what can we do to allow businesses to open and reclaim alleyways as street fronts? many cities do this, we are not. it doubles street/walkable space, makes blocks shorter, and can provide many more spaces for small businesses to flourish.	7/13/2018
3057	6	/policies/pedestrian-oriented-building-and-site-de	Alleys are important to our pedestrian-friendly environment. They should be narrow to match historic alleys. They should have activity (like businesses, front doors to ADUs, kids playing. (They should be included somewhere in the comp plan!)	7/13/2018
3058	0.1	/topics/land-use-built-form/	Allow up to 3 stories across the city, rather than 2.5.	7/13/2018
3059	0.1	/topics/land-use-built-form/	We should allow small-scale commercial uses even in places currently listed as Urban Neighborhood.	7/13/2018
3060	0.1	/topics/land-use-built-form/	The neighborhoods east of Hennepin (Kenwood area, etc) should match the west side of Hennepin	7/13/2018
3061	0.1	/topics/land-use-built-form/	these historic buildings are cute and adorable but it's REALLY COOL when taller buildings are interspersed with old brownstones and i think this zoning should match the surrounding area	7/13/2018
3062	0.1	/topics/land-use-built-form/	Lakefront property should include more units, be higher intensity so more people can enjoy public amenities.	7/13/2018
3063	0.1	/topics/land-use-built-form/	Allow high densities and mixed use buildings on the lakes. The lakes shouldn't be reserved for the rich to have mansions on.	7/13/2018
3064	0.1	/topics/land-use-built-form/	Property fronting the lakes should be higher intensity to allow more people to enjoy the amenity.	7/13/2018
3065	0.1	/topics/land-use-built-form/	The intensity of the east and west side of Hennepin should match (Ward 7 & 10). Intensify the use. Lake front property should be a higher intensity. I feel like we're following the old pattern of keeping better land use out of all neighborhoods.	7/13/2018
3066	0.1	/topics/land-use-built-form/	Lowry Hill needs to be designated at least as high of intensity of land use as, say, Whittier due to its proximity to downtown, transit, and amenities. Ideally it should be even higher, as part of starting to address redlining/segregation.	7/13/2018
3067	0.1	/topics/land-use-built-form/	No neighborhoods within four blocks of a light rail line should be lower than interior 3	7/13/2018
3068	0.1	/topics/land-use-built-form/	this should match the transit 10 on the other side of the street!	7/13/2018

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3069	0.1	/topics/land-use-built-form/	More consistency in the map. Don't allow carve-outs for certain loud residents.	7/13/2018
3070	0.1	/topics/land-use-built-form/	Allow more intense land use along old streetcar line. Everything on this map could be moved up one. No exceptions for richer areas who have benefited from exclusionary zoning.	7/13/2018
			<p>I am encouraged by the general trend towards allowing greater intensity of land use in all areas. However, the proposed built form maps are in general still too tied to the existing land use and do not allow gradual intensification. For example, large areas of the Wedge are zoned Interior 3, because they are close to downtown. However areas a similar distance from downtown (e.g. West of Hennepin to Lake of the Isles, and Seward) are largely zoned Interior 2. It is not clear why areas a similar distance from downtown receive different designations.</p> <p>I also think that the distinction between corridor and interior is incorrect. Allowing taller buildings in neighborhood interiors permits more people to live on streets with light traffic (residential buildings are in general not a large traffic generator). Putting multi-use dwellings largely on corridor streets exposes people in these buildings to greater health hazards from air pollution. Because large areas of the city are already built out, it is unlikely that 2 storey houses near Lake of the Isles will be replaced by 6 storey buildings tomorrow. However, people should at least have the opportunity.</p>	7/13/2018
3071	0.1	/topics/land-use-built-form/	I will sum up by saying that a blanket designation of at least Corridor 6 in all residential areas would be ideal.	
3072	0.1	/topics/land-use-built-form/	Eliminate Interior 1, increase everything up one level.	7/13/2018
3073	0.1	/topics/land-use-built-form/	Great plan! Good job! I like it! Fourplexes EVERYWHERE!!!	7/13/2018
3074	0.1	/topics/land-use-built-form/	How can we eliminate Interior 1? It's not an intense land use at all, and a lot of interior 1 corresponds with high property values and desirable neighborhoods on transit. We need to allow more housing particularly in South Minneapolis, where racial covenants and low zoning have contributed to racial segregation, keeping affluent neighborhoods affluent, and people of color and low-income renters out.	7/13/2018
3075	0.1	/topics/land-use-built-form/	Some of the most in-demand areas of SW Minneapolis are the areas near commercial nodes, so we should allow more commercial nodes in predominantly residential areas.	7/13/2018
3076	0.1	/topics/land-use-built-form/	eliminate interior 1??? ok thanks. it goes against your stated goals and carries through redlined bullshit.	7/13/2018
3077	0.1	/topics/land-use-built-form/	also why are you splitting hairs about 3 vs 4 stories on corridor 4 vs interior 3 - maybe combine those to interrioridor 3.5???	
3077	0.1	/topics/land-use-built-form/	Higher density along all parks!	7/13/2018
3078	0.1	/topics/land-use-built-form/	Interior three should be 4 or at least 3.5 stories! Thanks.	7/13/2018
3079	77	/policies/park-access/	Upzone more near parks. People should be allowed to live close to parks.	7/13/2018
3080	0.1	/topics/land-use-built-form/	Interior two should be 3 or at least stories! Thanks.	7/13/2018
3081	77	/policies/park-access/	To improve access to parks, the perimeter of every park should be zoned one intensity use higher than the surrounding neighborhood. That's critical for renter- and condo-living families to access parks.	7/13/2018
3082	77	/policies/park-access/	Public access to parks in the Twin Cities has historically been structured by race. It is not coincidental that racial covenants were heavily used along the parkways and in streets within one or two blocks of the Grand Rounds. To rectify these historic inequities the zoning along parkways and fronting parks should be significantly higher, ideally Corridor 6. There are currently many park areas that are fronted by 4-6 storey buildings. Curry Park and Loring Park are good examples. We should allow greater construction of higher density buildings near all parks, rather than letting zoning designations reflect historically inequitable practices.	7/13/2018
3083	26	/policies/vision-zero/	Thank you for including vision zero. Please REMOVE all references to enforcement. Enforcement amplifies racial disparities. It would lead to community backlash, and there are plenty of other proven safety strategies to implement.	7/13/2018
3084	33	/policies/affordable-housing-production/	Increasing the amount of affordable housing is a laudable goal. However, the methods to achieve it as outlined here aren't the way to go about it. The market is actively at work providing more housing units in places where only parking lots previously existed. Don't interfere with the market. Instead, actions should be taken to reduce the costs of home ownership. In the 1950s population was about 100,000 greater than it is today, but the amount of city employees was significantly less than today despite the fact that the digital revolution (PCs) hadn't yet happened. A policy should be enacted to lower the number of city employees to reflect the improvements in productivity, lowering the costs of city government, therefore lessening the taxes required to pay for it and creating more affordable housing!	7/13/2018

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3085	17	/policies/complete-streets/	Please continue to improve hennepin avenue between uptown and downtown. Prioritize bus lanes for commuters. Remove left turns, or reduce car traffic to 1 lane each for with a center turn lane.	7/13/2018
3086	0.1	/topics/land-use-built-form/	eliminate interior 1??? ok thanks. it goes against your stated goals and carries through redlined bullshit. also why are you splitting hairs about 3 vs 4 stories on corridor 4 vs interior 3 - maybe combine those to interior 3.5??? "corridor" zoning should be minimum 3 blocks instead of 1 parcel	7/13/2018
3087	18	/policies/walking/	F: can we improve even further the pedestrian connection along hennepin and lyndale near the Lowry tunnel. Feels unsafe to walk here as a pedestrian with the traffic speeds/exit designs. And the current area cuts off uptown from downtown	7/13/2018
3088	20	/policies/transit/	F: more high frequency and rapid transit routes are needed, and needs legislative support and funding.	7/13/2018
3089	11	/policies/skyways/	Skyway maps and layout are still few and far between - I work downtown and even I still get disoriented	7/13/2018
3090	0.1	/topics/land-use-built-form/	"Neighborhood Mixed Use" speaks only of commercial property, but Figure T1.1 clearly indicates residential as permissible. The verbiage should be clarified to indicate that residential property is part of the mix, even if the commercial restriction verbiage is still in place to indicate its intent for being neighborhood-oriented. Figure T1.2 shows permissible entrances on the corridor facing street corners. It should indicate if those are required entrances. Additionally, it should indicate that corridor facing entrances are permitted in the spaces not at the corners as well.	7/13/2018
3091	42	/policies/expand-homeownership/	I think that this equity lens is a terrific way to look at this problem and reverse decades of housing discrimination & denied wealth building. I support the draft language of this section. That said: 1. I'd like a more explicit definition of homeownership as including condos, multi-plexes, ADUs, etc. Highlighting the ways these non-SFH ownership options will become increasingly important in the future would be desired 2. In a similar vein, increasingly calling out loan options, counseling, and the like for all types of homes, specifically condos and other non-SFH options is important to expand the scope of discussion beyond SFHs. 3. The plan definitely addresses this already, but showing a commitment to wealth building opportunities not tied to homeownership (city is majority renter, etc.) should be a top City priority.	7/13/2018
3092	38	/policies/affordable-housing-near-transit-and-job-	I very strongly agree with the language here, with a housing shortage and a climate crisis underway, we need strong commitments for dense housing near all transit corridors, with City money or requirements for affordability wherever possible. I have the strong YIMBY belief that any housing is good housing, but the last thing I want is for privileged folks to have near-exclusive access to LRT/BRT stations and marginalized folks forced to less-desirable transit locations. Heavy development along the future LRT extensions (Bryn Mawr & West Lake come to mind) and sustained transit investment in North, Phillips, and the U is also critical. I support any easing of parking requirements, minimum FAR requirements, or other tools to boost density, especially on our heaviest transit corridors.	7/13/2018
3093	1	/policies/access-to-housing/	Higher density along transit routes sounds terrific but it is critical that such density consist of adequate affordable housing units, not just upscale apartments, condos, and single family homes. duplexes, triplexes and fourplexes without appropriate zoning could simply replace existing housing with upscale housing which would not accomodate those unable to afford such housing.	7/13/2018
3094	0.1	/topics/land-use-built-form/	The changes enabled by the built form district guidance will permanently change the city and, unfortunately, not for the better which I hope is one of the goals of this plan. The Built Form Guidance for the Interior 1 which is primarily single family homes will now enable up to 4 units on a property. Have we learned nothing from our mistakes of the past? When single family homes on Pillsbury Avenue were turned into multi-family units the entire neighborhood declined. Additionally, one of the stated goals for the plan is to preserve the historic structures in the city. Our home is over one hundred years old and while it isn't designated as an historic landmark it has been lovingly maintained as have many others in our neighborhood that are also single family homes. I believe if we had desired to live in a more dense neighborhood we would have chosen that. Let's not allow these beautiful historic structures to be bulldozed in favor of multi-family units. If this happens it will enable a new edition of "Lost Twin Cities".	7/13/2018

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3095	41	/policies/tenant-protections/	<p>Housing stability for renters is as precarious as it's ever been for renters in Minneapolis. I support strong City policy that can lead to a "tenant bill of rights" that will provide much more stability than currently exists, in boom or bust cycles.</p> <p>The city should consider specific actions, such as:</p> <ul style="list-style-type: none"> -Rent stabilization, capping yearly rent hikes to protect renters from extreme year-to-year increases -Expand relocation fee assistance. -Require property owners to give advance notice of sale; as much as 6 months. -A "Right of First Refusal" policy such that when tenants get notice of sale, they have the option to buy the property. The same system could provide the city the option to buy and preserve the properties. -Provide guaranteed housing if tenants are displaced for redevelopment. <p>Implement a "Just Cause" eviction policy. This provides landlords with a list of valid reasons to end a rental agreement, and prevents leases from being ended "at will". Seattle has had this since 1980.</p> <ul style="list-style-type: none"> -Provide lawyers to tenants facing eviction and other housing court cases, for free. You should have the right to an attorney if you're facing the prospect of losing your home. -City and state labor policies should protect those appearing in housing court and include this in Safe & Sick Time. No one should have to worry about time off work to appear in court. 	7/13/2018
3096	1	/policies/access-to-housing/	<p>your goals are lofty and righteous, but not realistically obtainable.</p> <p>the above points sound good in isolation, but are too vague and lack any clarity as to what restriction need apply.</p>	7/13/2018
3097	2	/policies/access-to-employment/	<p>This is very unclear hyperbole.</p>	7/13/2018
3098	37	/policies/mixed-income-housing/	<p>Wow, fantastic weblog format! How long have you ever been blogging for? you make running a blog look easy. The whole look of your web site is great, let alone the content material! http://www.village-pharmacy.net/index.php/component/k2/itemlist/user/222221</p>	7/13/2018
3099	1	/policies/access-to-housing/	<p>I am very much in support of all four tenets of this section of the plan. I am a downtown resident who supports additional neighbors, as it will make my neighborhood safer, more vibrant, and will hopefully keep my rents affordable (and preserve potential condo options in the future). The other housing proposals are also necessary in a housing crisis to reduce carbon emissions and avoid sprawl.</p>	7/13/2018
3100	31	/policies/creative-workers/	<p>Creative workers typically earn less than traditional full time employees. To allow them to live in the city existing low density housing needs to be retained. To give them space to work existing studio enclaves such as the area north of Broadway and south of 18th Ave NE have to be protected from more profitable real estate development. The future land use plan proposes the area as Production/Mixed Use, long with the Built Form to permit 6 or more story buildings in the same area. Both the housing which serves as live work and the studios will be displaced by developer driven housing.</p>	7/13/2018
3101	29	/policies/creative-sector-economy/	<p>The proposed plan for the NE Arts district permits the construction of 2-6 story buildings as a Corridor 6 built form area. This proposal is in direct contradictions to Item b above. The appropriate built environment already exists and requires protection from over development. By permitting up to 20 story buildings the arts district will be displaced.</p>	7/13/2018
3102	76	/policies/new-parks/	<p>I strongly believe Policy 76 is a high priority and fully support the actions steps.</p>	7/13/2018
3103	49	/policies/educational-and-economic-access/	<p>One worker protection that I feel like desperately needs to be considered is a fair scheduling ordinance. Working hour insecurity makes it difficult for many to plan sustainable economic futures, and the city can act now to fix that problem.</p> <p>Another policy we should be considering long term is that of a municipal basic income - with advances in automation, work will likely look much different 20 years from now. We should be proactive about finding economic models that work for our communities.</p>	7/13/2018
3104	50	/policies/access-to-technology/	<p>Municipal fiber internet around the whole city! The current stranglehold by Comcast in my neighborhood is horrible.</p>	7/13/2018
3105	52	/policies/human-capital-and-a-trained-workforce/	<p>There should be a goal in here to eliminate the disparities in unemployment rates between white people and people of color by 2040.</p>	7/13/2018
3106	55	/policies/business-innovation-and-expansion/	<p>I'm glad the language "low negative community impacts" is in this policy. I was very concerned when Greater MSP was bidding to host a campus of Amazon, a company that has been incredibly harmful to Seattle's community. We shouldn't be encouraging growth for growth's sake, we should focus on building a community our current residents will love to live in, knowing that growth will follow naturally.</p>	7/13/2018

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3107	3	/policies/production-and-processing/	Given the city's difficulty in forcing out businesses like Northern Metals, it is incredibly important that new production infrastructure is not just built in "traditional production areas", as many of those areas are contiguous with neighborhoods of color. Rather, we should share the burden and benefit of production infrastructure across the city - including where it makes rich white communities uncomfortable.	7/13/2018
3108	58	/policies/business-districts-and-corridors/	We need to ensure that arts organizations have sustainable, long term funding. I look at the closing of Intermedia Arts and think "what a tragedy." The city should have the resources to step in and preserve that space as an art hub.	7/13/2018
3109	31	/policies/creative-workers/	Ensure that artist housing remains affordable on artist incomes - much of the artist housing that exists now is unaffordable for most artists, and is instead inhabited by artists who are financially supported by family or spouses.	7/13/2018
3110	1	/policies/access-to-housing/	Yes to upzoning - homeowners will have to live with the fact that this isn't the suburbs. My girlfriend searched for an apartment for 6 months before she found something decent - our affordable housing crisis is out of control.	7/13/2018
3111	33	/policies/affordable-housing-production/	Private developers seem uninterested in building affordable housing - and why should they, when they can build luxury condos for Fortune 500 office workers, sell half of them, and pocket the rest? Here are some ideas about how to create more affordable housing: 1. The city should tax extremely large businesses in our boundaries, then use that money to build affordable housing. We can't afford to become a San Francisco or Seattle. 2. The city should require apartment and condo buildings to have a minimum fill rate: if the existing stock isn't being used, prices need to be brought down.	7/13/2018
3112	39	/policies/fair-housing/	Given Minneapolis' past complicity in redlining and other forms of discrimination, we should offer reparations to people of color who are first time homebuyers. Perhaps down payment assistance or subsidized mortgages.	7/13/2018
3113	40	/policies/homelessness/	Tax the rich, build shelter beds.	7/13/2018
3114	41	/policies/tenant-protections/	Require landlords to share information about legal rights of tenants as part of a move in process.	7/13/2018
3115	42	/policies/expand-homeownership/	Reparations for people of color who are first time homebuyers in Minneapolis!	7/13/2018
3116	43	/policies/housing-displacement/	Have affordability requirements for new housing development in communities "at-risk" of gentrification - particularly neighborhoods that are "majority minority"	7/13/2018
3117	44	/policies/comprehensive-investments/	Divest from police, invest in community-led alternatives.	7/13/2018
3118	23	/policies/coordinated-development-strategy/	Use an explicit reparations model when deciding where to invest resources moving forward - marginalized communities weren't marginalized by accident, and they deserve to bear the fruits of the increased wealth and prestige their labor has given to the city.	7/13/2018
3119	15	/policies/transportation-and-equity/	Our transit police (I know, the Met Council) have an enormous effect on people of color's ability to use public transit safely. Limit their presence wherever possible.	7/13/2018
3120	16	/policies/environmental-impacts-of-transportation/	Please god build better east-west bus infrastructure.	7/13/2018
3121	61	/policies/environmental-justice/	Divest fully from fossil fuels.	7/13/2018
3122	81	/policies/social-connectedness/	New Neighborhoods Investment Plan, investing specifically in historic neighborhoods of color. Give us the resources we've been denied and watch us grow!	7/13/2018
3123	85	/policies/access-to-health-social-and-emergency-services/	Move away from using police to solve social problems. Divest from them long term, and develop a more specialized approach to public safety approaches. For example, instead of having MPD respond to mental health crises, build a partnership with the county's COPE program and route 911 calls for mental health to them first.	7/13/2018
3124	1	/policies/access-to-housing/	if each unit has 3 garbage bins (garbage, recycling, organics) that means 12 bins for a 4-plex that takes up the whole lot. or are you just going to plan on a dumpster for each lot?	7/13/2018
3125	84	/policies/public-safety/	I agree with much of what's here - our public safety infrastructure is stuck in the 19th century, and we need to find better, data driven ways of keeping our communities safe. But "building trust" and "reflecting diversity" in our police force and other emergency services won't ultimately make our communities safer sans accountability - for example, we can become a sanctuary city, but as long as we put people in county jails, we can't protect our residents from ICE. Similarly, increasing communities of color's trust in the police without first eliminating racial disparities is an exercise in public relations, not public safety. MPD has shown through 150 years of history (see www.mpd150.com/report) that it can't be accountable to communities of color, even with reformists in charge and the best of intentions. We shouldn't be investing in police reform alongside community-driven alternatives - we should be divesting from police as Boomer officers retire and investing even more fully into alternatives.	7/13/2018
3126	69	/policies/renewable-and-carbon-free-energy/	Put an additional business licensing or property tax on businesses invested in or engaged in environmentally dangerous activities like pipeline construction or fossil fuel power generation.	7/13/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

3127	37	/policies/mixed-income-housing/	<p>I was just seeking this information for a while. After 6 hours of continuous Googleing, at last I got it in your web site.</p> <p>I wonder what is the lack of Google strategy that do not rank this kind of informative web sites in top of the list.</p> <p>Usually the top sites are full of garbage. http://shahyan.com/wiki/index.php/Say_Goodbye_To_Aging_Skin_By_Increasing_Collagen_The_Natural_Way</p>	7/13/2018
3128	81	/policies/social-connectedness/	<p>The city should start a canvassing team to let residents (especially renters!) know about opportunities for community engagement. That team should be reflective of the neighborhoods it canvasses in (e.g. hire Black folks to canvass the Northside, Somali speakers to canvass the West Bank, etc.)</p>	7/13/2018
3129	19	/policies/bicycling/	<p>How about making all parking meters automatically come with a bike hitches? How about implementing bike signage throughout the city? How can the city encourage existing businesses to add bike parking?</p>	7/13/2018
3130	92	/policies/identify-and-evaluate-historic-resources/	<p>What about the Minnehaha Hiawatha Corridor? It has already has a historical report and needs more resources. Why not help make the Min Hi Line and highlight this history with a destination greenway right by the airport and light rail?</p>	7/13/2018
3131	7	/policies/public-realm/	<p>The city really need to get its act together on the miscellaneous elements in the public realm. There should be stricter design standards for guardrails, street lighting, benches, power poles, and bike racks so that everything is more coordinated.</p>	7/13/2018
3132	76	/policies/new-parks/	<p>What about a policy line about working to build on community led greenways? Make the Min Hi Line!!</p>	7/13/2018
3133	37	/policies/mixed-income-housing/	<p>When someone writes an article he/she keeps the image of a user in his/her mind that how a user can be aware of it. Thus that's why this paragraph is outststanding. Thanks! http://www.thenailshop.ru/bitrix/rk.php?goto=http://www.mbet88vn.com</p>	7/13/2018
3134	37	/policies/mixed-income-housing/	<p>Nice post. I used to be checking continuously this blog and I'm inspired! Very helpful information specifically the ultimate part :) I handle such information much. I used to be looking for this certain info for a very long time. Thank you and good luck. http://krati.me/link188bet43579</p>	7/13/2018
3135	0.1	/topics/land-use-built-form/	<p>No fourplex expansion!!!!</p>	7/13/2018
3136	37	/policies/mixed-income-housing/	<p>A fascinating discussion is worth comment. I believe that you need to publish more about this subject, it might not be a taboo subject but typically people do not talk about such subjects. To the next! Kind regards!! http://Www.Oxfordeye.Co.uk/redirect.aspx?url=http://alternatif188bet.com</p>	7/13/2018
3137	1	/policies/access-to-housing/	<p>Disability: While reducing car trips is admirable the city does not have an infrastructure to support individuals with disabilities . This change will only make it more difficult for individuals with mobility disability issues to live in the city my husband has a walking disability right now so I know that first hand . While in theory I like many of these concepts- the way they are played out seems to create a city that favors able bodied childless individuals .</p>	7/13/2018
3138	1	/policies/access-to-housing/	<p>Children: where are the schools in all of this? Many of the schools are already struggling and overcrowded how well creating greater density with absolutely no thinking about School's help ?</p>	7/13/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

3139	33	/policies/affordable-housing-production/	<p>The current Minneapolis2040 proposal appears to be based on the view that the City of Minneapolis is an island unto itself, and that issues of availability and affordability of housing and transportation can be solved by City limits-only approaches which essentially ignore the obvious fact that these are fundamentally metropolitan-wide issues with negative impacts and potential resources for solution which are regional in nature.</p> <p>One would think that recognition of the inter-relatedness of the City and its inner-ring and outer suburbs, surrounding communities and currently ex-urban areas (to say nothing of the major City of St. Paul) would be self-evident, let alone part of City Planning 101. In this regard, the Minneapolis2040 proposal stands, inexplicably, in sharp contrast to other regional planning efforts based largely on thorough, unbiased analysis by independent experts--which have contributed to the continuing health of the Twin Cities metropolitan area. Rather, the Minneapolis2040 proposal seems to proceed from a largely unanalyzed, quasi-mystical belief that the imposition of "density" throughout the area bounded by the city limits alone is the solution to all the City's (and metropolitan area's) current and future housing and transportation needs. Indeed, the current plan is premised on the apparent belief that proven zoning restrictions within the City such as the limitation of multiple-occupancy dwellings to suitable locations must be abandoned, notwithstanding that such a step would result in the dramatic impairment and de-valuing of the single-family character of the City's most stable and healthy neighborhoods (and an unwarranted windfall to the developers who would unquestionably push such an opportunity to its maximum limits).</p> <p>Meanwhile, even within the City limits alone, there are abundant sites available for multiple-occupancy construction: vacant lots, substandard housing and abandoned or marginally economical former industrial and commercial sites.</p> <p>If mere "density" were the magical answer to housing affordability, then New York City would have the most affordable housing in the nation instead of being among the most expensive. Similarly, if rejection of proven zoning restrictions were the answer to suburban sprawl and traffic congestion then Houston would not be notorious for highway gridlock and onerous commuting by the people who have taken refuge from the city for gated communities of single-family homes in the suburbs.</p> <p>The Minneapolis2040 plan should go back to the drawing board where the issues of housing and transportation should be fully studied on a regional basis with the assistance of unbiased independent experts outside of the City's planning staff--willing to consider a range of solutions which preserve the qualities of Minneapolis like its many health, stable single-family neighborhoods which have produced and sustained the City's excellent reputation among people all across the country.</p>	7/13/2018
3140	1	/policies/access-to-housing/	<p>As a lifelong resident of Minneapolis I feel that many of your assumptions are false. The keys to affordable housing are education and marketable skills, not jamming unwanted high rise buildings in residential neighborhoods.</p>	7/13/2018
3141	1	/policies/access-to-housing/	<p>How does increased density lead to affordable housing? Education and REAL job opportunities are the key.</p>	7/13/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

3142	1 /policies/access-to-housing/	<p>The current Minneapolis2040 proposal appears to be based on the view that the City of Minneapolis is an island unto itself, and that issues of availability and affordability of housing and transportation can be solved by City limits-only approaches which essentially ignore the obvious fact that these are fundamentally metropolitan-wide issues with negative impacts and potential resources for solution which are regional in nature.</p> <p>One would think that recognition of the inter-relatedness of the City and its inner-ring and outer suburbs, surrounding communities and currently ex-urban areas (to say nothing of the major City of St. Paul) would be self-evident, let alone part of City Planning 101. In this regard, the Minneapolis2040 proposal stands, inexplicably, in sharp contrast to other regional planning efforts based largely on thorough, unbiased analysis by independent experts--which have contributed to the continuing health of the Twin Cities metropolitan area.</p> <p>Rather, the Minneapolis2040 proposal seems to proceed from a largely unanalyzed, quasi-mystical belief that the imposition of "density" throughout the area bounded by the city limits alone is the solution to all the City's (and metropolitan area's) current and future housing and transportation needs. Indeed, the current plan is premised on the apparent belief that proven zoning restrictions within the City such as the limitation of multiple-occupancy buildings such as fourplexes--to suitable locations must be abandoned, notwithstanding that such a step would result in the dramatic impairment and de-valuing of the single-family character of the City's most stable and healthy neighborhoods (and an unwarranted windfall to the developers who would unquestionably push such an opportunity to its maximum limits).</p> <p>Meanwhile, even within the City limits alone, there are abundant sites available for multiple-occupancy construction: vacant lots, substandard housing and abandoned or marginally economical former industrial and commercial sites.</p> <p>If mere "density" were the magical answer to housing affordability, then New York City would have the most affordable housing in the nation instead of being among the most expensive. Similarly, if rejection of proven zoning restrictions were the answer to suburban sprawl and traffic congestion then Houston would not be notorious for highway gridlock and onerous commuting by the people who have taken refuge from the city for gated communities of single-family homes in the suburbs.</p> <p>The Minneapolis2040 plan should go back to the drawing board where the issues of housing and transportation should be fully studied on a regional basis with the assistance of unbiased independent experts outside of the City's planning staff--willing to consider a range of solutions which preserve the qualities of Minneapolis like its many health, stable single-family neighborhoods which have produced and sustained the City's excellent reputation among people all across the country.</p>	7/13/2018
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Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

3143	0.1	/topics/land-use-built-form/	<p>The current Minneapolis2040 proposal appears to be based on the view that the City of Minneapolis is an island unto itself, and that issues of availability and affordability of housing and transportation can be solved by City limits-only approaches which essentially ignore the obvious fact that these are fundamentally metropolitan-wide issues with negative impacts and potential resources for solution which are regional in nature.</p> <p>One would think that recognition of the inter-relatedness of the City and its inner-ring and outer suburbs, surrounding communities and currently ex-urban areas (to say nothing of the major City of St. Paul) would be self-evident, let alone part of City Planning 101. In this regard, the Minneapolis2040 proposal stands, inexplicably, in sharp contrast to other regional planning efforts based largely on thorough, unbiased analysis by independent experts--which have contributed to the continuing health of the Twin Cities metropolitan area.</p> <p>Rather, the Minneapolis2040 proposal seems to proceed from a largely unanalyzed, quasi-mystical belief that the imposition of "density" throughout the area bounded by the city limits alone is the solution to all the City's (and metropolitan area's) current and future housing and transportation needs. Indeed, the current plan is premised on the apparent belief that proven zoning restrictions within the City such as the limitation of multiple-occupancy buildings such as fourplexes--to suitable locations must be abandoned, notwithstanding that such a step would result in the dramatic impairment and de-valuing of the single-family character of the City's most stable and healthy neighborhoods (and an unwarranted windfall to the developers who would unquestionably push such an opportunity to its maximum limits).</p> <p>Meanwhile, even within the City limits alone, there are abundant sites available for multiple-occupancy construction: vacant lots, substandard housing and abandoned or marginally economical former industrial and commercial sites.</p> <p>If mere "density" were the magical answer to housing affordability, then New York City would have the most affordable housing in the nation instead of being among the most expensive. Similarly, if rejection of proven zoning restrictions were the answer to suburban sprawl and traffic congestion then Houston would not be notorious for highway gridlock and onerous commuting by the people who have taken refuge from the city for gated communities of single-family homes in the suburbs.</p> <p>The Minneapolis2040 plan should go back to the drawing board where the issues of housing and transportation should be fully studied on a regional basis with the assistance of unbiased independent experts outside of the City's planning staff--willing to consider a range of solutions which preserve the qualities of Minneapolis like its many health, stable single-family neighborhoods which have produced and sustained the City's excellent reputation among people all across the country.</p>	7/13/2018
3144	1	/policies/access-to-housing/	<p>higher density housing does not equal affordable housing. I am very skeptical about replacing sing family homes and duplexes with 4-plexes that would be far to small for families.</p>	7/13/2018
3145	1	/policies/access-to-housing/	<p>The designation of "transit corridor" feels arbitrary and out of touch. Many of these streets are just somewhat "busy" residential streets that happen to have a bus line (usually ones that years ago had a streetcar line). To now make them subject to much higher densities, placing the houses along them in jeopardy. Many, like ours on W. 44th St. street, are lovely old houses that we've worked on and have invested in for years. Now we feel like we're in the crosshairs of the most recent fad in planning. Frankly. if this thing goes through we will feel betrayed by our city.</p>	7/13/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

3146	1	/policies/access-to-housing/	<p>I live in SW Minneapolis. I endorse this part of the 2040 plan. The 2040 plan seeks to increase density across the city, not just in SW. In fact, the plan calls for higher densities in the core parts of the city than it does in SW and it spares SW from the expectation of creating true density.</p> <p>Minneapolis is the 84th most-dense city in the U.S. There are suburbs all over the country with higher density than we have. And of course our density figure is driven up by all of the new housing in the multifamily buildings that have gone up near downtown and the university in recent years. The prevailing density in SW Mpls is far below the citywide figure and on a par with your average low-density bedroom suburb. We can easily increase density in this part of the city without even approaching what many regard as a medium density environment. And keep in mind that the "density" we are being asked to absorb is the lightest load designated for any area of the city.</p> <p>And there are all sorts of reasons to welcome greater density. Greater density supports transit, making it easier for people to get out of their cars, producing benefits in air quality, fossil fuel consumption, traffic, energy costs, etc. Density supports businesses and business diversity, producing benefits in jobs, incomes, and neighborhood vitality/quality of life. We can't continue to keep forcing population growth outward, building more roads, more schools, more infrastructure, gobbling up productive farmland and natural habitats.</p> <p>The vacancy rate for apartments in the city is below 3% (economists consider 5-7% "healthy"). We have a shortage that needs to be made up and it is not clear to me why this neighborhood should be exempt from that effort.</p> <p>The expectation that 2040 will produce a flood of dodgy fourplexes in SW neighborhoods is also unfounded. First of all, it is unlikely than many will be built at all. There are higher development profits in high-end single family homes than in down-market fourplexes. But, of course, "down-market" fourplexes is not what this neighborhood would get in any case. Land costs in SW are such that new development will be high end and so anything that does come in won't threaten property values or quality of life as people fear. And by the way, the fear that 2040 will reduce the return on investment of property owners in SW doesn't move me much in any case. I don't see people lining up at City Hall to give back their windfall of property value when the city makes an investment that increases values, so it is not clear why our public policy should be driven by the concerns of property owners who worry that their return won't be as great as they hoped.</p> <p>We have less housing diversity in SW Minneapolis than elsewhere and we have less social diversity as well. We could use more of both and we can easily, easily have more of both without damaging the quality of life that all of us enjoy here.</p>	7/13/2018
3147	0.1	/topics/land-use-built-form/	<p>With regard to changing the zoning laws to allow four story residential construction along Bryant Ave So., I strongly oppose this action. There are numerous reasons for keeping things as they are and thus continuing to have a neighborhood that is working very well as is. A mixture of individual houses and multiple person dwellings is what has made this neighborhood such a solid example of people living together harmoniously. The number one problem with changing the zoning laws would be the crushing shortage of parking that would result. Looking at the parking situation in the Uptown area after the explosion of multi-unit development which has happened there, it would be extremely unfortunate to end up with an extreme shortage of on-street parking such as exists in that area. Whatever the developers might say, there is never going to be enough on-site parking to accommodate the new residents. We have barely enough street parking available as it is. Why should apartment renters and condo owners who do not have off-street parking be forced to park blocks away from their place of residence? It is time to slow down this accelerating development which if left unchecked will destroy the quality of life as we know it in the fine city of Minneapolis. Thank You, Allen Gronhovd 4325 Bryant Ave. So. #D101</p>	7/13/2018
3148	0.1	/topics/land-use-built-form/	<p>Too dense of development planned for Penn Ave S (from 54th to Hwy 62). I do not like the re-zoning of adjacent streets (Oliver and Queen AVES SOUTH) to higher density -- please leave them as-is. ALSO -- FAR too dense on Lyndale Ave S (Minnehaha to HWY 62) -- please scale that density back one level. Same comment on adjacent streets to Lyndale AVE S -- leave density as it currently is.</p>	7/13/2018
3149	30	/policies/arts-and-cultural-assets/	<p>While I understand that policies cannot be specific, my continued observation policies like this one is: what will these efforts look like? For example: how will Minneapolis "build on the strength and diversity of Minneapolis' creative sector"? For those of us who have lived in Minneapolis, there's been a great deal of talk with nominal delivery. What will make 2040 look different than 2004?</p>	7/13/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

3150	1	/policies/access-to-housing/	<p>I want to respond to action step e above: "In neighborhood interiors farthest from downtown that today contain primarily single-family homes, achieve greater housing supply and diversity by allowing small-scale residential structures on traditional size city lots with up to four dwelling units, including single family, duplex, 3-unit, 4-unit, and accessory dwelling unit building types."</p> <p>People choose to live in different areas of the city based on their needs, interests, and financial resources. Neighborhoods that are primarily single family owner occupied are some of the most stable and most desirable areas to live; especially for young middle class families. If you radically change the nature of these neighborhoods by allowing demolition of houses to build 4-plex rental units, you will likely see an exodus of current residents.</p> <p>We live on a block that is a mix of single family, duplex/triplex, and some larger rental buildings nearby. It works for us, but the only sense of community comes from the owner occupied units. Renters tend to turn over every 1-3 years and rarely make an effort to know their neighbors. If even a few more single family houses were converted to multiplexes, we would likely be finding another place to live, and not necessarily within the city.</p> <p>The other big issue with more in-fill development is parking. I would love to be able to take mass transit to work, but I have always worked in the suburbs and there has never been a bus or train route that is at all practical for me. Many people still need a personal vehicle to make their lifestyles workable. I find the city's abandonment of parking requirements to be naïve and short-sighted. Any new buildings should be required to provide at least one off street parking spot per unit unless the owner/occupant signs a binding agreement that they will not lease/own a motor vehicle. Otherwise, you just create parking problems in adjacent areas. I strongly agree that large new housing developments should be directed to transit corridors.</p>	7/13/2018
3151	0.1	/topics/land-use-built-form/	<p>Why does the land use/built form not respond to current or future greenway/bikeways? Such as the river lake greenway or the north side greenway?</p>	7/13/2018
3152	1	/policies/access-to-housing/	<p>I question the wisdom of changing the housing situation before changing the transportation situation. Public transit in Minneapolis is sparse, inconvenient, and expensive. Even if everyone starts taking the bus to work, most people will want to own a car for more extensive travel and occasional convenience. What is the plan for increased parking? Or is the city to become a place only for non-car owners? If your plan includes getting people who want to own a free-standing house or own a car to move to the suburbs, I think you will succeed. Finally, given the cost of land in many neighborhoods, who do you think is going to buy and demolish a house, only to replace it with affordable housing??? Am I missing something? Is there a requirement that the new structures be affordable? Will this be subsidized by the government, so developers can still make the profit they're after?</p>	7/13/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

3153	31	/policies/creative-workers/	<p>I want to offer several comments here.</p> <p>1) Affordable housing for artists has been more talk than action for the past 20 years. How can artists afford \$1,200/month for live/work space with a salary cap of \$38,500? That's over 1/3 of an artist's salary just going to housing. That's not counting utilities or internet access (neither of which is a luxury these days).</p> <p>2) Development has eliminated much of the available, affordable space for creatives. As a creative, I'm not seeing how more breweries contribute as much to the creative economy as arts and culture.</p> <p>3) While there are buildings in NE Minneapolis for artists studios, the rents have increased to the point where working artists are leaving. Who remains are people who are hobbyists (with a partner/spouse providing support and income) or people for whom the arts is a second career (having made their money in their first, non-arts career). This is a group who don't have the same business perspective as artists for whom this IS their career.</p> <p>4) I agree that artists/creative entrepreneurs need to sell work and engage the community. However, in order to do that there needs to be a community that recognizes and values what artists/entrepreneurs are doing and selling. Returning arts education to public schools would help inform the community about the creative/artistic process, and how that adds livability, empathy, and civility to neighborhoods.</p> <p>5) Adding to #4, there's an unintended consequence of communities who feel that artists can easily get grants to create work that engages or supports community with no input or effort on their part. There's no "skin in the game", resulting in these communities not understanding, seeing or valuing the creative process. There's little or no community investment in a relationship or being engaged with creatives for mutual benefit. Going after grants can be a full-time endeavor, leaving little time for creatives to BE creative, no less engage with community.</p> <p>6) Last, but not least, Minneapolis has a retention issue. Most attention gets paid to the City attracting diversity in the corporate circle, but there's an issue in the creative circle as well. Artists/creatives come, attracted to what looks like an inviting place to be, only to find out that the opportunities are not exactly as broad as advertised. This is from a combination of: grant opportunities (and depending on your creative practice, those may be limited); and not being able to make a living in your practice (some of the reasons I've listed above), which also includes confronting a climate that is superficially welcoming. (Unless you've gone to Kindergarten/University or church here, you do not come to anyone's mind for coffee, no less work opportunities.) This includes some arts organizations that can be more than a little insular.</p>	7/13/2018
3154	1	/policies/access-to-housing/	<p>I am writing to assert my strongest objection to the current 2040 plan. If this plan goes through, you'll have a mass exodus of folks who are otherwise committed to their neighborhood and the city. I am not opposed to the goals of the 2040 plan, however rezoning single-family neighborhoods is NOT the way to accomplish the goals.</p> <p>Thank you for your time and consideration.</p> <p>Sincerely, Dr. Niskode-Dossett</p>	7/13/2018
3155	68	/policies/energy-efficient-buildings/	It should just be required that all buildings must be designed to be "solar ready".	7/13/2018
3156	63	/policies/food-access/	Make sure zoning is in line with the policy. There needs to be large enough areas of mixed use to allow grocery store to build within neighborhoods. I also think the city could do a better jobs a managing the distributing and funding for farmers markets. Like parks, there should be a grocery store and farmers market within a 10-15 minute walk for everyone in the city.	7/13/2018
3157	64	/policies/food-businesses/	What about updating zoning to allow for more food halls throughout out city. They can have stalls, food trucks, carts that sell diverse types of food. Check out Mark's Carts in Ann Arbor for instance.	7/13/2018
3158	76	/policies/new-parks/	Some streets should also be viewed as parks that can connect different parkways, parks, and greenways. The northside greenway is a great example of something that could be replicated along 34th Street, River Lake Greenway, and the Southside Greenway.	7/13/2018
3159	0.1	/topics/land-use-built-form/	Looks good to me and makes sense	7/13/2018
3160	68	/policies/energy-efficient-buildings/	coordination among interested existing/older condo boards led by non-biased (not profiting) organization or city office is needed. opportunities here but hand-holding leadership needed from trusted source rather than benefitting companies.	7/13/2018
3161	14	/policies/tree-canopy-and-urban-forest/	there seems to be an attitude that street trees only live for 30 years. the benefits of a canopy only begin after trees are 30, 50, or 80 years old	7/13/2018

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3162	0.1	/topics/land-use-built-form/	city needs to take lead on improving public transportation that actually results in moving more people faster rather than development lead transit projects.	7/13/2018
3163	0.1	/topics/land-use-built-form/	Allowing four-story plus buildings on this street will destroy the neighborhood character and add to our already substantial parking headaches. We do have multi-unit buildings on this street, and architecturally they fit in with the neighborhood. By giving developers free rein we may see building styles and costs that do not welcome or include new residents to our neighborhood. Please make sure developers are held to architectural guidelines that fit with the area. This is important as people who want to live here are drawn by the style and feel of the area, which is not a bunch of glass and metal boxes like you see in Uptown or Downtown. Any new multi-unit buildings should not look like the McMansion look we are already struggling with here.	7/13/2018
3164	1	/policies/access-to-housing/	The only way any plan like this can work is if people are free to do with their land whatever they choose provided it doesn't cause an actual direct harm to others in the way of fraud, force, coercion (criminal harm) or accidental (civil/negligent) upon their physical person or property. Perceived harm, is not an actual harm. Reduce regulation and zoning law, so people may build what they wish, invest how they wish, live where they wish, conduct business as they wish. Get out of the way government. Your only use is to provide defense and justice when an actual harm occurs from one citizen to another. Creating limited freedoms upon people is a harm in itself and should be shunned by all officials (public servants). You're not just there for select demographics, but for everyone.	7/13/2018
3165	4	/policies/access-to-commercial-goods-and-service	<p>It's not your job to provide opportunity. It's your job to defend the city against attack and to ensure people are provided justice when one or more citizen commits an act of fraud, force, or coercion upon another. Your plans will cause these kinds of harms by limiting personal freedom to residents via threats of force and coercion. These plans are not transparent enough. You really have no right to demand people live and work in any way beyond what they wish to do, provided they do not infringe upon another's same right. Dictating what can and cannot be done with personal property is an infringement upon personal right.</p> <p>It's not your job to provide people with anything other than justice and defense. It's your job to get out of the way so the public can provide these things for ourselves. Let our market work for us. Let us compete, invest, build businesses, and homes as we choose. Get out of the way.</p>	7/13/2018
3166	35	/policies/innovative-housing-types/	<p>Changing zoning laws that allow Developers to become richer with out offering cost incentives to community members who would like to purchase and or build such structures is categorically wrong. When we don't encourage community member to purchase or build 4-plexes but offer that building opportunity to developers only whose sole interest is financial. we declare a feeding frenzy on neighborhoods. Offering alternative solutions and truly "Innovative ideas" would include different land use , for example tiny houses, small easier to purchase home ownership. support for community members to purchase and or build 4 plexus with and understanding that they live in the building. Developers don't enforce expectations because they don't live in the community, they have no emotional or physical connection to the structures they build.. Offering innovative mortgage opportunities to those who do reside or will reside in a community for a specific time period would make sense to me, Building managers don't create the same sense of connectedness as do owners who are invested both in. the maintenance of the exterior and interior of said structure but also the quality of life. Furthermore ,What does the city deem to be "Affordable housing" and what are the cities standards for enforcing current of purposed building codes, I don't see them being enforced now and I have no reason to believe they will be enforced in the future. I'd also like a more explicit statement about What Affordable means, There have been multiunit buildings put up a few years ago along Hiawatha, the lowest rent in those structures deemed affordable is \$1,600 per moth for a 600 Sf apt. How are the poor supported in this?? How does a single mother of 2 afford to pay \$1,800 per month for a small two bedroom. She would have to earn over \$64,000 a year before taxes, So say she brings home \$54,000, \$22,000 Of that (almost half, 42%)goes directly to just housing, not telephone Car, insurance payments gasoline food, housing g expenses, medical expenses etc, and if she doesn't have a car and miraculously works on a bus line or downtown and uses mass transit, she has to find childcare on that transit line or she will be gone, getting to and from work and picking her children 10 or more hours a day plus the cost of transportation and childcare. How many single working moms weighed in on this "affordable" standard or How many single dads' of just single people who don't want room mates can "Afford" the Cities standards</p>	7/13/2018

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3167	0.1	/topics/land-use-built-form/	Adding the corridor 4 designation to existing residential streets will only compound our existing noise, traffic, and parking problems. We do have existing multi-unit buildings yet allowing developers to build beyond the existing scale will degrade these streets and cause potential residents to steer clear of our neighborhoods. We want more people to live in our neighborhood, and if you allow developers to turn it in to another Uptown they will not move here. How can we attract new neighbors if you destroy the housing stock and neighborhood they desire? No one wants to move to a street where they can't park, where there is constant noise, and where the buildings eat up the entire lot and hang over in to their neighbors lot?	7/13/2018
3168	0.1	/topics/land-use-built-form/	We are already battling McMansions throughout the city, so why would you encourage the building of bulkier, larger structures on residential streets? There are existing multi-unit rentals specifically on this street, and residents move here because the street, and others nearby, offer rental housing that complements the overall feel of the area. Renters will not want to move to a neighborhood that has no charm but instead looks generic like the apartment boxes in Uptown. Bancroft and Powderhorn are unique yet 2040 will give developers free rein to homogenize the area.	7/13/2018
3169	0.1	/topics/land-use-built-form/	Our local businesses and residents are already struggling with parking here. We need critical parking designation and can't get it. To add four to six story multi-family units without any parking requirements will simply compound the issue. We have working families who can't rely on mass transit, as well as elderly and disabled who rely on cars for transportation. Not everyone is physically able to ride a bike. Rather than waive requirements for parking, you need to enforce them for new developments or you will make living in this area untenable. Why is no one listening to the elderly or working families about parking? Or to small business owners?	7/13/2018
3170	73	/policies/stormwater-management/	I think it should be illegal to water your grass, especially if the majority of your water is just landing on the sidewalks. Encourage people to plant drought resistant lawns and low mow lawns instead.	7/13/2018
3171	0.1	/topics/land-use-built-form/	As I am unable to figure out how to use your Minneapolis 2040 Map Comments: let me try and comment via this form - regarding Built Form: please require new development and/or renovations to have one off-street parking space for each bedroom. Most of the houses in these older neighborhoods only have one off-street spot now (and lets just accept the fact that most houses have two cars and that is not going to change) - so adding higher density living to the current neighborhoods and not requiring off-street parking to be included does not make sense.	7/13/2018

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3172	33	/policies/affordable-housing-production/	<p>A diversity of housing options throughout the city, and expanding tools and resources to produce new affordable housing are vague statements. The crisis in the cities of affordable housing in the twin cities does not fall in a lack of housing, but in its affordability and livability. Plenty of high-rises have sprouted all over the twin cities recently, in a wide mix of neighborhoods, and have been arguably produced at very affordable rates by their developers. These buildings would be good solutions today to the affordable housing crisis, as they are usually situated on mass-transit lines, and consistently advertise vacancies. Instead, these units, luxuriously equipped with laminate floors, foam-core doors, and faulty ventilation systems (I have a friend who lives in a brand-new student apartment, which features a permanent whirring sound, one tiny window that opens but has no screen, a "vent" (hole) in her bedroom wall, and doors that end 3 inches above the ground) are marked up and sold at outrageous prices to students who use student loans to cover the costs. How are these building projects sustainable? My friend's unit is one example in a sea of many buildings produced for a non-existent, or very niche group of well-to-do young people. These companies, and city planners by approving these projects, are preying on a societal normalization of debt and are in turn continuously driving up the access point to a basic quality of life. Is the city's plan to let these buildings fall apart over the next 20 or 30 years and turn them into affordable housing at the same prices they are rented at today, while average rent prices continue to sky-rocket? Consider the cedar-riverside high-rises, built in the 70s as a cutting-edge, utopian community, now zoned as section-8 housing. What proliferates the affordable housing crisis is the idea that low-income families somehow deserve to live in worse conditions, in more-neglected or unattractive buildings, in neighborhoods with fewer resources. This way of thinking enables landlords to overlook pest problems and maintenance issues and to price out low-income individuals from entire neighborhoods altogether, Thus, the city conveniently and passively displaces low-income families to less "attractive" neighborhoods and to units that are poorly maintained. In the case of someone growing up with only access to this version of "affordable housing", what does that do to someone's idea of themselves and their potential?</p> <p>I hope that some of your solutions to the affordable housing question include the following:</p> <ul style="list-style-type: none"> -Heavily increased monitoring of landlord building maintenance, including fines and loss of rental license for sub-standard care of buildings -Rent-support programs which place low-income families in a variety of neighborhoods -Property tax-reform which considers pooling and evenly distributing property-tax across the city neighborhoods -More homeless outreach and more shelters with better resources -Sliding-scale rent policies -Lastly (and I think this is really important), a requirement or higher tax for local companies at a certain profit level to invest a portion of profits in city-wide public services and infrastructure 	7/13/2018
3173	80	/policies/development-near-metro-stations/	I am concerned about the prohibition of park and ride facilities, as this will negatively impact those who currently live farther from transit stations but wish to use transit for their commute. If Park and Ride locations were to disappear, I fear this may result in more cars on the road and more problems with parking in the city.	7/13/2018
3174	40	/policies/homelessness/	Are there any plans for addiction resources within emergency shelters/housing programs?	7/13/2018
3175	95	/policies/heritage-preservation-financial-incentive/	In theory, this is a great idea. But in practice, our small theaters and art spaces are being decimated by development. The Red Eye Theater, Theater Garage, the original Gremlin, the list goes on and on. Wended here for the culture, including live performance spaces, not the luxury condo market. The City government needs to be paying attention to what we're losing now, not as some mythical point in the future when it's too late. There has to be zoning for something besides condos and fancy apartments.	7/13/2018
3176	33	/policies/affordable-housing-production/	When is this going to happen? I see lots of affordable single family homes being torn down to make way for condos and apartments but I don't see much affordable housing being built or maintained. Why is this City not prioritizing developing empty lots in north Minneapolis, for example? A ton of homes were torn down after the tornado to make way for development that never came or came slowly. Why let developers destroy affordable housing and spaces for small businesses instead of pushing them to develop and repurpose the existing empty lots? Where are people going to live when the luxury condo/apartment boom collapses again?	7/13/2018

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3177	1	/policies/access-to-housing/	<p>Re action step c, don't allow drastic changes to housing types on all blocks of public transit routes, not even along high-frequency routes. Select the busiest intersections and focus multi-unit housing developments on those nodes.</p> <p>Re action step e, multifamily housing up to 4 units is too drastic a change from the existing housing types. This is especially worrying in the absence of parking requirements.</p>	7/13/2018
3178	6	/policies/pedestrian-oriented-building-and-site-de	<p>I like this policy, but for drive-thru and gas stations -- please consider the regional impact of these decisions for your neighbors who may not have the political will to pass this bold of policies. The reality is that 70% of Minneapolis drives alone to work. If their need for gas stations are not met in the City of Minneapolis, it will put pressure on your neighbors to allow more of these unattractive uses.</p> <p>Does it really make sense to outright prohibit a new gas station at Industrial Blvd & 35W, when not building it there could just as easily push it to downtown Columbia Heights or Lauderdale?</p> <p>Please consider "highway overlay" districts for commercial areas adjacent to highways, like 35W in Northeast, 94 in North, and Hiawatha (outside of station areas). I believe that drive-thrus and gas stations, under certain conditions, could be acceptable in these locations.</p>	7/13/2018
3179	51	/policies/healthy-pre-k-development/	early childhood education/intervention is key to reducing racial/cultural disparity. invest in babies and young low income families	7/13/2018
3180	39	/policies/fair-housing/	Sounds good.	7/13/2018
3181	34	/policies/affordable-housing-preservation/	A good goal. Now for the "strategy."	7/13/2018
3182	0.1	/topics/land-use-built-form/	<p>South of Lake St. it's crazy to allow up to 6 stories for ALL blocks of Portland and Nicollet (Corridor 6). That's too drastic a change. On those 2 streets choose the intersections that are the busiest and have the most promise and concentrate the build-up in those nodes, along with the Interior 3 category for adjacent blocks. For the blocks of Nicollet and Chicago that now have single-family houses, encourage 3-story housing up to 4 units, and keep the adjacent blocks defined as Interior 1.</p> <p>Similarly the Corridor 4 streets (Bryant S., 50th St W, Penn S., etc.) choose just the most promising nodes for Corridor 4 definition, and for the other blocks encourage 3-story multi-units up to 4 units. Let the adjacent blocks remain as Interior 1.</p>	7/13/2018
3183	15	/policies/transportation-and-equity/	I agree with these action steps.	7/13/2018
3184	0.1	/topics/land-use-built-form/	<p>South of Lake St. it's crazy to allow up to 6 stories for ALL blocks of Portland and Nicollet (Corridor 6). That's too drastic a change. On those 2 streets choose the intersections that are the busiest and have the most promise and concentrate the build-up in those nodes, along with the Interior 3 category for adjacent blocks. For the blocks of Nicollet and Chicago that now have single-family houses, encourage 3-story housing up to 4 units, and keep the adjacent blocks defined as Interior 1.</p> <p>Similarly the Corridor 4 streets (Bryant S., 50th St W, Penn S., etc.) choose just the most promising nodes for Corridor 4 definition, and for the other blocks encourage 3-story multi-units up to 4 units. Let the adjacent blocks remain as Interior 1.</p>	7/13/2018
3185	16	/policies/environmental-impacts-of-transportation	Don't go too far in disincentivizing driving. The plan is not going to succeed by wrenching people into unwelcome change.	7/13/2018
3186	17	/policies/complete-streets/	<p>This is naively idealistic.</p> <p>I see nothing here about a new approach to snow and ice removal, such as city (taxpayer) responsibility for clearing street corners. For 6 months of the year even taking a leisurely neighborhood stroll is only for the fit and sure-footed, much less commuting or shopping by walking or biking. As it is, even when home/business owners clear their sidewalks, the snow plows pile up hard frozen snow at the corners so that crossing streets is hazardous.</p>	7/13/2018
3187	18	/policies/walking/	I agree with these goals and action steps, but (again) there need to be steps to reduce snow and ice hazards.	7/13/2018
3188	1	/policies/access-to-housing/	I live near 36th and Humboldt and I am against higher density along transit corridors. According to this plan, buildings along Hennepin could go up to 7 stories where homes exist now. You will drive out families like ours with this plan. I have studied density issues, and one thing is clear -- higher density means more noise.	7/13/2018
3189	33	/policies/affordable-housing-production/	I do not believe this plan will create affordable housing. I believe it will, in fact, reduce affordable housing by bringing in speculators who will then buy up affordable houses and build up and out. I have seen what the development has done to Uptown and Marcy. Forget affordable housing in those areas and the same thing will happen if this upcoming goes through.	7/13/2018

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3190	1	/policies/access-to-housing/	I live near 36th and Humboldt and I am against higher density along transit corridors. According to this plan, buildings along Hennepin could go up to 6 stories where homes exist now. You will drive out families like ours with this plan. I have studied density issues, and one thing is clear -- higher density means more noise.	7/13/2018
3191	33	/policies/affordable-housing-production/	This plan will not provide affordable housing. It will invite in speculators who will buy up existing affordable housing. This plan was constructed so the city can raise its tax base. I believe affordable housing should be done through preservation of existing housing and tax credits for buildings that maintain affordable housing.	7/13/2018
3192	34	/policies/affordable-housing-preservation/	This is the most important part of this plan. But the development you're inviting into this city through up zoning and transit corridor expansion will negate preservation. It is arrogant to think we can do in this city what has failed everywhere else.	7/13/2018
3193	35	/policies/innovative-housing-types/	Leave existing housing alone, and do not go higher along transit corridors. Look at creating more apartments in existing home and along alleys. You could give tax breaks to homeowners that build apartments above garages.	7/13/2018
3194	19	/policies/bicycling/	The current bike lanes are barely used in the winter. I would recommend bike lanes that widen in the summer and are reduced in the winter. You keep saying you want to do things in new ways. Try flexible bike lanes.	7/13/2018
3195	5	/policies/visual-quality-of-new-development/	Although the ideas in this vision are good, I do not trust the current planning commission to ensure that architectural integrity will be maintained. The new apartments around the U. and in Uptown are dull, ugly, and they all look the same. There is no sign that this council and planning commission will do anything to ensure architecture will fit with the surrounding neighborhood. Look what happened to Uptown with Sons of Norway. Mall of America meets historical neighborhood. Ugly, ugly, ugly.	7/13/2018
3196	80	/policies/development-near-metro-stations/	I do not believe we need more density in Uptown. We have more density than any other neighborhood in the Twin Cities. Traffic is terrible, and even if we get driverless cars, we still have traffic. Light rail is years away. The lakes already draw many people from all over the metro area, bringing boats, bikes, waterboards. We need to protect this area.	7/13/2018
3197	0.2	/small-area-plans/	The small area plans in existence now are much better than this plan. Much work went into them, and we are a better city for it. I do not like the way this massive vision for 2040 throws out the baby with the bathwater.	7/13/2018
3198	23	/policies/coordinated-development-strategy/	This is what the comprehensive plan did before. I don't understand why, if we've been growing steadily over the last 20 years, this city council feels they need to invent the wheel. Speaking of coordinated communities, the "engagement" on this plan is a sham. Most of your meetings were at street fairs, not in neighborhoods. Many people cannot navigate interactive sites. And immigrant communities have not had drafts translated. If this is what you call inclusion, you need to look for work in other fields.	7/13/2018
3199	72	/policies/sustainable-water-system-management/	Reduce and restrict the use of non-porous groundcovers, such as concrete and asphalt, to allow water to seep back into groundwater supplies, thus reducing run-off and periodic flooding, which overtax our collapsing sewage treatment and other drainage infrastructure.	7/13/2018
3200	56	/policies/supporting-small-businesses/	There is no clarity on what this policy will actually do. How will the city do this? And what are they measuring to achieve this goal?	7/13/2018
3201	1	/policies/access-to-housing/	I disagree with allowing 3 and 4 plexus where there are currently single family homes. In addition to making more housing, you need to think about the quality of life our neighborhoods will have. What we love about living in the Kenny neighborhood is that there are so many families. If developers come in and put up more 3 and 4 plexes, it will change that dynamic. We would not want to live on a block with that dynamic. We would look to move to Edina or St Louis Park to find a street and neighborhood with single family homes. I think this policy will have significant unintended consequences that will make spurts and Southwest Minneapolis less desirable.	7/13/2018
3202	1	/policies/access-to-housing/	Off-street parking needs to accompany housing unit expansions.	7/13/2018
3203	47	/policies/housing-maintenance/	I can support all of these goals, and know they are needed. But in my mostly-owner-occupied part of the city, houses ARE being maintained voluntarily, and almost entirely without city resources. Why, then, do other parts of this plan mandate (not suggest, not encourage, MANDATE) changes that will almost certainly lead to the replacement of many of these houses with non-owner-occupied housing - this makes no sense!	7/13/2018
3204	33	/policies/affordable-housing-production/	Why isn't maintaining the current affordable housing on this list? Why is affordable housing going away at all? That seems like a better place to start rather than bustling new, which is very expensive. Also, if you are planning to create more housing for everyone, why change our current family-oriented neighborhoods to allow for 3 and 4 plexes? This will drive families out. This is not a policy for all. It forgets current residents and families that live here because we like the neighborhood. Also, slowing developers to buy a single family home and demolish a gorgeous, historic property to put up a crappy 3-4 plex is only going to give developers more money. The residences won't be more affordable - the rest or cost to buy will be high simply because the property values are so high. I oppose this because it is short sighted.	7/13/2018

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3205	0.1	/topics/land-use-built-form/	I am firmly opposed to this plan to destroy the nature of the Lowry Hill neighborhood and I will work tirelessly to ensure that any elected official supporting it will be lose his or her seat. Creating a 4-6 story zone along Franklin between Hennepin and Lake of the Isles is ludicrous. I have long been a resident and fan of the city. If this plan is implemented, you will lose professionals and families like mine.	7/14/2018
3206	0.1	/topics/land-use-built-form/	Also, I hope the city is well funded to address the multitude of lawsuits, of which I will be one, fighting what would effectively be an unlawful taking and the diminution of my property value near Franklin Avenue in Lowry Hill.	7/14/2018
3207	73	/policies/stormwater-management/	Begin budgeting for and replacing the century old public stormwater infrastructure.	7/14/2018
3208	1	/policies/access-to-housing/	I'm not sure I agree with allowing new housing in neighborhoods that already contain a mix of housing types. Seems they're already doing their part. Re: (e.) Does this include tiny homes (doesn't appear to and should) and condos that people can "invest" in in order to build up equity so that, hopefully, one day they could afford to purchase a single-family house? If so, then I'm O.K. with it as long as there is a threshold of 25% and it contains a mix of rental and ownership type properties. In addition, I would suggest it would be best if all new units could be placed along high-frequency routes and near METRO stations - esp. since the plan does nothing to suggest where in the heck all these new people are going to park cars they may own. Which, I would suggest be alleviated with required underground parking for vehicles, bikes, storage, etc.	7/14/2018
3209	5	/policies/visual-quality-of-new-development/	This sounds great on paper, but how, exactly, could these sorts of ideas be enforced? Encouraged, maybe; enforced, no way. I live in South Minneapolis and there are awful examples of buildings--homes and otherwise--constructed with no regard for the site all over the place. I'm sure that's true throughout the city. In my experience, anyone who wants a variance gets a variance. Why would that change?	7/14/2018
3210	11	/policies/skyways/	Skyways are the locus of many small independent businesses, the kind of businesses that progressives like. But there is no appreciation of the life of skyways which serve customers 12 months a year. And there is no appreciation of the likelihood that very few of those businesses can survive financially on the street.	7/14/2018
3211	1	/policies/access-to-housing/	I can't for the life of me figure out how a 4-plex would fit on a standard city lot. Unless, of course, it's a rectangle built out to the lot lines all the way around and towering over its neighbors, without a garage. I can't believe that kind of housing would please anyone. There are plenty of examples of 4-plexes in my larger neighborhood, and they fit in just fine. But they are on double lots, or a lot-and-a-half.	7/14/2018
3212	6	/policies/pedestrian-oriented-building-and-site-de	Anti automobile measures should follow survey of citizens to see how many can depend on walking, bicycles and transit to get to work, vs how many still need their own vehicles.	7/14/2018
3213	33	/policies/affordable-housing-production/	Unless it's subsidized, or some variant on the tiny-house thing, I don't understand how simply building additional housing will result in more that is within reach of lower-income folks. The single-family infill housing that is going up all over the city is certainly not helpful. Builders can't build "affordable" houses that magically cost less than "regular" houses. So then you get back to the ridiculous idea of putting 4-plexes on 40x120 lots, or letting developers build giant, cheapo apartment buildings that have the appeal of Soviet block housing. And it seems critical to me that a part of this plan has to be to limit, or regulate, absentee landlords. They are the bane of renters, and neighborhoods, everywhere.	7/14/2018
3214	76	/policies/new-parks/	YES! More parks, lots of park programming, lots of different kinds of parks offering different kinds of activities. If we want kids (and their parents) to get off their butts, there has to be a clean, safe, well-lighted, modern, well-equipped park within a few blocks.	7/14/2018
3215	56	/policies/supporting-small-businesses/	This is a critical component. People love to work within walking distance from where they live.	7/14/2018
3216	1	/policies/access-to-housing/	I am certainly not in favor of this plan for density in the Kenwood area. The reason why people live in the neighborhood because of it homes and historic character of this neighborhood. You don't see Boston and other cities destroying neighborhoods which have been part of the city for years. There a reason why people move to them. Just look how the city destroyed downtown with taken down many of the old building which once stand. I also wonder why do we need the bike paths during the winter. This would free up parking for people who lives in those areas. I think this was also a poor thought out idea once again by the city.	7/14/2018

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3217	36	/policies/innovative-housing-strategies/	<p>36a. The only way you're going to get affordable housing is to place a moratorium on the developers in interior 1 locations which are mostly in Southwest Mpls.</p>	7/14/2018
3218	33	/policies/affordable-housing-production/	<p>Change the zoning codes in North Mpls, and get the developers to work in that area ONLY. Don't build a thing. Get that housing stock to poor people and out of the control of landlords. (Stop the abuse from landlords and management corporations. We don't want or need more high rises here. (Ugly and poorly constructed/erected slop with horribly rated unprofessional HOAs. Nope. We don't want nor need that slop.)</p> <ul style="list-style-type: none"> - Create grant money to supplement home buying programs (ie: Habitat for Humanity, Land Trust Program, etc.) for families/couples/individuals who are poor but have GOOD credit scores, but too poor (a couple hundred dollars too short a month) to qualify for something like Habitat for Humanity. (And provide reputable financial counseling and advising to those whose obstacle is more a matter of a poor credit score. Obviously more help for those who lack any income at all; to help get social services and programs for such individuals - such as a disabled person being just too disabled to navigate the process of applying for help.) - Rather than ugly high rises, buy up some vacant plots and have tiny house on wheels villages. Except make them more possible for FAMILIES instead of only individuals or couples and make them with bathtubs instead of just showers and make them with stairs instead of just ladders. Look to Madison or Detroit for examples of how its been done already or how it could be better. - Allow home owners to have a relative park a tiny house on wheels in their driveway (without being in violation of some code) and likewise, allow home owners the option to convert garages to similar types of spaces. - Figure out a way at some point to lower taxes for homeowners. Unfortunately that might be difficult without federal programs. (For example; property tax rebates for those who install solar panel roofs....except that doesn't seem to be likely with someone like 45 in charge.) <p>BEYOND THAT:</p> <ul style="list-style-type: none"> - Regular people often do still rely on cars. Getting rid of parking spaces isn't helping people or families. I could elaborate on that, but not in this comment. - Breaking up and dispersing populations and forcing such populations to be scattered about does nothing to help such populations rise up and stand up to oppression. <p>-----</p>	7/14/2018

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3219	19	/policies/bicycling/	<p>Um.....can you also enforce traffic laws to bicyclists? I am tired of them AGGRESSIVELY biking in a manner that is dangerous to all on the road. One a-hole recently tried to shine some bright light at my rear view mirror as some type of protest against cars perhaps.</p> <p>SOME OF US REQUIRE CARS!</p> <p>- I am disabled for example. I happen to require a Service Animal. Sometimes I need to get somewhere that I can only get to in a car. For a variety of reasons. Beyond that, I have a young child. If my entire family goes somewhere (ie: even just a medical appointment) round trip, it would cost a minimum of \$12-15 or so just in transportation costs if we took a bus. NO I CANNOT BIKE WITH MY MEDICALLY NECESSARY SERVICE ANIMAL!!!!!!</p> <p>- PLENTY of people of color and poor people and marginalized people RELY ON CARS! To pick up our children at schools (since this city FAILS to have ADEQUATE AND SAFE BUSING FOR HIGH SCHOOL STUDENTS IN PARTICULAR), to get to our jobs, to get to our medical appointments, to get to social service agencies, and more.</p> <p>- DO NOT PUNISH THE WORKING CLASS/POOR BY TAKING AWAY PARKING SPACES THAT ALREADY ARE LACKING!</p> <p>- STOP MAKING THIS A WAR ON VEHICLE OWNERS! I BARELY EVEN DRIVE, BUT I DO NEED A PLACE TO PARK!</p>	7/14/2018
3220	67	/policies/climate-resilient-communities/	<p>Great ideas. But here's the thing. If you want us all to "get in touch with nature", how about ALLOW RENTAL TENANTS TO HAVE LARGE PET DOGS OF ALL BREEDS AS WELL AS PET CATS at no additional cost! We already lack AFFORDABLE (to any NORMAL person) HOUSING to begin with. LIVING WITH ANIMALS IS GOOD FOR OUR HEALTH AND GREAT FOR PUBLIC SAFETY! DOG WALKING CREATES SAFER STREETS!!!!!! MORE HOUSING ALLOWING ALL SIZE DOGS AND PETS IN GENERAL!!!!!!!!!!!!!! SAVE THE LIVES OF RESCUE ANIMALS! ADOPT DON'T SHOP!!!!!!!!!!!!!!</p>	7/14/2018
3221	13	/policies/landscaping/	<p>MAKE IT ILLEGAL TO USE CHEMICALS OR LEAF BLOWERS!</p> <p>DUPONT VILLA APARTMENTS SHITTY LANDSCAPING WITH LOTS OF POLLUTION, LAWN CHEMICALS, INSTITUTIONAL LOOK, AND GAS POWERED LEAF BLOWERS COMES TO MIND AS SOMETHING TO AVOID BY THE WAY!!!!!!!!!!!!!!</p> <p>For RENTERS: ALLOW RENTERS TO LANDSCAPE WHERE THEY RENT! PROBLEM SOLVED!</p>	7/14/2018
3222	14	/policies/tree-canopy-and-urban-forest/	<p>YEP!</p> <p>Some a-hole landlord who owns the building next to where I live nonstop used chain saws and inept crew to kill a couple of beautiful trees that DID provide shade for my family. I paid a ton of money on rent to our slumlord while pregnant and hot in the summer to hear chainsaws for 3+ weeks so some a-hole slumlord could chop down his trees to "save money on insurance"....meanwhile it's hotter than hell since then in my apartment. Yuck yuck yuck. I miss those beautiful old trees.</p> <p>MAKE CUTTING DOWN TREES ILLEGAL AND PUT OFFENDERS IN PRISON FOR 10 YEARS!!!!!!!!!!!!!! (Seriously, the tree cutting made me so angry; in particular the nonstop noise, but also the murdering of the trees. It also killed a lot of birds and wildlife. Just gross.)</p>	7/14/2018

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3223	7	/policies/public-realm/	<p>Fascinating!</p> <p>Because here's the thing. I AM a public artist. I created something (but in St. Paul FYI) less than a decade ago that was intended to last OVER 50 YEARS! It also happens to be work that reflects the Camanche tribe. It received public funding (and I only received a pathetic \$200 stipend for a month of work by the way which is absolute crap really).</p> <p>Guess what?</p> <p>Boost Mobile (who now owns the building this mosaic mural is on) has threatened to DESTROY it and ALREADY DESTROYED THE MURAL OF PUBLIC ART NEXT TO IT! A better question is, honestly, how do you intend to PRESERVE ALREADY EXISTING PUBLIC ART FROM THE DESTRUCTION OF CORPORATE GREED AND CAPITALISM? (And would an artist like me get an INSULTING paycheck of ONLY \$200 just as I did in St. Paul? Just curious.)</p>	7/14/2018
3224	66	/policies/air-quality/	<p>So.....is this a coded way of saying you want to blame ME for having ONE car that I barely drive and simply require a place to park.....as a disabled person who NEEDS this car in part because at times it is the only realistic mode of transportation for our family (including my Service Animal and infant) to get anywhere at all or on time? Way to punish the WORKING CLASS, the DISABLED, MINORITIES, and the ELDERLY....many of us who RELY on our cars! Not EVERYONE is some yuppie white person with a mountain bike people. Good lord. And guess what? Most of those yuppie whites with their overpriced silly bikes? OWN EFFING CARS!!!!!! Stop pretending to not be aware of these realities. That is NOT urban planning. As for air quality, trust me I care. I care a LOT about the environment (and happen to be a vegetarian) and have asthma (so enjoy clean air). But STOP blaming middle class and in poverty car drivers already. It's WRONG and simple minded.</p>	7/14/2018
3225	1	/policies/access-to-housing/	<p>E. Very concerned with the point that interior neighborhoods we are looking to increase housing supply. Homes are already expensive and close together. People that have bought these home want the small neighborhood feel. Adding the ability to knock over homes and add 4 plexes will drive people out of these neighborhoods and into the suburbs. The city still needs offer neighborhoods that are competitive with the suburbs so there is a reason to stay in Minneapolis. Right now taxes are substantially higher In the city and I'm afraid allowing this will take away one of the reasons people have chosen to live in the city, and people will flee to the burbs. Minneapolis needs homeowners to stay in the city to keep it thriving.</p>	7/14/2018
3226	51	/policies/healthy-pre-k-development/	<p>Affordability of pre-k is critical to making this work. There is currently not equal access to pre-K starting the disparity before kids even get to kindergarten. I am happy to see this on the plan.</p>	7/14/2018
3227	1	/policies/access-to-housing/	<p>Disagree that zoning is bad because it was used in a racist way in the past. That is not a reasoned argument against zoning (that almost every other city uses). Housing is already allowed to be built in all areas of the city, there are just rules governing that building. Disagree that developers will naturally create affordable and non-racist housing if unfettered. Seems highly likely that more building of new housing will be more gentrification of affordable neighborhoods. Certainly in my neighborhood nothing they build will be affordable if not heavily subsidized. The broad goal of affordable housing and fair lending is great but this does not make a case that the planners have any idea how to actually achieve that. If the problem was "lack of investment in areas with greater density and mixed use" maybe pouring investment into those areas is a better idea than trying to force density (really just opening up opportunity to builders to see what they will do, likely luxury buildings) and allowing mixed uses in other areas makes more sense. No case is made for how this will achieve the goal. If only the developer had been allowed to build 6 stories high in Linden Hills some Somali immigrants would have left the neighborhood they've built to move into one of the luxury apartments, the ad for which actually says this "There's a reason Linden Hills is one of the most admired neighborhoods in Minneapolis. Like an oasis at the center of downtown's hustle and bustle, Linden Hills' gorgeous tree-lined sidewalks and tasteful craftsman homes evoke a bygone era of small town elegance." We had perfectly nice, and racially diverse, low-income neighbors living in a post-WWII starter home next door who sold to a developer and left the neighborhood. The site is now a 1.2 million dollar home. If the builder were allowed to make it a fourplex of tiny units those people could never have afforded to move back in there and I'm dubious the developer would see that as a profitable choice. They didn't choose to make it a duplex in any case. Overall I resent that meetings on this issue have implied that to oppose this plan is racist when it's very unclear that this is a good way to achieve the laudable goal of fair housing.</p>	7/14/2018
3228	82	/policies/aging/	<p>Agree with this but it's very non-specific about what might actually be done.</p>	7/14/2018

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3229	81	/policies/social-connectedness/	Seems like the new zoning plan is aimed at making sure there is little for communities to have any meaningful input on... OK if we get together for recreation or counseling but not so much if communities have input on local development.	7/14/2018
3230	12	/policies/lighting/	Yes to protecting environment and dark skies with lighting	7/14/2018
3231	33	/policies/affordable-housing-production/	The targeted interventions (c) seem at odds with the plan for blanket upzoning the city which in my upscale neighborhood is likely to just increase the pace of the most affordable housing being razed to create luxury apartments and condos. I agree my area could use more density and more variety but not that developers will create that if only they are unfettered. I think it actually does need targeted plans which are mentioned here but seem at odds with what the city really intends to do.	7/14/2018
3232	34	/policies/affordable-housing-preservation/	Agree with (a) but it seems at odds with plan to just upzone the entire city. Newly built units can't compete for affordability with existing housing without subsidization, even if they are more dense. In my neighborhood encouraging more development deep inside the neighborhood will lead to faster rate of razing the small single family starter homes that are the main affordable housing here. Overall this plan seems to be short on rational plans to achieve it's laudable goals.	7/14/2018
3233	35	/policies/innovative-housing-types/	Yes, like the idea of this but so far plan to just upzone entire city seems at odds. Developers are not chomping at the bit to create these and will just suck up the prime locations for luxury developments in my neighborhood if the city does retain some ability to decide what gets allowed and approve certain specific innovative ideas in the best locations for them.	7/14/2018
3234	38	/policies/affordable-housing-near-transit-and-job-	This sounds good but I'm wary of the fact that the plan seems to consider any street a bus ever travels on a "transit corridor".	7/14/2018
3235	80	/policies/development-near-metro-stations/	Much of this sounds good but I have mixed feelings about prohibiting park and ride. Despite living by what for massive upzoning is called a "transit corridor" it's a very long commute for me to get downtown and I could take a bus to my suburban workplace only once a day at oddball hours (I'd have to leave work at 3pm(?)) and I'm frustrated that I can't drive over to the metro and then use it as it is. Overall the transit has a long way to go before I could remotely be car-free even though I'd prefer using transit to driving. This further makes me dubious about plans to spread high density housing all around the city and all along anyplace one bus goes - some transit corridors (like the stations mentioned here) are much more viable as places from which people could really be car-free and in my mind much more suitable as centers for nice new high density living.	7/14/2018
3236	17	/policies/complete-streets/	Need to find a way to prioritize and enforce the goals on non-City managed streets. Like Hennepin County roads and highways that run through our city. Two examples Are Hiawatha Avenue, which is Highway 55; A state highway. And Cedar Avenue south; Which I think is a county road, but maybe it is also a state highway?	7/14/2018
3237	0.2	/small-area-plans/	This plan will destroy the beauty of our city! Do NOT re-develop Dean Parkway. We don't need more buildings by the lakes. There is plenty of space in the northern parts of Minneapolis (by the MRT) that would benefit greatly from more development. Let's not destroy the lakes. Let's not overcrowd the city. Let's not destroy beautiful homes that are a part of our cities history. We don't have the correct infrastructure to support the number of people this plan proposes making room for. There is not enough parking the way it is. Our public transportation system is laughable. With the current levels of traffic congestion, why would anyone ever want to add to it? SAVE THE LAKES! SAVE THE PARKWAYS!!!! I say NO to the 2040 plan. Try again.	7/14/2018

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3238	1 /policies/access-to-housing/	<p>The plan as written is too overarching. Scale it back. As written, the plan and will destroy what makes MPLS unique and livable and will NOT result in lower income housing as is the goal. It includes too many large-scale zoning changes. Zoning changes should not be made on such a massive scale and implemented immediately without specific limits and controls included within the plan.</p> <p>1) INTERIOR ZONE 1: Only permit single family homes and 1-2 additional duplexes per block. The size of a duplex will accommodate enough space for parking in the back along the alley. Adding triplexes or fourplexes will create major parking issues, especially in the winter. 2) INTERIOR ZONE 2: LIMIT the number of fourplexes to 2-3 per block. Think and plan for parking within the plan. 3) INTERIOR ZONE 3, Limit the number (1-3) of 1-3 story buildings permitted per block and require underground parking for each unit. 4) Corridor 4 & 6: Limit how many are permitted per block and require underground parking.</p> <p>The MPLS 2040 Plan as written will destroy the character of our city neighborhoods. Entry level single family homes will be razed haphazardly though out city's neighborhoods to make way for random fourplexes. And the allowance of multiple-story buildings along the entire length of transportation corridors and their adjacent streets is extreme. These changes would have drastic impacts on family neighborhoods that have existed for many generations. The Draft Plan does not account for increased traffic congestion, greater parking needs, greater burden on city infrastructure, parks, and schools. Our city roads are already at capacity and parking is a challenge for almost every neighborhood.</p> <p>The MPLS 2040 Plan should not be implemented as written. The plans for development need scaled back drastically and must be written with greater controls.</p> <p>Sincerely,</p> <p>Mel Kessler 5140 Newton Ave., S.</p>	7/14/2018
3239	6 /policies/pedestrian-oriented-building-and-site-de	<p>Elimination of off-street parking minimums will make the city LESS safe for pedestrians and bicyclists by obstructing site lines at street crossings. This action also unfairly impacts lower income residents that cannot afford to pay extra for parking, but must own a car for work (or life).</p>	7/14/2018
3240	33 /policies/affordable-housing-production/	<p>The city should focus "affordable housing" resources on housing for low-income residents. Efforts to reduce the cost burden of housing on the middle class should be categorized as "anti-gentrification." Affordable housing resources should also be focused on residents at 30% of AMI only, NOT those at 50% or 80% of AMI.</p>	7/14/2018
3241	1 /policies/access-to-housing/	<p>Density must be REQUIRED not just allowed if the city is serious about valuing density. Methods to achieve this include implementing a zone such as Portland's R2.5 that requires 1 dwelling unit per 2,500 square feet of lot on lots that are 5,000 square feet or greater and making areas that are designated 3-4 stories in the plan to be "conditional use" meaning single family home construction in these areas would still be limited to 2.5 stories while multi-unit buildings could take full advantage of new height allowances. In order to avoid displacement we must also preserve existing housing stock and focus new (and more expensive) development to infill sites such as parking lots, odd shaped and small lots, and on top of exiting buildings. The city should also put much stricter regulations on developers who tear down "starter homes" to build large expensive single family homes.</p>	7/14/2018
3242	80 /policies/development-near-metro-stations/	<p>To action step i.: Please open opportunities for food kiosks/vendors (real food, NOT vending machines) at METRO stations at said plazas and open spaces.</p>	7/14/2018
3243	34 /policies/affordable-housing-preservation/	<p>Require new "affordable housing" development to be affordable to low-income people for more than 15 or 20 years. MUCH more.</p>	7/14/2018
3244	1 /policies/access-to-housing/	<p>We live close to Broadway Ave and along Wirth Parkway. I am concerned about the potential of allowing fourplexes in my neighborhood. This would dramatically change the texture of my street, which currently has single family homes and some duplexes. adding larger structures to a beautiful parkway street, with a nice mix of houses would take away from the city street that I know and love.</p> <p>As we are close to the Broadway bus routes, we already have a low income apartment building at 27th and Broadway. I would hope that additional apartment buildings would be spaced out so we won't feel surrounded and blocked in by large structures.</p>	7/14/2018

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3245	42	/policies/expand-homeownership/	Perhaps Minneapolis could explore subsidizing projects in the way for example Levittown was, specifically for people of color as a form of reparations a la Richard Rothstein "The Color of Law." The goal would be to subsidize ownership (and equity) for the descendants of those excluded from such wealth building options historically. Must be sure housing is truly good quality and will gain in value, also requires expectation of continually building multiple housing estates.	7/14/2018
3246	43	/policies/housing-displacement/	Tearing down existing housing (whether single family home or apartment building) should be discouraged and penalized by every legal means possible. Given how much of the city is being opened up to such large scale development the city should push developers to infill development where the removal of existing structures is minimal, this will encourage the preservation of "naturally occurring affordable housing."	7/14/2018
3247	44	/policies/comprehensive-investments/	Get the police to stop shooting people. Black lives matter. FIX THIS PROBLEM.	7/14/2018
3248	23	/policies/coordinated-development-strategy/	Minneapolis is a wonderful place to live largely because of the tireless efforts of neighborhood organizers. Neighborhood organizers are able to have more intimate knowledge of community needs and opportunities. For example one of the most desirable areas to live in Minneapolis is Milwaukee Avenue, this would not exist if the city had gotten its way. The same neighborhood organizing structures that were formed to preserve this housing were later used to preserve and later still renovate affordable housing in the same neighborhood. A top down approach to planning and development hurts our communities and will negatively impact the desirability/livability of our city.	7/14/2018
3249	48	/policies/data-driven-decisions/	The city should also study the impact of market pressures such as flipping and turning housing units into vacation rentals on the housing market/affordability and pursue policies to minimize impact.	7/14/2018
3250	15	/policies/transportation-and-equity/	I have the greatest difficulty with the transportation plans. I believe walking is wonderful and biking is good, if somewhat dangerous, for those who enjoy it. Public transportation is viable only if buses are scheduled 10 min apart (they are less frequent in the twin cities area) and if they go where you want to go. The idea of increasing population density without providing parking for cars is madness and ill-conceived. This will lead to bad tempers, fights, and upset. If the new buildings are not made to include parking, then rentable parking ramps should be built. Automobiles are still the most efficient way to get from A to B and may be essential for working class people, older people, disabled people et al. We live in a cold climate for much of the year when walking and biking are available options only for the healthy and daring. Furthermore, it is never a good policy to try to accomplish two incompatible goals at the same time. If the goal is affordable housing and increased diversity, please stick to this and also show how the new apartment buildings, etc. will be more affordable. Aside from siting residential buildings near transportation hubs, do not mix up transportation goals with housing goals. We do want our communities to feel united, rather than divided by mode of transportation.	7/14/2018
3251	60	/policies/intrinsic-value-of-properties/	All existing buildings should be considered "important to the city's heritage" until proven otherwise. We already tear down way too many buildings in Minneapolis. With the changes this plan brings to our zoning we should limit developers in this one way. There are plenty of parking lots they can build on (especially if there is no off-street parking requirement).	7/14/2018
3252	53	/policies/quality-of-life/	First I think that the city of Minneapolis needs to actually HAVE some pride in our cultural identity as a city. Elected officials should stop trying to make us look like other cities by promoting demolition of our existing infrastructure (we're never going to compete with places in nicer climates if we demolish everything that has made us unique and put in new crap that could be anywhere ... and also ... is crap).	7/14/2018
3253	81	/policies/social-connectedness/	This is ironic given how crappy the civic participation on this plan has felt.	7/14/2018
3254	89	/policies/technology-in-the-city-enterprise/	Expand access to online resources such as these to ALL members of our community.	7/14/2018
3255	81	/policies/social-connectedness/	Our communities would feel a lot safer and more inclusive if the police stopped killing people.	7/14/2018

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3256	1	/policies/access-to-housing/	<p>I am opposed to the high density suggestions to neighborhoods throughout the city in this 2040 plan.</p> <p>I think that bulldozing single family neighborhoods to accommodate multiple unit structures next to single family homes is a sort sighted plan that will cause the demise of neighborhoods and sadness throughout many communities. Loss of light, trees, community peace and all comfortable movement for residents in developed areas.</p> <p>No parking accommodations are required, I have read elsewhere, which will lead to unsafe streets for everyone as the population is not going to give up their cars - they may use them less but they will still need parking. It will not be safe for anyone, to move about while people search for non existent parking.</p> <p>I disagree with 4 plus story buildings listed on the many corridors and their adjoining streets, in all objecting neighborhoods, as well as my neighborhood. This plan is too much density for our city to start placing in our neighborhoods!</p> <p>In Linden Hills and Fulton, the entire neighborhood proper, will be slated for solid 4plus story buildings and 4 unit buildings without parking from Lake Harriet to France Ave, Lake Maka Ska to Edina. That is the destruction of two neighborhoods.</p> <p>There is also no mention that I see of the bulldozing of solid blocks which will be required to accommodate students as neighborhood schools are to capacity - unless busing out is also part of the plan.</p> <p>The 2040 plan can start immediately after this process which is almost closing - THESE PROPOSED CHANGES ARE LARGELY UNKNOWN TO MOST CITY HOME OWNERS. If it were not for curious yard signs most would know nothing. I THINK YOUR COMMENT PROCESS HAS TO CONTINUE UNTIL YOU ARE SURE EVERY HOME/LAND OWNER KNOWS WHAT IS PROPOSED AND HAS HAS THE OPPORTUNITY TO RESPOND.</p> <p>A far better plan to this land use change plan(2040) would be to develop our failing commercial properties which include in many cases immense open lands right in our city - for example the Kmart on Nicollet. This would be a great place for development and would certainly provide ample area for high rise development. This would have the potential to succeed in the manner with the Greenway high rises have. I think limited higher density -on heavy use corridors, not the massive number of corridor roads listed by the city plan! - could be acceptable, if public transportation suggestions are agreed through our vote as city residents.</p>	7/14/2018
3257	28	/policies/msp-airport/	<p>I think this plan lacks consideration and thoughts about growing more regional airports to take the strain off of Minneapolis air space. There is no mention controlling noise, monitoring noise or protective environmental measures.</p>	7/14/2018
3258	20	/policies/transit/	<p>Priority transit lanes as mentioned in "d" is a fantastic idea. I am a year around cyclist commuter. We are on a grid of streets here, so a cyclist has no problem choosing a route. so, i would stay away from bikelanes which aggravate motorists, but, this aggravation to auto frustration will have a true benefit, and it's usefulness is profound. NOTE; university av light rail and downtown mpls lrt are still functioning like a bus , with no priority over cars. this is a waste of tax money, as you know since lrt is a significant investment</p>	7/14/2018
3259	0.1	/topics/land-use-built-form/	<p>I cannot find the words to tell you how appalled I am by what you are proposing. ALL of what you are proposing. I have lived at 3901 Thomas Avenue South for nearly forty-two years. In a wonderful, tiny, 120-year-old house, in a quiet shady neighborhood. And you will take that away from me. My block will be zoned Interior 3, and a few yards to the east, just across the alley, it will be Interior 4. So, 3 stories on my block and 4 stories across the alley. Across Thomas, it will be Interior 1, four-plexes with no off-street parking. You will have utterly stripped away from me the city that I love.</p> <p>So, I will fight you. And I will fight any elected official that supports this. This isn't a matter of your plan needing small technical changes, little adjustments. I will fight to stop it as I fought in Viet Nam.</p>	7/14/2018
3260	28	/policies/msp-airport/	<p>Move the airport, and reclaim the land for complete neighborhoods.</p>	7/14/2018
3261	48	/policies/data-driven-decisions/	<p>Any data collected should be made publicly available in an easily accessible online database.</p>	7/14/2018
3262	48	/policies/data-driven-decisions/	<p>Public databases should go beyond affordable housing data; maintain a public repository of all planning data, perhaps as an API, to allow everyone to do their own planning research.</p>	7/14/2018

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3263	48	/policies/data-driven-decisions/	Any planning data collected in this initiative should be made publicly accessible in a centralized resource for residents to easily access and refer to.	7/14/2018
3264	25	/policies/innovations-in-transportation-and-infras	Rather than continuing to focus on auto dependent development, autonomous or not, the city should use future technology to promote public transit to meet the city's walking, climate, and other goals.	7/14/2018
3265	81	/policies/social-connectedness/	Fund organizations that do quality, fun, and socially-productive outreach work to underrepresented communities in public policy.	7/14/2018
3266	48	/policies/data-driven-decisions/	It would be amazing if MPLS would make sure to publicize the data/organizations it uses to go through these future decision-making processes; the added transparency could have the dual benefit of getting more people interested in learning about their neighborhoods and making sure, if the city were ever to (G-d forbid) have a slip-up in data interpretation, that others outside municipal government but in relevant research/interest groups could more easily give feedback and improve the city's efforts.	7/14/2018
3267	24	/policies/shared-mobility/	The city should continue to be a leader when it comes to shared mobility devices, such as Bird and other devices.	7/14/2018
3268	58	/policies/business-districts-and-corridors/	* Zone for more small business, retail and office space in neighborhood interiors (maybe provided that some of it must be mixed use). Crucial services are not yet present in all neighborhoods, like laundromats, daycares. * Change zoning regulations to allow for smaller business spaces too, ones that are affordable, and have quality pedestrian-friendly street-frontage.	7/14/2018
3269	33	/policies/affordable-housing-production/	As the head of a cost-burdened household, I support intentional efforts to mitigate the effects of historical redlining and creating stable housing availability for all income levels. It's discouraging to hop between neighborhoods and apartments every year while my wealthier neighbors live in now-multimillion dollar properties that were considered "starter homes" 40 years ago!	7/14/2018
3270	25	/policies/innovations-in-transportation-and-infras	Regarding impacts of AV and connected vehicles, especially any car sharing models that may come to Minneapolis, the City needs to clearly designate specific areas along blocks where vehicles are allowed to stop and pick up/drop off passengers so that they are not blocking bus lanes, bus stops, or bike lanes. Better enforcement will also be needed. Transit, walking, and bicycling will always be the most efficient forms of transportation, and the City needs to prioritize them over any new transportation technology that emerges.	7/14/2018
3271	35	/policies/innovative-housing-types/	Alternative housing options are a must, especially for younger residents and families. Many of us want to share a property or raise our children together, but there are no alternatives in between standard apartments and houses that limit the number of unrelated adults under one roof.	7/14/2018
3272	10	/policies/street-grid/	* Turning alleyways into walkable environments would be a good way to double street space and provide more opportunities for business frontage. * Consider looking at megablocks in Barcelona for inspiration: they return streets to pedestrians and make walkable livable environments, reduce traffic and pollution.	7/14/2018
3273	14	/policies/tree-canopy-and-urban-forest/	The city should tell the park board to plant their trees correctly to insure their baby saplings do not fall over due to the wind. I have seen multiple baby tress fall victim to the park board's planting procedures. The city and park board need to collaborate on the planting on trees more to ensure that whole streets are planted at the same time instead of a parcel by parcel basis to ensure that the street is shaded and pedestrian friendly.	7/14/2018
3274	83	/policies/people-with-disabilities/	Construction projects should be required to provide ADA compliant temporary sidewalks. Frequently, they do not, sidewalk detours are not signed long enough in advance for people to navigate around. It's very easy to take a lane from vehicle traffic on many streets;	7/14/2018
3275	38	/policies/affordable-housing-near-transit-and-job	I don't own a car and probably never will afford one! Please expand options near heavy transit corridors so I can use it for getting to work and errands within the city. If Mpls becomes unaffordable, the closest options in suburbs like St Louis Park are completely unsuitable for a car-free lifestyle.	7/14/2018
3276	28	/policies/msp-airport/	The city should suggest to the airport to stop building new parking structures when it is apparent that people are choosing go get to the airport in different ways that do not require them to park. This would help the airport become more green and help the city meet its transit and climate goals.	7/14/2018
3277	50	/policies/access-to-technology/	Points b and c: need a reminder that city-wide infrastructure also means that the city intends to protect the people who use it from potential bad-faith disparities built in to said system. A 5GB broadband system in South tied to a 512MB broadband system in North, with equal access to hookups, is technically a city-wide system, but is by no means equitable. We know you mean the best with this, but please make sure the language better fits that intention.	7/14/2018

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3278	6	/policies/pedestrian-oriented-building-and-site-de	For buildings on the corner of any intersection, an entrance oriented towards the corner should be required. Coordinating with Metro Transit on ways to improve transit operations with any new development is very important. Eliminating parking minimums across the city is a good step, but strong consideration should be given to implementing parking maximums in certain parts of the city. To the extent legally possible, the City should work towards reducing the number of curb cuts along arterial streets with heavy pedestrian activity.	7/14/2018
3279	79	/policies/healthy-youth-development/	I am so glad to see that the City recognizes the potential of healthy youth development to reduce STI and unintended pregnancy rates. Comprehensive sexuality education that covers a wide variety of topics including healthy relationships, consent, communication, sexual orientation and gender identity, self esteem, decision making, abstinence, and birth control and condom use skills, should be part of all adolescent programming. This is information that young people are not getting at home from their parents, the schools are not devoting enough time to these topics, and young people are worse off because of it. Despite the fact that we are currently seeing the state teen pregnancy rate at a historic low, STI rates are higher than they have been in over a decade. These are issues that disproportionately burdens young people under the age of 25 and any city programing that aims to promote positive and healthy youth development for children, youth, young adults, and their families and support systems needs to address these topics.	7/14/2018
3280	40	/policies/homelessness/	Proactive measures for emergency sheltering are a must. I live in Uptown, an area with a highly visible homeless population, and I want there there to be more publicly accessible options for contacting emergency shelter services than just having a number on speed dial in case you're the first passerby to care about getting them out of the cold. Especially: there must be a citywide service people are encouraged to call that ISN'T the police!	7/14/2018
3281	10	/policies/street-grid/	I love the idea of restoring the street grid and maintaining connections. Please consider ways to reconnect the street grid but not allow automotive traffic. We have very few and need many more pedestrian-centric plazas and spaces to relax - like NYC has been working on. Activate sidewalk spaces and retail storefronts to make plazas fun places to be.	7/14/2018
3282	89	/policies/technology-in-the-city-enterprise/	YES! Just please remember that it's a terrible idea to run government like a business, and that we're more than customers- we're you're neighbors, and a lot of CS/RM stuff gets really depersonalizing and really off-putting (speaking as someone who's used that kind of programming in employment). That doesn't mean that a good system doesn't exist, but maybe think of shifting a bit more toward engagement or 'being a good neighbor'. Not sure how you'd prefer to phrase that.	7/14/2018
3283	84	/policies/public-safety/	The city should reverse its policy of only adding lighting to city streets when the street is under reconstruction and add lighting to streets that are dark at night to increase safety. Also abolish surface parking lots because they are not safe.	7/14/2018
3284	20	/policies/transit/	The City should work closely with Metro Transit to make sure that transit facilities follow NACTO guidelines as laid out in their Transit Street Design Guide. Addition of bus-only lanes should be a high priority.	7/14/2018
3285	10	/policies/street-grid/	Work to teardown and remove freeways in the center of the city. Remove the 4th st. 94 viaduct - it cuts through the city and should be torn down. Consider removing 35W between 94 and 280 and rebuilding the street grid there.	7/14/2018
3286	92	/policies/identify-and-evaluate-historic-resources	Any analysis of preserving historic properties needs to somehow address the fact that historic preservation districts are connected with increased disparities in access to housing. An analysis of upper west side historic districts (link below) showed that they seem to price out lower-income residents. Any attempt to preserve historic buildings for housing via historic districting should be tied to some inclusionary zoning policy, or not considered at all (see policy goal #1: reducing disparities). Instead of creating new historic districts we should look at creating publicly accessible museums that record the history of these areas, rather than preserving buildings that do not allow public access. https://wagner.nyu.edu/files/faculty/publications/McCabe_Ellen_Does_Preservation_Accelerate_Neighborhood_Change.pdf	7/14/2018
3287	10	/policies/street-grid/	Tear out the 94 loop and remove the Lowry Hill tunnel. It is a waste of space and divides our neighborhoods. It would be so much better and add so much to our quality of life to build parks and housing there like it traditionally was before the freeways were built. The comp plan needs a specific policy outlining the dismantling of the interstate highway system in the city. It harms our city via air pollution, congestion, making it more difficult to get around and car dependent.	7/14/2018
3288	26	/policies/vision-zero/	This city needs to prioritize building curb protected bike lanes throughout the city to ensure that cyclist are safe when they are on the roads. The city also needs to prioritize making their sidewalks wide enough to accommodate all people.	7/14/2018

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3289	18	/policies/walking/	Are there underserved neighborhoods in terms of sidewalk repair and maintenance? What winter initiatives can you put into place to make sure ADA-compliant pathways exist after a snow day? If someone neglects to shovel their walk it could curtail the distance a limited-mobility neighbor can travel on sidewalks that should be accessible to all.	7/14/2018
3290	17	/policies/complete-streets/	Strong curbside management is very important. Designated loading/delivery and pickup/drop off zones should be implemented along city blocks so that delivery vehicles, or ride share vehicles such as Uber and Lyft are not blocking bus lanes, bus stops, or bike lanes. Active enforcement is needed.	7/14/2018
3291	41	/policies/tenant-protections/	<p>The city should consider specific actions, such as:</p> <ul style="list-style-type: none"> * Rent stabilization, capping yearly rent hikes to protect renters from extreme year-to-year increases. A UC Berkeley's Turner Center analysis suggests capping at 5% per year plus inflation. The same study also suggested tax breaks to property owners for converting units to be affordable for people with limited incomes. * Address the high costs of rental application fees, which can add up when applying for multiple apartments. Two options include either a cap on rental application fees or setting up an application fee/background check clearinghouse where tenants would pay a one-time fee to be listed while searching for an apartment, and landlords would pay a fee to access the listing for a month. This one-stop clearinghouse would be hosted by a single 3rd party. This idea was originally suggested by Minneapolis Renters Coalition members. Expand relocation fee assistance. * Require property owners to give advance notice of sale; as much as 6 months. <p>A "Right of First Refusal" policy such that when tenants get notice of sale, they have the option to buy the property. The same system could provide the city the option to buy and preserve the properties.</p> <ul style="list-style-type: none"> * Provide guaranteed housing if tenants are displaced for redevelopment. 	7/14/2018
3292	18	/policies/walking/	<p>Install permanent pavement treatments/texture shift for zebra style pedestrian crosswalks. Most of these are painted on and fade away within a few months. Pedestrian crossings need much greater visibility in the city. Elevate the crossings where possible and make leading pedestrian intervals the standard, not the exception.</p> <p>Remove beg buttons - we shouldn't have to push a button to cross a street. A car doesn't and neither should pedestrians.</p> <p>Mandate curb bump outs during any street resurfacing/reconstruction. They have definitively been proven to enhance pedestrian safety, calm traffic, and make it easier to get across the street.</p> <p>Consider creating a Curb Cut Cap & Trade that requires property owners to have licenses for the curb cuts. They could be bought and sold for new development as needed and help fund new pedestrian safety projects.</p>	7/14/2018
3293	41	/policies/tenant-protections/	<ul style="list-style-type: none"> * Fund or produce publicly accessible, free, plain language and multilingual tenant resources. * Create and maintain a publicly accessible, centralized list of services available to tenants (possibly also containing links to county programs). * Promote all rent subsidy programs that exist. * Create a reliable 311 experience for tenant questions. * Fund a city-wide media campaign to inform tenants of rights & services available. 	7/14/2018
3294	41	/policies/tenant-protections/	<ul style="list-style-type: none"> * Implement a "Just Cause" eviction policy. * Provide lawyers to tenants facing eviction and other housing court cases, for free. You should have the right to an attorney if you're facing the prospect of losing your home. * City and state labor policies should protect those appearing in housing court and include this in Safe & Sick Time. No one should have to worry about time off work to appear in court. 	7/14/2018
3295	25	/policies/innovations-in-transportation-and-infras	Include electric-assisted bikes and motorized foot scooters in consideration for electric vehicles- a good deal of our personal transportation future is going to be in much smaller packages than what's conceptualized above, not just AI-guided SUVs. Side note, we need to be thinking also about charging stations- almost certainly they will need multi user-type consideration in placement/accessibility and design.	7/14/2018

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3296	41	/policies/tenant-protections/	<ul style="list-style-type: none"> * Support section 8 by funding adequate staff to speed the MPHA inspection and re-inspection process * Streamline the rent disbursement process so that the initial Section 8 rent payment arrives at the start of the month * Create a Minneapolis rental subsidy alternative at the municipal level. <p>Housing maintenance, inspections, and health and safety</p> <ul style="list-style-type: none"> * Provide more transparency about problem landlords by creating a portal to look up citation and inspection records by management companies and property owners. This would be accessible for free online, containing important public data like citations and inspection notes. * Vigorously enforce civil rights ordinances in rental housing. * Fund additional housing inspections staff 	7/14/2018
3297	20	/policies/transit/	<p>E Line please! I was thrilled to hear that the city is considering upgrading the #6 bus line to a rapid transit line, as my experience using the A line and getting more opportunities to navigate the path of the rapid line makes me excited the possibility of another line closer to home. I also encourage a rapid line going into North Mpls for that reason - it is part of the city I have seen the least of because its connection to the rest of the city has less support from a regular, efficient transit line.</p>	7/14/2018
3298	61	/policies/environmental-justice/	<p>Build more affordable housing in interior neighborhoods that are not along highways to ensure people who have historically have had to live along the more polluted highways have a non polluted place to live.</p>	7/14/2018
3299	21	/policies/freight/	<ul style="list-style-type: none"> * Many train freight corridors in the city would make great greenways, make sure that they're also able to function as a link to city neighborhoods for pedestrians and cyclists. * Consider re-evaluating which train corridors are no longer in use, reclaim them for urban uses; build housing and mixed use, build greenways. 	7/14/2018
3300	1	/policies/access-to-housing/	<p>In general, I am very much in support of this policy. We have a housing shortage in Minneapolis and too many neighborhoods are inaccessible to people of moderate to low incomes due to a lack of housing types.</p>	7/14/2018
3301	19	/policies/bicycling/	<p>This goal and action steps need to be stronger and more explicit. We need to majorly expand and upgrade our network of bikeways and greenways and implement the following actions:</p> <ul style="list-style-type: none"> * Parking protected bikeways and curb protected bikeways should be standard. Please stop building bike lanes between automotive travel lanes and parking lanes - this is dangerous for so many drivers and people on bikes. * Build more bike traffic lights (with earlier green light times). * Institute mandatory minimum parking requirements citywide. * Upgrade existing bikeways and greenways with best practices in bikeway design * Set goal of 40% of all trips taken in the city to be by bike * Increase on-street and off-street parking rates to build new bike and pedestrian infrastructure * Support a major expansion of public bike sharing (docked, dockless, e-bike and winter bikes) so that it is accessible to every resident * Prioritize pedestrian, transit and biking modes over automotive travel on all corridors * Levy taxes on car owners to fund multimodal transit construction and maintenance 	7/14/2018
3302	2	/policies/access-to-employment/	<p>Concentrating employment along the entire length of transit corridors, as opposed to primarily downtown, is important to achieve balanced bi-directional flows on transit routes.</p>	7/14/2018
3303	1	/policies/access-to-housing/	<p>If goal #1 is to reduce disparities, we need to stop maintaining redlining based land use decisions. Take a look at Hennepin Ave S, why is there lower intensity zoning west and higher intensity east? Interior 1 should be eliminated, west of Hennepin should be Interior 3.</p>	7/14/2018
3304	11	/policies/skyways/	<p>I'm a fan of the skyways for the accessibility they provide in inclement weather and the uniqueness they provide to the experience of navigating downtown, but I understand the priority of cultivating a better street-level pedestrian experience. Renovating the skyway access points is a good way to make advancements on both levels.</p>	7/14/2018
3305	24	/policies/shared-mobility/	<p>Most importantly- after we get all this experimentation/user data and go into new regulatory and incentive structures, we need to follow through with equitably enforcing the regulation and make sure the stubborn people who refuse to adopt don't keep the rest of us from making climate/technology/social equity/travel/safety progress, especially that first one. We literally cannot afford the hold-up.</p>	7/14/2018

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3306	20	/policies/transit/	Please fund transit! MetroTransit needs it.	7/14/2018
3307	24	/policies/shared-mobility/	Carpool and vanpool options please!!! There must be a better option than privatized carshare services for commuters who use public transit service most of the time but need other options on occasion.	7/14/2018
3308	28	/policies/msp-airport/	More late night light rail service from the airport, or alternative safe pubtrans options for travelers coming in on redeye flights.	7/14/2018
3309	1	/policies/access-to-housing/	<p>Housing should be allowed in every area of the city - including Production and Distribution areas. There are many production and distribution oriented businesses that would benefit from having workforce housing nearby - like the Kemps plant in North Minneapolis. Having said that, we must be conscientious of environmental racism and not allowing polluting industries near housing like the concrete plant in Phillips.</p> <p>The highest density housing should be in Downtown. This is a great policy that promote more efficient use of our land, grows our tax base and allows people to live without a car.</p> <p>All METRO transit routes (LRT, ABRT and high frequency route) should have multi-family high density housing along it. Additionally, multi-family housing should be allowed along all metro transit corridors - really the whole city for that matter - but allowing more housing along existing routes will support mass transit ridership, increase route frequency, and help grow the high frequency network.</p>	7/14/2018
3310	37	/policies/mixed-income-housing/	There needs to be a specific goal of reducing the amount of land in this city occupied by homogenized neighborhoods made up almost entirely of white homeowners. These types of neighborhoods do not just happen out of chance. These are inequalities that are a direct result of institutionalized racism in zoning and neighborhood organizations and restricted access to wealth for people of color. Increasing populations of renters, low income individuals, and people of color in these neighborhoods avoids the pitfalls of segregating low income housing to resource poor areas, eases gentrification in other parts of the city and allows these new residents to have access to existing neighborhood amenities.	7/14/2018
3311	3	/policies/production-and-processing/	As we only have a very limited amount of space in the city for production and processing uses, excluding non-production uses is important. Also having good transit access to production and processing areas is important.	7/14/2018
3312	38	/policies/affordable-housing-near-transit-and-job-	The Blue Line corridor seems surprisingly underdeveloped when it comes to affordable housing options. That would be a great place to encourage a broad range of housing developments next to a very reliable transit system.	7/14/2018
3313	19	/policies/bicycling/	<p>1. I use my bike to do so much more than just get to work- I go shopping, to the gym, visit the parks, go to the bank, see shows and such, travel to class. Not even half of my time on my bike is to/from work, and I suspect it's very similar for a lot of other riders. So why do we have a majority system that's only really great for to/from downtown? East/west across the whole city should be a lot higher on the list than it seems like it is...</p> <p>2. If Hennepin Co or MNDOT ever pulls another stunt like Park/Portland, please shout them down as much as you can, or at least get better safety accommodations than we did for these. Biking along those roads now is a nightmare and literally life-threatening with a single foot of buffering against constant traffic going 50mph on one side, and right up against drivers getting out of their vehicles on the other. Yes, I understand these streets are technically not under city jurisdiction, but the safety of your residents IS! Do your darnedest to make them listen.</p>	7/14/2018
3314	30	/policies/arts-and-cultural-assets/	Thanks to multiple factors (such as the presence of graduates from art schools like MCAD and UW Stout) Minneapolis has become a vibrant city for comic artists, game designers, and animators. It would be exciting to see a recognition of these newly prolific creative industries when rolling out these initiatives.	7/14/2018
3315	6	/policies/pedestrian-oriented-building-and-site-de	Good idea with discouraging the building of drive throughs and gas stations!	7/14/2018
3316	4	/policies/access-to-commercial-goods-and-service	Make sure new commercial uses are designed from the pedestrian scale. Increasing housing density adjacent to commercial is vital so that there is enough residential population to support the commercial activity.	7/14/2018

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3317	6	/policies/pedestrian-oriented-building-and-site-de	<p>Orient buildings and building entrances to the street. Encourage multiple entrances to multi-family residential buildings. * Yes - more townhomes and multiple entrances on the streets - this helps activate the street. I love this idea and support it!</p> <p>Require windows on buildings to allow clear views into and out of the building. * Yes - more windows on the street/natural light in interiors. Consider how we can promote dismantling weird walls and infills that tore out windows in cute old buildings. Make sure the windows are bird-safe too!</p> <p>Ensure that buildings incorporate design elements that eliminate long stretches of blank, inactive exterior walls through provision of windows, multiple entrance doors, green walls, and architectural details. * Yes - do not allow any sides of buildings to have inactive uses. Ban parking garages and mandate existing ones activate all sides of their first floors to activate the street. There are so many garages downtown that kill the street life. Do not allow parking garage entrances directly from the street.</p>	7/14/2018
3318	66	/policies/air-quality/	<p>How does air quality and the prevalence of pollutants correlate with neighborhoods that were traditionally POC majority? I have heard about these areas suffering from increased health risks like asthma due to their proximity to historically industrial areas - how can we be accountable to these neighborhoods at higher pollution risk?</p>	7/14/2018
3319	17	/policies/complete-streets/	<p>Wider sidewalks need to be a top priority- we should be designing them to accommodate two people using mobility equipment passing each other comfortably, at the very least. This would also allow families with strollers, people walking their bikes, and large groups to pass without fear of having to go into the street. As it stands, there are so many places where a single person using a wheelchair will have to keep one of their wheels off the sidewalk to avoid using the street- which means they use the street instead anyway.</p> <p>Also, snow removal- I know the study just came out, but seriously we need to ensure sweeping and clearing is built into the 'how' of street design and the 'what' of maintenance. Private responsibility just doesn't cut it anymore, especially with the lack of enforcement/remediation options. Let's not keep people trapped in their homes just because it snowed last night.</p>	7/14/2018
3320	14	/policies/tree-canopy-and-urban-forest/	<p>It is important to me that the trees that are planted are native species that work within the urban ecosystem. Along with the tree canopy, landscaping throughout the city needs to be native, pollinator friendly species.</p>	7/14/2018
3321	66	/policies/air-quality/	<p>Polluting industrial uses coincide with historically redlined areas. Goal #1 on reducing disparities says this shouldn't be so.</p>	7/14/2018
3322	6	/policies/pedestrian-oriented-building-and-site-de	<p>* Coordinate site designs and public right-of-way improvements to provide adequate sidewalk space for pedestrian movement, street trees, landscaping, street furniture, sidewalk cafes, and other elements of active pedestrian areas.</p> <p>Yes - I love this! Trees, landscaping (rain gardens and sustainable storm water run off), parklets and converting on-street parking spaces to seating areas, bike parking, bike share stations, etc. should be prioritized. This creates a wonderful urban experience and promotes a healthy pedestrian realm. Many streets currently are kinda boring because the sidewalks aren't prioritized and on-street areas are reserved for automobile parking. We should be expanding parklets, removing on-street spaces to expand the sidewalk for cafe space (add trees, gardens, etc.).</p> <p>We also need better pedestrian signage. Consider the strategy that NYC used with Walk NYC and LinkNYC.</p> <p>* Coordinate with Metro Transit to ensure that the design of new buildings supports transit operations.</p> <p>Absolutely - incorporating shelters, signage, seating, waste disposal is crucial to supporting our transit system and growing transit ridership.</p>	7/14/2018
3323	5	/policies/visual-quality-of-new-development/	<p>Applying high quality design standards is important, but we need to be careful not to make them too onerous that they end up being capitalized into higher housing prices.</p>	7/14/2018
3324	71	/policies/soil-health/	<p>Lots of prospective homeowners are interested in spaces where they can create personal or communal garden space and opportunities to grow their own food. What publicly accessible resources would be available to residents looking to check their property's soil quality and land usage history before starting such projects?</p>	7/14/2018
3325	6	/policies/pedestrian-oriented-building-and-site-de	<p>Ban parking lots near and at transit centers</p>	7/14/2018

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3326	84	/policies/public-safety/	First responders and police MUST be trained in making de-escalation their first priority and understand that police are often called as a means to maliciously inflict violence on a fellow resident as opposed to respond to a genuine threat. Contemporary public safety MUST address this abuse of service against marginalized residents and set appropriate punishments for abusers.	7/14/2018
3327	69	/policies/renewable-and-carbon-free-energy/	Encourage Xcel to exelate plans to burry the power lines throughout the city.	7/14/2018
3328	16	/policies/environmental-impacts-of-transportation/	Get rid of parking minimums! The easiest way to get people to stop driving is reduce their ability to store their vehicle away from home, and that space can be used for other (Complete Streets?) uses. We also need to encourage a culture-change away from expecting that everyone drives and that everyone has to. I know, it's a lot of older residents who don't want to change their ways, but this plan is literally not for them, cold as that may sound.	7/14/2018
3329	26	/policies/vision-zero/	Thank you for including Complete Streets within Vision Zero as well. This is exactly what it's partially intended to address. Lower speed limits is crucial to reducing traffic deaths and serious injury; as it has been said, if the speed limit requires all users to act completely predictably, the speed limit is too high. 25mph should really be our goal for the majority of municipal roads.	7/14/2018
3330	78	/policies/park-design-and-programming/	I believe parks are public spaces. Anyone may enjoy a park. Is it really necessary to develop a policy to make parks mor inclusive? Doesn't make sense to me. A all field is just that, playgrounds too. What's the answer? Let people be to either go or stay home. It is not the responsibility of government to design special activities so that the parks are more diverse. Sorry, this makes no sense.	7/14/2018
3331	57	/policies/cluster-strategy/	Do not offer tax subsidies to try to get business to locate here. That's bad for the city and area.	7/14/2018
3332	1	/policies/access-to-housing/	I fully support part E of policy 1. Allowing multiunit housing and ADUs throughout the city is not a radical experiment, most neighborhoods already have them. If a four-unit building were to burn down in some parts of the city, you would have to build a single family home in its place because of the downzoning throughout the city. It is the only way to increase the housing stock to ease the affordable housing crisis.	7/14/2018
3333	18	/policies/walking/	Make the pedestrian crossing signals always turn green even when people do not press the buttons.	7/14/2018
3334	6	/policies/pedestrian-oriented-building-and-site-design/	I 100% support this policy. We should be building our city for people and not cars. Currently people who don't own cars (by choice, ability, or due to its cost) pay so much for car infrastructure in higher prices for goods, higher rents due to structure parking costs, and in air pollution due to idling. In addition to this - we should be instituting off-street parking maximums. We currently have an oversupply of parking. Our parking costs (typically free to the driver) do not come even come close to offsetting the negative externalities from automobile dependence. To achieve multi-modal travel goals and climate goals we need to several curtail transportation related emissions. To do this we need to get people out of cars and onto their feet, bikes, busses and trains. This is also a class and equity issue. The cost of car ownership is thousands of dollars a year. This is simply unattainable for a large amount of Minneapolis residents and workers. Many people (able-bodied or not) do not have a choice when it comes to owning a car. We need to prioritize mobility options for people without cars and for people wanting to give it up so that our city can become more economically, racially, and environmentally just.	7/14/2018
3335	12	/policies/lighting/	Capped streetlights are a yes from me!	7/14/2018
3336	6	/policies/pedestrian-oriented-building-and-site-design/	Prohibit the establishment of new drive-throughs and gas stations. Absolutely - idling cars in drive-thrus and gas station design makes for a horrific pedestrian experience. From large curb cuts to physically blocking sidewalk and transit access - we must stop new gas stations and drive-thrus from being built in the city.	7/14/2018
3337	74	/policies/integration-of-water-management-into-city-design/	Repair/maintenance/replacement of our storm, sanitary, and municipal water systems is going to be costly, time-intensive, and absolutely necessary. We need to be realistic about that. The city could benefit from more intensely show the long-term effects of previous decisions and long-term benefits of best practices, beyond what it's tried in the past. Too many people want the city to always take the cheapest option, even after everything the city has tried to (gently) dissuade them with, and we need it be a bit more vocal/firm about what is really needed.	7/14/2018

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3338	4	/policies/access-to-commercial-goods-and-service	To build walkable streets and encourage pedestrians, please require buildings be designed so walkways are free from drainage of snow and rain dripping from cantilevered balconies, eaves, overhanging features. See a negative example at NW corner of 43rd & Upton So., where snow is dumped from balconies onto sidewalks, and quite regular dripping from melting snow, rain, AC condensation, results in very slippery sidewalks.	7/14/2018
3339	18	/policies/walking/	As someone who walks a lot and would like to walk more, I appreciate these action steps. One to add: where walking paths and biking paths coexist, create buffers between the two wherever possible.	7/14/2018
3340	0.1	/topics/land-use-built-form/	I had a hard time finding this build form map. I am stunned to find out that the houses across the street from me can be replaced by apartment buildings, up to 2 1/2 stories tall. And that the houses on the other side of their block (on Sheridan) can be replaced by 4 story buildings. This is going to totally change the character of our charming neighborhood. If I wanted to live in this kind of neighborhood, I would have stayed in Uptown 35 years ago. Now I feel like Uptown is being forced on my neighborhood.	7/14/2018
3341	6	/policies/pedestrian-oriented-building-and-site-de	Bold. I like it.	7/14/2018
3342	1	/policies/access-to-housing/	As an african-american woman who lives in Minneapolis and who recently attended a seminar by the Mapping Prejudice Project about the terrible history of racial covenants, I believe we should be careful about using that particular history as a rationale to end single family home neighborhoods. The goal of those covenants was to block minority groups from moving into those newly built homes. Most middle and upper income african-american families that I know in the Minneapolis metropolitan area WANT to live in single family home neighborhoods, not highly dense neighborhoods. A disproportionate percentage of middle/upper income african-american families in the metro area haven chosen NOT to live in Minneapolis (if you doubt this reality, please ask the Minneapolis Public Schools for their statistics on the percentage of middle/upper income african-american students) and I am concerned that reducing single family home neighborhoods could cause more of these families to chose communities other than Minneapolis. Increased public transit options and more robust investment in high density areas are great goals, but those goals do not mean that we should reduce single family home neighborhoods. Reducing single family home neighborhoods could have the perverse effect of causing financially successful minority families to leave Minneapolis.	7/14/2018
3343	24	/policies/shared-mobility/	I'm glad to see policy work in this area. I was a Car-to-go user and wish we had access to a flexible car sharing program like that. These action steps sound great.	7/14/2018
3344	1	/policies/access-to-housing/	Please include something about the aesthetic appearance of "small scale residential structures" so they are in keeping with the scale, era and architecture of the surrounding neighborhood. Also, please define an "accessory dwelling unit."	7/14/2018
3345	5	/policies/visual-quality-of-new-development/	Please include a requirement to be consistent with the architectural era that most homes in the surrounding neighborhood were constructed.	7/14/2018
3346	33	/policies/affordable-housing-production/	Be careful of policies that are designed to pit the needs of homeowners against the needs of those who have the greatest need for housing stability. This is poor policy making. Both of these groups need to be considered equally. Homeowners are critical to economic stability in the city and maintaining their stability is just as important as creating housing for those who have the greatest need for housing stability. if you prioritize those who have the greatest need by removing stability from homeowners, you will see homeowners vote with their feet by moving to communities where they feel more secure about their investment. And be extremely careful about assuming this is just an issue for white residents who don't want integration. As an african-american woman who lives in Minneapolis, I am aware of the fact that the majority of middle and upper middle income african-american families that I know live OUTSIDE of Minneapolis. If you doubt that fact, ask the Minneapolis Public Schools for their percentages of middle/upper income african-american students. The middle/upper income african-ameriican families that I know WANT to live in single family home neighborhoods.	7/14/2018
3347	34	/policies/affordable-housing-preservation/	This goal should be the city's primary focus, not the false narrative that building new/more housing will lead to affordable housing. It is well documented that due to housing building costs today it is NOT economically feasible to build affordable housing unless it is subsidized in someway. In my Uptown neighborhood, we have seen duplexes and triplexes converted BACK to single family homes as values have risen, and all of the new apartments that have been built are listed at rents that rival my mortgage! This reality is the exact opposite of how the policies stated in this document claim that housing will be affected.	7/14/2018

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3348	37	/policies/mixed-income-housing/	Mixed income housing is a fascinating question that will require a lot more detailed information before residents can respond. Is this a reference to rental units or home ownership? Are you talking about different units with different amenities based on what you can afford? Is the goal to diversify the wealthiest neighborhoods, or the neighborhoods with the most jobs and that are best connected? Do we believe that everyone has the right to find housing in every neighborhood, even if their income cannot afford the market rent or mortgage in that neighborhood? For example, do I have a right to move to the Upper West Side of Manhattan even though I cannot afford a place in that neighborhood (which I definitely cannot)? If so, what are the parameters that should allow me to be there, what kind of housing should I expect to be able to move into? We will need more information.	7/14/2018
3349	39	/policies/fair-housing/	This is a wonderful goal. However, as an african-american woman, I encourage the planners to remember that many (but certainly not all) of these issues are tied to the disproportionate poverty/lack of higher education of Minneapolis' residents of color, not just race. Minneapolis has a disproportionately small middle/upper income professional african-american population. Without recognizing the outsized role that poverty and lack of higher education degrees in creating these problems, we will pursue solutions that won't work.	7/14/2018
3350	41	/policies/tenant-protections/	The city needs to advocate at the legislature for a policy of automatically expunging all unlawful detainers/eviction notices from the public record after 1 year from the date of the notice. There is no public policy reason they are relevant when they are more than 1 year old (the important question is whether you are paying your rent currently). This will eliminate a significant barrier to finding better rental housing.	7/14/2018
3351	42	/policies/expand-homeownership/	Totally in favor of all of these policies.	7/14/2018
3352	43	/policies/housing-displacement/	Totally support all of these policies.	7/14/2018
3353	1	/policies/access-to-housing/	This policy is terrible. I paid a lot of money to buy my house in southwest Minneapolis and do not want duplexes near me. As it is, there are already some nearby and the tenant turnover means they have no skin in the game to keep the neighborhood nice. They blast music, sit outside smoking and drinking, and generally creating a nuisance. No more new duplexes! I don't want my young child seeing that behavior. Build an apartment instead.	7/14/2018
3354	0.1	/topics/land-use-built-form/	I cannot get the map comment feature to work, but in the area of 55/56th and Newton, we do not need any more duplexes or worse, quadriplexes. We also don't need more bus traffic. We have enough foot traffic from questionable people from the group homes off Penn. Renters don't care about our neighborhood the way homeowners do. We already have minor issues with the duplexes and tenants on Oliver. We want to preserve the quality and safety of our neighborhood and not have it get worse. Lots of little kids in this area, we do not want the neighborhood to change, please help keep them safe.	7/14/2018
3355	28	/policies/msp-airport/	28b One of the dumbest policies I've ever seen. How many people are going to walk or bike to the airport with their luggage, family, pets, and try to get there on time? The only advantage I see with this policy is that I used to ride my bike on a route around the airport. Now the roads are too busy. That is all I would use this policy for--just a bike ride.	7/14/2018
3356	1	/policies/access-to-housing/	1e In the early 1990's, I lived in a starter home on the 53rd block of Chowen Ave S. There were many starter homes at affordable prices on that block. Now 15 of the 30 homes on that block have been torn down and replaced or major remodeled. It is time to stop the teardowns in our neighborhoods so people of less means can afford to live here. Stop the teardowns and major remodels. Keep these smaller homes!!!	7/14/2018
3357	1	/policies/access-to-housing/	I really oppose allowing more 3 or 4 unit or more housing types in neighborhoods that currently contain predominantly single family homes. People live in these communities because they want single family homes. It also bothers me that we can't even enforce some of the issues that arise today when we get a neighbor that makes livability impossible. Until we enforce these issues, it can only get worse. As an older person, I also worry about being able to park my car in a location near my home or destination. With increases in these multi unit residences, parking will be much worse. I love Minneapolis and want to remain here. My child and grandchild have bought homes in Minneapolis and I want them to enjoy the community as much as I have. Don't turn this into Chicago or Detroit or ? I do not have so many concerns about building on busy thoroughfares where housing currently does not exist. What I would really love to see are programs that help low income people obtain mortgages through credit counseling, budget workshops, house and yard maintenance education, and down payment assistance.	7/14/2018

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3358	1	/policies/access-to-housing/	<p>Our neighborhood is crowded and busy enough. We now have single family homes along with some 4-plexes and a few small businesses. We now put up with higher crime and noise in our area than we did when we purchased our property in 1986. The city doesn't have or enforce any noise ordinances. We get stuck with human trash driving up and down the street with their boom boxes blaring, loud and heavy with bass. These scum come through our neighborhood and throw their trash out of their cars and leave it littering our once nice neighborhood. Because of our left leaning liberal mayor Betsy Hodges, there is no enforcement on many members of the so called "minority" in this city to adhere to any form of living in harmony with neighbors. People don't want to listen to a neighbor's loud stereo. They don't want to put money and effort into keeping up their properties only to have rental scum and their landlords leave their properties in dilapidated condition. You may think you can force cooperation and integration down people's throats but you will only succeed in causing people who care about their "quality of life" to evacuate the neighborhoods that allow human trash of questionable quality and irritating habits to invade. The city will continue to go down hill until it is nothing more than an empty shell of a city "rotting" from the inside. I live in the Victory neighborhood. I chose this area because of its relatively peaceful streets with nicely kept homes. Just 2 blocks from my home, there are already several "multiple family complexes" which foster noise, crime, drug dealing, and dilapidated properties. I work very hard to keep my property looking good. I already have seen a huge increase in traffic and noise on my street since I came here in 1986. Since the city does nothing to enforce any noise ordinances and fails to enforce speeders from racing up and down our street, my neighborhood is becoming unpleasant to the point that I am thinking of selling and moving the hell out of here. I'm sure that if allowed to, the police would enforce some of these issues but I'm also quite sure that our bleeding heart liberals on city council and in the mayor's office try to keep the police from doing anything to keep the peace in some of these borderline neighborhoods. Your plans to allow low income housing to be integrated into stable neighborhoods will destroy those neighborhoods and the city will be faced with the same problems it has had for years. People who care will evacuate. People who don't care about their noise, their behavior, or their work ethic will take over and turn good neighborhoods into hell-holes.</p>	7/14/2018
3359	33	/policies/affordable-housing-production/	<p>I applaud the city's prioritizing affordable housing. I don't see any specifics in how it is going to build and pay for, or subsidize affordable housing, but I hope it is truly a goal in this plan. Especially since you highlight the percentage of affordable housing that has disappeared. I'd like to know why this decline happened, and how the city plans to address this in a comprehensive and meaningful way. Also, is the issue the cost of the housing, or the wages earned and work done of the residents, or some other factor. Will Minneapolis' new higher minimum wage help address the cost of housing issue?</p>	7/14/2018
3360	4	/policies/access-to-commercial-goods-and-service	<p>I live in a neighborhood that is a mile from the nearest grocery store. I'd love to see the availability of a market closer, but I don't see the city making this one a priority. Nor do I trust that a small market would be affordable, just convenient. Minneapolis was not built like Chicago with a small market or bar or restaurant or service on the corner of every major street. It will take a major overhaul of each neighbor to make this work. What's to keep delivery services from becoming the neighborhood market? And doesn't all the food and grocery delivery services just add more cars, more emissions?</p>	7/14/2018
3361	6	/policies/pedestrian-oriented-building-and-site-de	<p>How about a pedestrian walkway downtown?</p> <p>How about making the lakes car free on weekends (in summer at least) so more people could bike?</p> <p>How about all the parks having more useful services like restaurants, bathrooms, bike and boat rentals?</p>	7/14/2018

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3362	0.1	/topics/land-use-built-form/	<p>The Minneapolis 2040 plan is so insanely out of line with anything reasonable, or necessary, that it is truly a massive overkill. Rezoning any and all blocks that intersect with "transit corridors" to allow 3 and 4 story apartment buildings, and allowing 4-plexes anywhere w/o off-street parking is disturbing. DENSITY does not equal affordability.</p> <p>Look what has happened to Uptown since developers started creating "density". Housing is much MORE expensive, locally owned stores have been forced out and replaced with chains, and diversity/accessibility has greatly diminished! Giving developers the opportunity to buy up small single-family homes anywhere in the city (which they will do by out-bidding regular folks on sales) and replace them with apartment buildings or 4-plexes will diminish the stock of affordable homes for first-time buyers (home-owning is still the most important way for people to build equity, contrary to what Heather Worthington thinks). There is a need to come up with REAL solutions to the problem of affordable housing but the 2040 plan IS NOT the way to do it. We should focus resources toward helping neighborhoods that need help--need more home-owners, better schools and better jobs. Giving developers the keys to the city is not the way to do it!! The 2040 plan needs to be changed so it does not harm current home owners. It also needs to acknowledge that people own cars and are NOT going to give them up. Winter lasts 6 or 7 months here, and the vast majority of us are NOT going to walk or bike through ice and snow in below freezing temps!! And our transit system is also woefully inadequate!</p>	7/14/2018
3363	9	/policies/open-spaces-in-new-development/	<p>The surface lots downtown should be the first things to go. To development or city park space. If we want a thriving downtown, we need to lessen the dead spaces and make traveling through the city on bike or foot easier.</p>	7/14/2018
3364	33	/policies/affordable-housing-production/	<p>Finally! the goals for affordable housing. And no strategies how the city plans to meet them. I agree with the goals and given what neighbors have told me about plans, I'm not sure I agree with the strategies. Let's start with number 1. There is a lot of NEW housing in my neighborhood near the light-rail and I don't know who can afford it with rents topping \$2000 per month for a unit large enough for a family and \$1000 for a single room with kitchenette. What, exactly, are the city's strategies to get these rents down. I've heard that the city plans to build more units and by having more units the price will come down. I do not believe this. Just having more doesn't mean that rents will decrease-</p>	7/14/2018
3365	0.1	/topics/land-use-built-form/	<p>Density around SWLRT stations is seriously complicated by the co-location of SWLRT with high-hazard freight trains. TC&W hauls mile-long ethanol trains in this route on a regular basis, and light rail with overhead wires are known to spark and arc. Recently, the Minnesota Legislature limited railroad liability exposure to \$3 million in the co-location area after heavy lobbying by the industry. If the railroad companies are concerned enough to demand liability limits and crash walls in some parts of the corridor, Minneapolis needs to be concerned about safety and liability as well. Based on 2010 U.S. Census Bureau data 60,000 residents currently live within 1/2-mile of the 7 to 9 miles of freight rail tracks that will be co-located with LRT if the SWLRT is built. Please consider their safety, as well as the safety of possible future residents, and take a deeper look at what co-location means.</p>	7/14/2018
3366	75	/policies/waste-reduction/	<p>How do you propose to discourage illegal dumping? It happens all the time. The city usually makes residents take care of illegally dumped items. How does the City plan to change this?</p>	7/14/2018
3367	75	/policies/waste-reduction/	<p>We need a lot more education on how to do this. Some people try to do as much as possible, but even so, more knowledge would be very helpful to understanding how to recycle, how to re-use, how to reduce. I think I personally have made much progress in the past decade, but I also feel I have miles to go.</p>	7/14/2018

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3368	1	/policies/access-to-housing/	<p>I have several issues with the housing access: The reason that people desire to live in our city is due to the investment in local business, allowing for a very low unemployment and great job market, and the beautiful neighborhoods that have developed all over the metro area to support local nuances. If we suddenly change the nature of the neighborhoods, there is a great risk that these areas are no longer desirable. In my neighborhood, prices have been rising drastically, but it is primarily because of the amazing community & family feeling of being in a "small" area within an enormous city. Changing the housing codes to allow multi-unit dwellings with no allowance for parking (because there is NOT the transportation to facilitate this - we need to walk before we can run) and no thought to the very heart of the "neighborhood" feel is not a good solution, and I believe runs the risk of driving current, long time residents out of their neighborhoods if there are changes.</p> <p>As part of the code addresses, this is not majorly related to race. The statute says: "The more important among the adverse influential factors are the ingress of undesirable racial or nationality groups; infiltration of business or commercial uses of properties; the presence of smoke, odors, fog, heavy trafficked streets and railroads." Taking away race here - I agree with everything else. I don't want smoke, odors and heavy trafficked streets. The change to allow multi-family dwellings in areas that are primarily single family houses right now would increase the traffic because the infrastructure doesn't exist currently to eliminate cars. Even in my neighborhood, which has lots of amenities within walking distance, people will have cars because it is the great American way. We need to majorly overhaul infrastructure FIRST, throughout the city, before we change the housing laws. Please do not make these changes at this time.</p>	7/15/2018
3369	2	/policies/access-to-employment/	<p>The biggest key here is TRANSPORTATION access - in order for this plan to work to drive less individual cars on the road the transportation system needs to be thorough - reaching all areas of the city that would benefit. The current bus routes are slow - trams or trains really should be more widely accessible to the near reaches of the downtown metro area.</p>	7/15/2018
3370	3	/policies/production-and-processing/	<p>Please do not increase heavy manufacturing investment in our city. We do not need the increased smoke & pollution that unduly comes with these expansions. I understand the desire to increase opportunities for all people of the city - in order to better do this while minimizing our environmental impact for future generations is to heavily invest in education and community outreach and support. We need to ensure that all people have access to a strong education system, and the ability to thrive in our city. There are lots of jobs here paying higher than accommodation and food service - we need to give our people the means to decide for themselves where they want to work. Education education education!!! I will pay higher taxes for education!</p>	7/15/2018
3371	4	/policies/access-to-commercial-goods-and-service	<p>Please proceed here with caution. No resident should be displaced from their homes just to increase business revenues. There are options to better utilize small footprints for retailers (build up instead of out) that don't sacrifice residential homes.</p>	7/15/2018

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3372	33	/policies/affordable-housing-production/	<p>Please do not approve the housing zoning at this time. I have several issues with the housing access policy as proposed: The reason that people desire to live in our city is due to the investment in local business, allowing for a very low unemployment and great job market, and the beautiful neighborhoods that have developed all over the metro area to support local nuances. If we suddenly change the nature of the neighborhoods, there is a great risk that these areas are no longer desirable. In my neighborhood home prices have been rising drastically, but it is primarily because of the amazing community & family feeling of being in a "small" area within an enormous city. Changing the housing codes to allow multi-unit dwellings with no allowance for parking (because there is currently NOT the transportation system to facilitate this - we need to walk before we can run) and no thought to the very heart of the "neighborhood" feel is not a good solution, and I believe runs the risk of driving current, long time residents out of their neighborhoods.</p> <p>As part of the old code addresses, this is not majorly related to race. The statute says: "The more important among the adverse influential factors are the ingress of undesirable racial or nationality groups; infiltration of business or commercial uses of properties; the presence of smoke, odors, fog, heavy trafficked streets and railroads." Taking away race here - I agree with everything else. I don't want smoke, odors and heavy trafficked streets. The change to allow multi-family dwellings in areas that are primarily single family houses right now would increase the traffic on roads because the infrastructure doesn't exist currently to eliminate cars. Even in my neighborhood, which has lots of amenities within walking distance, people will have cars because it is the great American way. We need to majorly overhaul infrastructure FIRST, throughout the city, before we change the housing laws.</p> <p>Owning a house is no longer a "right" to many - due to student loans, fear about the economy, wage disparities - you name it - but this has helped to fuel a desire to live in apartments in the heart of the city. I think it makes more sense to develop in the areas that are sought after for that type of dwelling than to impose it on the neighborhoods that have created a community built around their current structure.</p>	7/15/2018
			Please do not make these changes at this time.	
3373	15	/policies/transportation-and-equity/	<p>More needs to be done to create abundant mass transportation systems. The current bus system is not satisfactory compared with other large cities of Minneapolis's direction - San Francisco, New York, even Portland all have more robust systems. Please consider doing more related to subway or train than just our buses and biking. Not all workers have access to showers after a walking or biking commute, and then run the risk of losing their jobs if they're considered "unfit" for serving customers because of the physical exertion. Mass transit is definitely needed - but significantly more than what the metro currently has plans for.</p>	7/15/2018
3374	1	/policies/access-to-housing/	<p>I am opposed to unilaterally allowing up to 4 dwelling units everywhere in the city. The single family neighborhoods are a critical reason Minneapolis is a wonderful place, and it would be a shame to lose that. I support greater density as suggested in action steps a, b, c, d above, but not as noted in step e.</p>	7/15/2018
3375	2	/policies/access-to-employment/	I support this policy and these action steps.	7/15/2018
3376	3	/policies/production-and-processing/	I support this policy and these action steps.	7/15/2018
3377	76	/policies/new-parks/	The MPRB just went through a multiyear process of park visioning. Why does this need to be part of the City's plan?	7/15/2018
3378	0.1	/topics/land-use-built-form/	<p>I strongly opposed the categorization of the east side of Columbus Avenue as Interior 3. Specifically, I opposed the combining of parcels and the ability to build three story multifamily residences. Permitting these kinds of changes will significantly change the neighborhood.</p> <p>Further, the city should concentrate Corridor 6 (permitting combining of parcels and six story buildings) closer to the downtown areas. Permitting corridor 6 in the far southern reaches of Minneapolis will similarly adversely affect the character of the neighborhood.</p>	7/15/2018
3379	4	/policies/access-to-commercial-goods-and-service/	I support this policy and these action steps.	7/15/2018
3380	5	/policies/visual-quality-of-new-development/	I support this policy and these action steps.	7/15/2018
3381	49	/policies/educational-and-economic-access/	This section seems highly important yet, significantly too vague comparatively. As an MPS employee, that frightens me. Specific engagement should be done with Mps employees related to the policies that will impact us!	7/15/2018

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3382	6	/policies/pedestrian-oriented-building-and-site-de	The elimination of parking options will just force people to drive to the suburbs for their shopping & service needs. This already happens and is not a good thing. Automobile use in the city must still be accommodated in some way, since the city does not yet fully work as a walking/public transit environment. I support this policy, but am concerned about the action steps that look to eliminate automobiles & parking.	7/15/2018
3383	51	/policies/healthy-pre-k-development/	As someone who studied o-5 neurological development, this section excites me. Please continue to focus on prenatal-5 development opposed to a more narrow focus on universal pre-k, an investment that has a smaller impact on child development and return on investment. Each component identified above is strong, and important. Please ensure the policies are connected - so that the most disatvantaged populations have access to a cohesive network of supports across the developmental period- a city wide approach to wrap-around services!	7/15/2018
3384	7	/policies/public-realm/	I support this policy and these action steps, but these ideas are very general, and it's hard to see how they will be implemented.	7/15/2018
3385	0.1	/topics/land-use-built-form/	I had no idea I live on a "transit corridor". I can't believe my block is supposed to be full of huge apartment buildings. I didn't move to a quiet neighborhood to have it end up looking like the North Loop!	7/15/2018
3386	20	/policies/transit/	Please improve transportation to and around North Minneapolis.	7/15/2018
3387	20	/policies/transit/	These policies seem to ignore the lack of accessibility to transportation faced by people living with special needs. I hope that this can be a four under item œœœœ stated above.	7/15/2018
3388	31	/policies/creative-workers/	This section is notably disconnected from the education and training policies. Given the Current public education deficit- in order to increase access to the arts and the creative economy to people of color- especially youth, investments must be made to support education in these areas!	7/15/2018
3389	83	/policies/people-with-disabilities/	I just left a comment in the transportation section about the lack of language related to access to transportation for people with disabilities- please ensure the policies have language about this topic consistently- even if it makes things slightly duplicative!	7/15/2018
3390	63	/policies/food-access/	How do farmers market fit into this equation? They are a very vibrant aspect of our community and often the most cost effect place to buy fresh, high- quality produce . While markets are popping up in north- the south side has notably more neighborhood markets. Consider adding language to address this in order to address food deserts!	7/15/2018
3391	86	/policies/healthy-food-in-institutions/	Continue to support investments related to feeding students during the summer and other periods when school is not in session. Consider that in the current political climate families may not sign up for resources provided by the city (ie free/ reduced lunch, Wic, etc.). Consider how policies can include language to safe fairs community members who seek out these services!	7/15/2018
3392	85	/policies/access-to-health-social-and-emergency-s	Partner with MPS to invest in full -service community schools!	7/15/2018
3393	0.1	/topics/land-use-built-form/	I just bought my 1937-built home in a quiet neighborhood off Nicollet Ave and put my life savings into redoing electrical, building retaining walls, etc. It is heartbreaking to see that my property value will plummet because it is a proposed zone 3, smack dab next to a 6. Is anyone thinking about the little guy, in the little house, who is going to lose their life investment because of this plan? I feel sick about this. The big developers will move in with the 6 story apartments and I am likely to be in the shade, with a property worth nothing, and be forced out. I am not a racist and am not against moving forward with an integrated Minneapolis, but this plan is bulldozing a lot of people like me. Rethink it.	7/15/2018
3394	1	/policies/access-to-housing/	1e Hereœœœœ's an example of what is happening in our neighborhood. 1. 5251 Humboldt Ave S, purchased by HTI Investments LLC on 7/7/2016 for \$210,000. House was major remodeled. It sold for \$736,000. 2. 5257 Knox Ave S, purchased by Groundup Development LLC on 4/14/17 for \$265,000. House was torn down and a new house was built. It sold for \$726,500. 3. 5300 Knox Ave S, purchased by GP Construction LLC on 6/21/17 for \$240,000. House was major remodeled. It is for sale for \$649,900. 4. 5208 Knox Ave S, purchased by Er Properties LLC on 8/5/2014 for \$228,000. House was torn down and a new house was built. It sold for \$828,000. How does this create more affordable homes??? It doesn't. It's for developer's profits only.	7/15/2018

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3395	1 /policies/access-to-housing/	<p>The 2040 plan will destroy existing urban forests as well as entire neighborhoods. It is difficult to comprehend how Minneapolis officials can consider it progress to destroy massive trees and call it progress. These old trees cannot simply be replanted - they are huge and working daily to provide clean air, shade and glorious beauty in our neighborhoods. The ridiculous size and scale of these proposals will not only bulldoze neighborhoods but also most every tree in sight. The cities drawings even show all the trees gone and new construction standing on bare ground. Forward thinking you are not - destroyers of old forests for profit, you will be. This plan is not green or sensitive to the existing beauty of our city. Mentioning parks people can go to, is frankly stupid - will you bulldoze more homes and trees to make parks that can never replace the destroyed urban forest. Ps there are very few parks filled with all trees.</p> <p>Garbage will be overwhelming if this short sited plan is approved. Single family lots with oversized 4 unit buildings filling the entire lot(trees gone)and 12 garage dumpsters per city lot, is not a plan. We will all be driven out by the stench of rotting food and garbage. Given the scale of these units, where would they put the garbage cans? in the street, treeless fronts of the building, or filling the alleys? To much Garbage will be a public health problem in neighborhoods where single family lots will be made to accommodate excessive numbers of people! Multiple family dwellings should remain at current levels and as a different zoning in established neighborhoods.</p> <p>No parking is required. What an incredible and self interested change of thinking for the city! Over build the neighborhoods, people will have cars,and then say parking is an optional part for the builder - who will help ruin the neighborhoods for profit, while the city collects taxes/fees. It will not be safe for families to walk, or for anyone to ride a bike in a neighborhood as streets will be filled with drivers looking for someplace to park. Currently most people in my neighborhood have 2 cars per single family home, however a multi generational family on the block has 8 cars. Most of these cars are on the street. Your proposed 4 unit building with no parking on a city lot could have anywhere from 8 to 32 cars with no place to put them but the street. 32 cars would take up the entire side of the block. The no off street parking requirements is just another insane piece of the city plan.</p> <p>The density represented by city maps and and city descriptions will not free Minneapolis it will destroy it. High density 4 unit and 4 or more story buildings do not belong in existing and functioning neighborhoods. Maybe you don't care but people are already talking about getting out of Minneapolis. I have not spoken to anyone who wants to live next to a 4 unit or 4 story building. Families have invested effort, time and money to make our homes places we can feel safe and happy in our neighborhoods. The 2040 plan is going to erase that idea, while calling it forward thinking. Forward thinking would be finding distressed areas and making them wonderful much like the green way projects on Bryant and surrounding streets off Lyndale. There are plenty of other places throughout the city, which could be improved with higher density housing - with appropriate parking included. Leave neighborhoods alone.</p>	7/15/2018
3396	92 /policies/identify-and-evaluate-historic-resources/	<p>The best cities in the world are very strict when it comes to protecting their historic neighborhoods. Please be sure to keep the remaining fragile Victorian homes and neighborhoods from unscrupulous developers and encourage proper maintenance via tax incentives. Please be sure to check out California's "Mills Act". It is very effective. Thank you.</p>	7/15/2018
3397	0.2 /small-area-plans/	<p>The over all look and feel of these small area plans would be greatly enhanced if more design guidelines were utilized. Surrounding buildings should be considered before allowing a new strange, odd or cheap building to go up that does not at all fit the rest of the street scape.</p>	7/15/2018
3398	33 /policies/affordable-housing-production/	<p>Affordable housing is the most important issue facing Minneapolis. You can't gentrify all the neighborhoods and push out all the low income people of color.</p>	7/15/2018
3399	2 /policies/access-to-employment/	<p>Allowing small storefronts in neighborhood interiors would provide the most accessible jobs of all, people could walk to their jobs, or live above them.</p>	7/15/2018
3400	63 /policies/food-access/	<p>Allowing small storefronts in neighborhood interiors would help alleviate food deserts by allowing small neighborhood grocers to serve people without the need for buses or cars.</p>	7/15/2018
3401	18 /policies/walking/	<p>Allowing small storefronts in neighborhood interiors would promote walking over less sustainable forms of transportation.</p>	7/15/2018
3402	19 /policies/bicycling/	<p>Allowing small storefronts in neighborhood interiors would promote bicycling over less sustainable forms of transportation.</p>	7/15/2018
3403	64 /policies/food-businesses/	<p>Allowing small storefronts in neighborhood interiors would promote a broader variety of entrepreneurs and grocer business models in a way that promotes the city's other goals.</p>	7/15/2018
3404	4 /policies/access-to-commercial-goods-and-service/	<p>Allowing small storefronts in neighborhood interiors would improve access to goods and services via walking and biking</p>	7/15/2018

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3405	82	/policies/aging/	Allowing small storefronts in neighborhood interiors would facilitate aging in place because it would reduce the need to drive to obtain necessities.	7/15/2018
3406	81	/policies/social-connectedness/	Allowing small storefronts in neighborhood interiors would expand and promote opportunities for all residents to connect socially and participate fully in the vitality of their community by reducing the need for them to travel out of their neighborhood or city to obtain necessities, and they would shop with and encounter their neighbors more regularly.	7/15/2018
3407	1	/policies/access-to-housing/	While I support density and affordable housing I do not support the notion to allow 4 plexes to be built in neighborhoods that are primarily single family homes. These traditional neighborhoods are a great asset to our livable city and need to be protected. Do not move ahead with this notion! Multiple family homes need to be built on larger plots of land, not our small 40x140 city lots. Near to transit stations and bus routes yes. Middle block of single family homes, no.	7/15/2018
3408	0.1	/topics/land-use-built-form/	<p>I live in the Seward Neighborhood, a neighborhood that currently has a combination of multi-unit housing and single-family homes. We are being asked to take on an extra level of density that is not being proposed for those people that live in the more affluent South and Southwest areas of town. I think that transportation from those areas of town should be improved and the density there should be increased proportionately. I don't feel that we should increase our density proportionately MORE than those living farther out. We do not have the availability of as much green space as those people who live around the lakes, so we appreciate what we have. I'm especially concerned about the significant increase in density along the greenway, which is part of our greenspace and natural beauty. I agree that there should be more density in our neighborhood and agree that we can absorb 3-4 story apartments, but not 6 story apartments! We are living close to high rises on Franklin and that should give us "points" for density. I feel that the vacant lots should be developed in our area and some of the dilapidated housing should be updated. I also agree in increasing the density along Lake street and Franklin.</p> <p>I appreciate the need to house those residents that are homeless and underhoused. Right now, we have people living in RV's on our streets in Seward and that needs to stop. Do they allow that in SW Minneapolis? I believe we can take our fair share of housing but only our fair share. How does SW Minneapolis do for affordable housing?</p> <p>One big concern for me since I work with the elderly is the lack of thought related to housing the elderly from the city. Are there plans for assisted livings/co-ops for people from the city that don't want to move to the suburbs when they age? Becketwood is in our area but most people can't afford that. Making housing for those people that are aging out of single family homes would help alleviate some of the housing issues in the city.</p> <p>As an aside, we need to get the Semis off our streets in our neighborhood. That is not a proper use of our streets in Seward. If people need a place to park their semi's, it needs to be off street!</p> <p>Thanks for allowing the comments. I appreciate thoughtful planning.</p> <p>Sincerely, Tina Martin 2401 East 32nd Street Seward 612-388-8181</p>	7/15/2018
3409	6	/policies/pedestrian-oriented-building-and-site-de	Do not eliminate off-street parking minimums anywhere in the city. That is a horrible idea. If some developers want to eliminate them for specific projects, and if those developments are in parts of the city where the neighborhood deems that it can absorb more on-street parking, demand concessions from those developers in return.	7/15/2018
3410	78	/policies/park-design-and-programming/	Skateboarding is an equity activity that has a low barrier to entry. Support MPRB partner cityofskate.org efforts to fund and build 20+ quality and unique skateparks, that are site specific areas for recreation and social connecting. The City of Minneapolis should encouraged skateboarding throughout the cities public realm vs. spending on defensive architecture "Skate Stoppers". Skateboarders make public spaces vibrant.	7/15/2018
3411	10	/policies/street-grid/	Embrace skateboarding.	7/15/2018
			What does d. mean, about vacations?	7/15/2018

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3412	7	/policies/public-realm/	Do not "skate stop" skateboarding in the public realm. Use benches, rails, steps, ramps, and spaces as skateable" skateboard spots. "SkateSpots" would allow for creative objects, some unique and some ordinary to be used by the skateboard community. It's OK if our whole city is a skatepark, it is called "Street Skateboarding and it is a Men's and Women's Olympic sport. Work with Minneapolis own cityofskate.org to make Minneapolis a skateable, active, creative and notable city for skateboarding. We have been lucky enough to host X Games 2017-2020, where are we going with skateboarding and action sports now and after 2020. Seize the opportunity to support the longstanding Minneapolis skateboard scene and culture by investing a skateable city.	7/15/2018
3413	78	/policies/park-design-and-programming/	Support easily accessible sports and activities like soccer, basketball, and skateboarding. These activities also do not require programming costs, they are often self directed activities. Fund, build, and maintain quality facilities.	7/15/2018
3414	1	/policies/access-to-housing/	e. This change is too drastic for the areas farthest from downtown. Even more so given the plan to eliminate requirements for off-street parking. And if a developer voluntarily wants to offer a 4-plex with parking, where would the 4-car garage go on a normal sized neighborhood lot?	7/15/2018
3415	34	/policies/affordable-housing-preservation/	These are not action steps, they are hopes.	7/15/2018
3416	31	/policies/creative-workers/	Noble goals, but I see nothing specific in these "action steps." These are aspirations.	7/15/2018
3417	0.2	/small-area-plans/	I see that there is no small area plan for Kenwood, Lowry Hill, or East Isles. Is that because you what our reaction will be to you plans. Is that because you know what our answer will be and you don't care? We who live here oppose this, especially those of us who have worked and invested in this area for over thirty years.	7/15/2018
3418	0.1	/topics/land-use-built-form/	I recommend not splitting zoning between opposite sides of a street, particularly interior neighborhood streets. For example, Holmes between 31st and 36th is split as Interior 2 on the west side and Interior 3 on the east side. I recommend having both sides as Interior 2, stepping up over the alleys to Corridor 4.	7/15/2018
3419	7	/policies/public-realm/	Expand discussion of integration public art and public realm to include all aspects and features of the public realm, including sidewalks (e.g., sidewalk poetry), street signs, streets themselves, stormwater infrastructure, and much else.	7/15/2018
3420	13	/policies/landscaping/	The plan should encourage the city to develop and adopt a plant palette that can adapt to our change climate. This policy should be aligned with Policies 73/74 about stormwater and encourage the use of landscaping as part of surface stormwater features, to stack the functions of required landscaping and required stormwater management.	7/15/2018
3421	73	/policies/stormwater-management/	Policy 73/74: Stormwater. The City should move to adopt the Minimal Impact Design Standards (MIDS) as formulated by the MPCA and adopted by many jurisdictions, including the Bassett Creek, Minnehaha Creek, and Mississippi watershed organizations. Policy 73/74: Stormwater. The policy should encourage surface stormwater management practices instead of underground stormwater management practices as underground systems are not resilient and are rarely adequately maintained, and do not contribute to the public realm. Policy 73/74: Stormwater. This policy should encourage the dual use of surface stormwater management practices as a way to expand, complement, and enhance the public realm, to effectively create privately-owned public spaces. Policy 73/74: Stormwater. The City should adopt a Green (Living) Streets policy to complement the Complete Streets policy, as the Cities of Edina and Maplewood have.	7/15/2018
3422	18	/policies/walking/	Policy 18/83: These policies should promote enforcement of effective snow removal and the elimination of sidewalk obstructions as a basic disability rights issue.	7/15/2018
3423	83	/policies/people-with-disabilities/	Policy 18/83: These policies should promote enforcement of effective snow removal and the elimination of sidewalk obstructions as a basic disability rights issue.	7/15/2018
3424	0.1	/topics/land-use-built-form/	I very much support (with the minor exception of a separate specific comment I left) the Mpls 2040 proposed zoning plan. We need more flexibility for housing types and more housing in Mpls.	7/15/2018
3425	35	/policies/innovative-housing-types/	The innovative housing plan should be applied to areas that need development, not to historical areas that are currently an important asset of the city. This benefits developers only.	7/15/2018
3426	33	/policies/affordable-housing-production/	We don't need to put multi-unit housing in historical areas that are important to the cities livability. Put them in transitional areas that have the potential to become exciting new centers of activity.	7/15/2018

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3427	1	/policies/access-to-housing/	We oppose the 2040 plan and the "upzoning" of Mpls. We hope you are truly listening to feedback and not just requesting it and will do what you want in the end. We see this as a deal for the developers and NOT low income people. We do not want fourplexes built on almost any residential lot in the city of Mpls. We do not want higher density all across this city. We have houses in Mpls. that are wonderful homes for many families starting out. A teardown cost money, building new costs money. The investor owned fourplexes will be more expensive than the torn down houses. Most people- 70-80% of "Millenials" say they want to own a home of their own some day. We don't want towers of 15 to 20 story building in many parts of the city like some horrifying science fiction movie. These micro apartment buildings being built with 506-511 sq. ft. studios renting for \$1278 are an example of how it benefits the developer and not the average person or family, and certainly not low or even middle income people. We would like to remind you that in the 1950's some self-serving developers convinced the city leaders to remove or pave over the street car tracks. We are now spending billions attempting to provide more efficient mass transit. City leader were led down a primrose path years ago by these self-serving charlatans. Let's not let it happen again! Dudley Martineau-Mishek and Charlie Mishek, residents of Mpls.	7/15/2018
3428	23	/policies/coordinated-development-strategy/	"Use data and objective criteria to identify geographic areas most in need of reinvestment and where a coordinated approach would result in achieving Minneapolis 2040 goals." This sounds sensible, but seems to be in contrast to the map showing every city block re-zonable to 4-plexes, 6-plexes and beyond. I strongly disagree with the blanket invest-everywhere/develop-anywhere approach that i see elsewhere in this project. I think doing a blanket approach will kill our urban forest, congest our city streets, and harm communities. Do it strategically and make sure the outcome supports the goals.	7/15/2018
3429	0.1	/topics/land-use-built-form/	Eliminate Interior 1, bump everything up one level.	7/15/2018
3430	60	/policies/intrinsic-value-of-properties/	This is an area where I think the plan really falls short. I live in the King's Highway area, and I can't believe you are thinking about allowing multiunit housing in an area that is of historical significance. Our home was designed by Harry Wild Jones and built and lived in by William Hewitt, both important figures in Minneapolis history. These areas are a cultural resource for the community. Many people walk through this area on the way to Lake Harriet, and people drive from all over the city to take advantage of this resource. You have found a perfect way to drive homeowners out to the suburbs. The only people to gain are the housing developers.	7/15/2018
3431	1	/policies/access-to-housing/	"In neighborhood interiors farthest from downtown that today contain primarily single-family homes, achieve greater housing supply and diversity by allowing small-scale residential structures on traditional size city lots with up to four dwelling units, including single family, duplex, 3-unit, 4-unit, and accessory dwelling unit building types." 4 units on traditional size city lots is too much if the goal is to keep the character and community of the neighborhoods far from downtown. Similarly, increasing that density level on transit lines (other than the large current ones of hennepin, lyndale & france) to 6-units and more in those neighborhoods would destroy our urban forest canopy and congest roads and - at least in SW minneapolis - contribute to further gentrification and economic segregation, as the cost of property/development supports expensive rents, not affordable ones. It's counterproductive to your goals and would be terrible for those neighborhoods. Furthermore, Bryant, Xerxes, Penn, 44th street etc are not major arteries- they are small residential streets - and should not be treated as such just because buses conveniently serve them. Thank you for your serious consideration of this comment.	7/15/2018
3432	78	/policies/park-design-and-programming/	There are areas of the city, such as the Kings Highway area, that are important adjuncts to the park system, and you risk permanent damage to these areas by allowing multi-unit housing or allowing 4-story development. This damage cannot be easily undone.	7/15/2018
3433	92	/policies/identify-and-evaluate-historic-resources/	If you are truly interested in historic preservation, you won't allow multi-unit housing and 4 story development in areas with a high concentration of historic homes, such as the King's Highway area.	7/15/2018
3434	35	/policies/innovative-housing-types/	Single room occupancy units and cooperative housing sound like solutions to existing obstacles that I hear about from friends and neighbors. Fabulous idea! Part B acknowledges that barriers have been erected. To avoid creation of new barriers, I would like to see Part A changed to, "Expand knowledge of emerging housing industry trends and conduct community education about those benefits."	7/15/2018
3435	52	/policies/human-capital-and-a-trained-workforce/	I don't see anything which addresses the main driver of many of these issues: the implosion of black families associated with the absence of fathers. Cultural issues have doomed many of these goals. While racism is a factor, black culture is an independent factor. It is important to address this without denigrating individuals.	7/15/2018
3436	93	/policies/stewarding-historic-properties/	Help preserve historic areas by not allowing multi-unit housing in areas that are of historic significance.	7/15/2018

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3437	1	/policies/access-to-housing/	Perhaps this is addressed elsewhere. The rationale provided here for multi-family housing near public transit is to reduce automobile traffic, so could the city also consider strategies to bring more services to neighborhoods? I'd walk to the grocery store, walk to get my dry cleaning, walk to coffee shops and restaurants if there was more available in my neighborhood (that is primarily single family homes).	7/15/2018
3438	40	/policies/homelessness/	I work for Minneapolis Public Schools and am watching for strategies that promote city/school collaboration with homeless students. MPS currently busses students that are homeless to their last school (to promote consistency.) That is good. Better would be financial and emotional support for families to stay in their homes before they are evicted. This stability would be best. How could we prioritize and specialize support for families with school-age children to avoid evictions?	7/15/2018
3439	41	/policies/tenant-protections/	Action Step F is critical. The livability for all of us in the neighborhood increases when property is well maintained. Tenants need to be able to both ask for what they need and to be held responsible for stewardship of resources. I'd be interested to see the research on how applying incentives for maintaining property decreased costs to landlords.	7/15/2018
3440	47	/policies/housing-maintenance/	Action step D is important. I would be interested if there is research that shows how incentives for maintaining property decreases the costs for landlords. Homeowners maintain their property out of not just pride, but for financial reasons. Shouldn't renters also financially benefit if they help maintain property for landlords?	7/15/2018
3441	49	/policies/educational-and-economic-access/	I work for Minneapolis Public Schools so I'm interested in Action Step c. Collaboration is good, but primarily, I'd like to see the city of Minneapolis focus on services and opportunities for students outside of school. My students need wrap around support that a school district along cannot manage. More access to park and rec for all students. More access to care for children before and after school to support working parents. More access to job training and mentoring for teens. More access to swimming lessons. (as a safety strategy and as a job skill) More services to support GED and English Language Learners in the libraries. More service learning programs in public spaces.	7/15/2018
3442	51	/policies/healthy-pre-k-development/	All fabulous. My sister is a primary care physician in Rochester, NY and creates cohorts of pregnant moms when they first come to her for care. The cohort stays together until their babies are two years old. (And often transition to other programs for toddlers or preschoolers) The families receive great medical care and parenting classes, but more importantly create a village of caregivers for our youngest citizens. The mothers help each other more than the doctor. I'd love to see something similar in Minneapolis.	7/15/2018
3443	86	/policies/healthy-food-in-institutions/	I love Action Steps C & D. Knowing how many young moms in my neighborhood who have school-age children struggle to find jobs that accommodate school schedules, could the City of Minneapolis find ways to support job programs for parents in food production? A partnership or grant to Minneapolis Public Schools to hire more parents to work in school gardens or cafeterias? A partnership with Minneapolis Park Board to hire more parents to feed kids in the park in the summer?	7/15/2018
3444	56	/policies/supporting-small-businesses/	Please allow small store fronts in mostly residential zones so that we can cultivate a small business culture, neighborhood character, and increase walk-ability for residents. It'll be great, trust me. I love you.	7/15/2018
3445	78	/policies/park-design-and-programming/	I love Minneapolis Parks and know the personality of many different parks. What I don't often see in the city, but sometimes experience when I go outside the city, is a multigenerational experience in the parks. Some parks are for teenagers because they have basketball courts. Some parks are more for toddlers because they have wading pools. Some parks are more for the adult set with softball or soccer fields. I'd like to see multi-use spaces with deeper outdoor pools, indoor spaces for adult crafts and classes, etc. Public spaces for people to come together.	7/15/2018
3446	77	/policies/park-access/	I'm bummed that none of the action steps includes safety and security, other than pedestrian crossings. At the very least, sufficient resources should be allocated for policing these spaces.	7/15/2018
3447	82	/policies/aging/	What about lowering property taxes for seniors? That alone would benefit seniors greatly. I suggest cutting current total property taxes in half for seniors living in their own homes, and not raising them as long as the house is owner occupied by the current senior citizens. There is nothing above even MENTIONING the burden of property taxes on senior citizens/retirees. This would make housing way more available for a valued portion of our community. Then, more of us can age in our communities without the necessity of moving.	7/15/2018
3448	1	/policies/access-to-housing/	I am a homeowner in the Lynnhurst neighborhood, and I support the proposed zoning changes. My neighborhood is lovely, but it saddens me how little racial and economic diversity it has. I believe that this is a correct step to work toward making Minneapolis a great place for all. I do worry that there are not clear enough guidelines for how the city will ensure that new development stays affordable--we do not want to tear down mid sized homes just to replace them with luxury condos. Looking forward to hearing more about how you will do this.	7/15/2018

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3449	18	/policies/walking/	Walking can be an enjoyable pastime, and some members of my household do walk regularly for that reason. But very few city residents live close enough to their place of employment to be able to walk to work. And the nearest destination service area (grocery and pharmacy) to my household is nearly a mile away - OK for the young and/or fit, but most people aren't young/fit enough to carry three bags of groceries that distance. Nor is it reasonable to believe that ensuring no one lives more than a quarter mile from a service business can be accomplished, in large part because that many businesses, located that close to each other, cannot be profitably sustained. Or to expect residents to be willing to shop every day to keep the number and/or size of packages manageable. As positive as these action steps are, the likelihood that they will encourage more people to walk more places is very low; limited resources (and they are always limited) would be better spent on changes with a greater chance of having a significant impact.	7/15/2018
3450	81	/policies/social-connectedness/	The built environment of Minneapolis should be more like Rome than Houston, as it will be more conducive to social connectedness.	7/15/2018
3451	6	/policies/pedestrian-oriented-building-and-site-design/	The built environment of Minneapolis should be more like Rome than Houston, as it will be more conducive to Pedestrian-Oriented Building and Site Design. The city around sites need to be built to prioritize pedestrians and cyclists so there are pedestrians to justify, utilize, and experience these designs.	7/15/2018
3452	7	/policies/public-realm/	The built environment of Minneapolis should be more like Rome than Houston, as it will be more conducive to a public realm that encourages walking and supports a high-quality and distinctive built environment. This means public plazas that contain art, recreation and relaxation opportunities that encourage public recreation, are surrounded by small storefronts and housing, and connected with pedestrian friendly car-restricted/low-traffic woonerfs.	7/15/2018
3453	10	/policies/street-grid/	The built environment of Minneapolis should look more like Rome than Houston. This policy makes this impossible to achieve and should be refined. The commitment to the traditional street grid needs to be overlaid with a stronger effort to connect pedestrian friendly spaces with pedestrian-friendly connections. The city needs to more actively discourage or, ideally, prohibit car use on residential streets, using every tool at its disposal, including reduced speed limits, raised pedestrian crossings that act as natural speed bumps, narrowing streets, replacing street parking with bike infrastructure and wider sidewalks and boulevards, establishing market priced parking throughout the city, providing adequate alternatives to car travel and more.	7/15/2018
3454	19	/policies/bicycling/	Bike lanes don't cause car traffic, cars do. Every comment attributing car traffic to bicycle infrastructure is misdirection. The city needs more separated infrastructure. Separated infrastructure provides a benefit to people driving in cars, whether they realize it or not, because it means fewer cyclists that they need to share the road with. Without separated infrastructure, cyclists have a right to use the road, so they wind up participating in (and adding to) the traffic automobilists claim they want to reduce. Separated infrastructure is the only way to achieve City goals for climate, healthy population, social connectedness, and many others. People's distorted views from behind their windshields are of little value when determining how effective or useful separated infrastructure is.	7/15/2018
3455	35	/policies/innovative-housing-types/	This sounds a great idea. Let's move forward and change our policies to allow the new construction of housing other than single family homes.	7/15/2018
3456	22	/policies/downtown-transportation/	Bury the train.	7/15/2018
3457	21	/policies/freight/	Use of smaller delivery trucks should be required, not just encouraged. The city should require transfer of freight at terminals ringing the city.	7/15/2018
3458	49	/policies/educational-and-economic-access/	This is vague. HOW do you plan to take these action steps? What funding is required? What metrics will be used? What does success look like?	7/15/2018

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3459	0.1	/topics/land-use-built-form/	<p>I am hopeful that the 2040 plan is more about making our city livable and promoting racial equity, but in addition, I believe the following items should be addressed: I post this in hope to expand the discussion about the Minneapolis 2040 plan; specifically to identify important gaps I see in the plan.</p> <ol style="list-style-type: none"> 1. Infrastructure. Streets, alleys, street trees, and utilities; upgrades to public infrastructure systems necessitated by development should be addressed as part of the cost of development. 2. Innovation. Allowing development at this scale should require innovations such as mini-district energy systems, storm and gray water capture and reuse, architecture that emphasizes low energy building design. 3. Triple bottom line. The calculus must consider the fiscal, social, and environmental implications of each and every development. 4. Governance and neighborhood input. The plan is silent on the role of both municipal and neighborhood input, scrutiny, and oversight. When it comes to development, checks and balances are important and worth mentioning. 	7/15/2018
3460	50	/policies/access-to-technology/	<p>What does "remove barriers" look like? How do we know when the barriers are fully removed? And who is funding this? Is there a budget?</p>	7/15/2018
3461	0.1	/topics/land-use-built-form/	<p>I am hopeful that the 2040 plan is more about making our city livable and promoting racial equity, but in addition, I believe the following items should be addressed: I post this in hope to expand the discussion about the Minneapolis 2040 plan; specifically to identify important gaps I see in the plan.</p> <ol style="list-style-type: none"> 1. Infrastructure. Streets, alleys, street trees, and utilities; upgrades to public infrastructure systems necessitated by development should be addressed as part of the cost of development. 2. Innovation. Allowing development at this scale should require innovations such as mini-district energy systems, storm and gray water capture and reuse, architecture that emphasizes low energy building design. 3. Triple bottom line. The calculus must consider the fiscal, social, and environmental implications of each and every development. 4. Governance and neighborhood input. The plan is silent on the role of both municipal and neighborhood input, scrutiny, and oversight. When it comes to development, checks and balances are important and worth mentioning. 	7/15/2018
3462	6	/policies/pedestrian-oriented-building-and-site-de	<p>Please do not give much weight to comments that say the city is not currently built for "this," where "this" is one of the policies that promote and benefit sustainable modes of transportation. It's question begging. That's the very purpose of this plan, to scrutinize how the city's land use should change to be the city that *is* built to accommodate a sustainable future. Doing that entails envisioning a different city than we have today, one where those forms of transportation are viable and preferred by the city's residents.</p>	7/15/2018

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3463	0.1	/topics/land-use-built-form/	<p>My name is Michelle Poeschel. I live at 2549 31st Ave S in Seward neighborhood. I am deeply concerned about having such enormous 6 story apartments potentially right across the street from my house. One problem I have is that the infrastructure here doesn't support such high density housing on these little streets. I have lived here ten years and made many attempts to fix the current traffic problem at my intersection - accidents are routine where I live. I can't hang out in my front yard because I've had cars end up on my front lawn. I can't even imagine the increased traffic and number of accidents that will happen if you put such big buildings in. There are a lot of parks in the neighborhood and kids biking and walking and I can't imagine how the current neighborhood would support such a high density proposal.</p> <p>Your proposal seems to identify the greenway as a high traffic corridor, but that is not the reality. The reality is a lot of people aren't going to be travelling on the greenway. As a single woman who bikes to work and to get around, I can't use the greenway at night because it isn't safe. I use the streets to bike at night because of how unsafe the greenway is. The irony is that you will be making the streets more unsafe by adding so much traffic to them. No single woman is biking down the greenway at night - it is not a viable transit option for many of us so it is crazy to plan for the greenway being a major traffic corridor and using that as your rationale for making such huge developments. It is a real male-centered idea. It's also unrealistic. The main way people get around is by the streets and people will be zipping through to get to the freeway like they do now, but a lot more of them.</p> <p>Further, I and many of my neighbors garden. I have put a lot and time and effort into my garden. Constructing six stories across the street from me will instantly turn my garden into a shade garden and I don't think that it is very respectful of me and my neighbors' use of our property to propose allowing such a large building.</p> <p>I also find it irritating that you don't propose these large scale developments in the wealthier parts of the Seward neighborhood towards the River. I hardly think that's a coincidence.</p> <p>I know that the city needs housing and I am happy to have more housing added to our neighborhood, but let's have it fit in and make sense. I feel like the city is putting developers making money over the people who actually live in this neighborhood.</p>	7/15/2018
3464	1	/policies/access-to-housing/	<p>The underlying premise of a tightened supply of housing is fundamentally incorrect. It isn't solely about an actual number of homes; rather, the supply of housing turnover remains exceedingly tight because of the following issues: 1) lack of eligible millennial buyers owing to too-high student debt levels; and 2) an unwillingness to sell a home (say in the case of an aging Baby Boomer) because comparable housing is not available at affordable rates as they downsize. Our household is adamantly against allowing for the "free-zoning" of fourplexes or multi-family houses on neighborhood interiors currently zoned as single-family homes. Why not "free-zone" under-utilized commercial zones for multi-family homes? People WILL move out of the city, home prices WILL drop, as will property tax values and therefore revenues. This will be the unintended consequence of the Minneapolis 2040 plan.</p>	7/15/2018
3465	20	/policies/transit/	<p>Members of my household were transit commuters (bus was our only option) for more than thirty years. In that time, our options went from express service on one bus to both downtown and to the university, to a required transfer at 35W for trips to the university, to schedule cutbacks on downtown service that eliminated both the earliest and latest runs - in short, a steady erosion in both comfort and convenience. I've also read recently that Metro Transit has been unable to fill more than fifty open positions for bus drivers. Beyond that, the state legislature has become increasingly unwilling to fund any mass transit, and Minneapolis certainly can't fund it alone. By all means, work on several fronts to attempt to improve the situation - but don't pretend that it will be anything but a long, difficult process. And don't attempt to justify immediately rezoning significant parts of the city by claiming increased availability of transit options that don't exist now, and, given the political climate, are unlikely to exist anytime soon.</p>	7/15/2018
3466	15	/policies/transportation-and-equity/	<p>In what ways has the city reached out to the community about this? Today was the first I even HEARD about this...from a neighbor. Not the city. Who is running this??? If you haven't even Followed through with reaching out and communicating with the residents of Minneapolis, how can you be trusted with this vague plan!?</p>	7/15/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

3467	0.1	/topics/land-use-built-form/	<p>I am Kathleen Raynier and I've been the owner of my residence at 2916 E. 25th Street for three years, although I have been a visitor for the last 14 years. I love the mix of people here, and that I can get about on foot to several businesses around here and feel safe doing so.</p> <p>When I arrived here this June, two stilt-walkers were making their way along Matthews Park, with children following: what a welcome! My own grandchildren attended a day camp at Pinwheel, 2731 E. 25th St., and I even volunteered a little time there. These artists add a lot of sparkle to our community. Cafe Racer Kitchen and the Birchwood Cafe are also right on my street, convenient to me and my neighbors and guests. My neighbors and I enjoy Kings' Fair and the local Halloween Parade, which are supported by businesses and residents. I see that some businesses have been able to re-zone and that your plan includes a commercial re-zoning for 2731, the artists' space. That would be most welcome, allowing for full use and continuation of their programs and events that benefit us here in Seward and the city as a whole. As you see, I like the mix of residential and commercial, even some industrial use. But what are you thinking, in your wisdom, to propose buildings as high as six stories alongside our mainly residential neighborhoods? Many cities have allowed high rise luxury housing to tower over their most beautiful neighborhoods. Minneapolis should expand both residential and commercial spaces, but not allow that.</p>	7/15/2018
3468	0.1	/topics/land-use-built-form/	<p>The area of Sheridan Avenue South from 43rd and Upton north to Lake Bde Maka Ska has been designated as Corridor 4 by some planners in this Draft. This is wholly inconsistent with the nature of the area which is now single family housing, and wholly inconsistent with the current nature of the neighborhood and inconsistent with the carefully considered Linden Hills Small Area plan of 2013. It would permit 4-story apartment buildings along this route and do serious harm to the charm and livability of this neighborhood. The 2040 Comprehensive plan needs to remain consistent with the Linden Hills Small Area Plan. This focus growth carefully at the 43rd and Upton, and 44th and France nodes and along 44th. Linden Hills Corridor 4 and Interior 3 areas need to be contained ONLY within the areas defined in the Linden Hills Small Area Plan.</p>	7/15/2018

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3469	0.1 /topics/land-use-built-form/	<p>Regarding the Draft 2040 plan for Minneapolis, there are several issues with the current draft that are concerning. In general, I find the plan without enough detail around how the goals will be accomplished.</p> <ol style="list-style-type: none"> 1. While the goal is to provide affordable housing, there is no clarity around how this will be accomplished with the current plan. Even if requirements are set for builders, it won't likely be equitable competition for families to compete in the purchase process with a developer. An example is the cost of housing in the new building at the corner of Sheridan and 42nd in SW Minneapolis. Definitely higher density. Definitely not affordable. 2. Decrease in owner-occupied homes: The designation of 3-4 story structures along long corridors of Bryant, Xerxes, and York, for example, where single-family housing exists today fails to address the reasons people first purchased in the neighborhood--to live in a community of single family homes or duplexes. The landscape of owner-occupied homes will diminish. Under this plan, there's likely no way a family of moderate means could afford to compete with the deep pockets of a developer when purchasing. Even today, it's there is no home available under \$300,000 in Ward 13. 3. While some may argue that this plan will increase my property value, which is part of the rezoned area, I'm not convinced. First, potential buyers wouldn't likely want to purchase a home knowing that there's potential to have a single family home dwarfed by 3- or 4-story buildings 3 sides. That leaves only developers, who will know they're the only potential buyers in the market. I'm unclear on what kind of dynamic is created should this be the case. 4. As you know, density increases vehicles, road usage, transportation, and the value of nearby properties. In the past 10 years, Uptown has become increasingly difficult to park in due to the lack of off-street parking spaces built with the mid-rise buildings that were added. Because the metropolitan area is far behind in developed public transportation, people need to have cars, so how will the need for off-street parking be addressed? Added transportation isn't going to solve the problem in the short term. The largest employer, Unitedhealthcare, is on a bus line that takes 60+ minutes to get to work vs. a 25 minute drive. Someone working there is not going to opt-into an additional hour of commutation via public transportation. 5. How will you manage the additional stormwater runoff, already a problem today? What about all the currently underfunded infrastructures? The action plans do not have any details outlined of how the goals will be accomplished. 	7/16/2018
3470	1 /policies/access-to-housing/	<p>I am opposed to and reject item e. in this policy. Those of us who have chosen to purchase single family homes in the neighborhood we live in did so for a reason. At different stages in my life I have lived in apartments, duplexes and townhouses. When I made a choice to purchase a single family home it was because I wanted the lifestyle offered by such a neighborhood. Specifically, less congestion, less traffic, less noise, etc. There are now single family homes, duplexes and townhouses in the Bryn Mawr area and it provides a good mix of housing without destroying the "neighborhood feel" (e.g. knowing the names of folks in the area, space for children to play, ability to walk/bike/run, etc in the area without being threatened by traffic). Stuffing 4-plexes into single family lots changes the environment. As a psychologist, I urge you to look at research on the effects of overcrowding - increased anger, increased interpersonal aggression and decreased happiness. In addition, there has been an increase in multi-unit dwellings in Minneapolis and these continue to be built ad nauseum. They all look alike and are creating mini downtown-like areas. None of these have created affordable, accessible housing. In fact, I would not be able to afford to live in the majority of these places - they are more costly than my home. If I or those living in my area wanted to live downtown, we would. Many residents in the areas where these buildings have gone up have been opposed and spoken out; however, city representatives do not appear to be listening.</p>	7/16/2018
3471	0.1 /topics/land-use-built-form/	<p>I live at 1042 Cedar View Drive. The proposed build form for this neighborhood is Build Form Corridor 6 and is directly adjacent to a proposed Build Form Transit 15 area which includes the proposed Bryn Mawr Transit Station. I STRONGLY feel my neighborhood should remain a Build Form Interior 2 areas as the area is so small that anything beyond this would destroy the close knit sense of commitment that the residents have to the health and well-being of the neighborhood, and each other - something that is all too easily lost when the density is increased. I STRONGLY feel the adjacent vacant lot at 1031 Madeira Ave and that area should be (remain?) a Build Form Corridor 4 area for the same reasons stated above. Thank you for your consideration.</p>	7/16/2018

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3472	33	/policies/affordable-housing-production/	<p>The proposed changes to the zoning regulations are just a smokescreen for GENTRIFICATION. This blanket upzoning of the entire city does not address affordable housing in a smart way. NEW DEVELOPMENT without any affordable housing provisions will only DISPLACE POOR PEOPLE and drive them out of the city. Increasing housing supply with new luxury condos and apartments will turn this city into a LESS VIBRANT and LESS DIVERSE city. Look how San Francisco and Seattle have become playgrounds for the wealthy. Look at our own city and see how the new housing in UPTOWN is destroying its once quirky individuality. See how the new high rises near St. Anthony Main and Northeast have raised rents for both businesses and residents.</p> <p>STOP DISPLACING POOR PEOPLE BY FEEDING DEVELOPERS! If the city truly wants to help people with affordable housing, then there needs to be more investment in organizations like the City of Lakes Community Land Trust. HELP people buy homes. Don't assume that poor people want to live in some apartment on a busy street. These are people with children! They have a need and a desire for a front yard, back yard, and (shockingly) a CAR to transport themselves and their children. There is a REASON why the US government and tax code promote home ownership. It promotes pride, investment, and stability for communities.</p> <p>BE SMART about the current zoning regulations. If owners of current multi-plexes want to tear down, please let them replace it with another multi-plex. Don't handcuff them into building a single family house. How easy is this?</p> <p>ENCOURAGE and SUPPORT current multi-plex owners by offering property tax abatements for providing low income housing.</p> <p>DO NOT LET THE MARKET solve the problem of affordable housing. Market rates only INCREASE rents and taxes for everybody else. "We're increasing the value of the neighborhood and your property," developers always say. But who's selling their house? I want to stay in my house and not pay increased property taxes for the big McMansion. Whether it is a McMansion or a luxury six-plex, only the developers win.</p> <p>PLEASE LISTEN TO THE PEOPLE OF MINNEAPOLIS! WE ARE PAYING ATTENTION AND WE ARE UPSET. BE SMART ABOUT CHANGES AND IMPLEMENT THEM SLOWLY. REMEMBER HOW WE LOST THE GATEWAY DISTRICT. REMEMBER HOW THE HIGHWAYS DIVIDED NEIGHBORHOODS. KEEP MINNEAPOLIS GREEN.</p>	7/16/2018
3473	1	/policies/access-to-housing/	<p>I have read the Mayor being quoted in the newspaper as saying "you should be able to live in a neighborhood of your choosing." REALLY? What if I can't afford it? Should I still be able to live there? What does this mean? And what are his intentions? When I hear a quote like that, I am very skeptical about the intentions of these policies.</p> <p>Defenders of the 2040 plan cite all of these housing policies of the past as having drawn up the city as it is today...but trying to reverse the results by reversing the current housing policy will not have the same tit-for-tat effect. It is NAIVE to believe that upzoning will create equity throughout our city and release us from our past wrongs.</p> <p>Upzoning in today's era will result in MORE DISPARITY. These new housing units are going to be offered at MARKET RATES and there are no affordable housing provisions in them. This is gentrification and it will push the very same disadvantaged people that these policies purport to help out of the city.</p> <p>The 2040 plan is actually RACIST and its unintended result will be to displace poor people further from the city. Minneapolis will become a playground for the rich. Please go back to the drawing table and re-work the 2040 plan.</p>	7/16/2018
3474	3	/policies/production-and-processing/	<p>Have a regulation the city hire employees that live in the city. Have incentives that private employers hire employees that live in the city.</p>	7/16/2018
3475	1	/policies/access-to-housing/	<p>I'm SO happy that the city is taking steps to increase housing density and create more affordable housing! I love living in the Twin Cities, but the current cost of housing is disproportionately high. The shortage of both rentals and homes for sale really puts renters and buyers in a vulnerable, challenging position. I feel like I've had to scramble for housing multiple times since moving here, and I'm lucky enough to have disposable income. We need more homes! We also need stronger protections for renters, and more protection of naturally-occurring affordable housing.</p>	7/16/2018

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3476	88	/policies/public-services-policy/	<p>It is so IRONIC that one of the goals is to increase civic participation. In what way was this 2040 plan communicated to residents? There are some MAJOR changes that affect residents and we have to go on the internet to navigate this octopus of a website? Is it in different languages? NO, then you have not engaged some of our residents. Is there a written format? NO, then you have left out a bunch of people who do not have access to the internet or are not savvy enough to navigate this crockpot of crap website.</p> <p>By the way, I am not a southwest resident who is concerned about my house being bulldozed. I am a southwest resident who is concerned that other more vulnerable areas of Minneapolis will be subject to speculation, development, and gentrification. We have seen it happen before and we are not happy about it, even if it's not in our neighborhood.</p> <p>Also, it is IRONIC that you cite the concerns of Minneapolis' residents by saying about half of them don't think they can influence the decisions at the city level. That's because that is TRUE! Neighbors have invested much time into small area plans and have them ignored by the city. Yes, that happened to Linden Hills. So when it came time for the Fulton neighborhood to create one, the Linden Hills group told Fulton, "Don't waste your time." When the neighbors of 36th and Bryant came together to protest the variances, they were shut out!</p> <p>The 2040 housing plan has very nice and pretty guidelines for this new multi-plex housing, but this does not stop some unelected committee from handing out variances to developers. We residents are not stupid. Developers help your campaigns. Developers are on planning committees. Developers are talking to you during the day. Developers are telling you they want to form a "partnership" to help the city. For once, why won't the city partner up with its own residents? Why not listen to us?</p> <p>Personally, my neighbors and I are deeply pessimistic. This is a done deal. These public comments will not be read. The petitions delivered to City Hall will not be considered. The community meetings were held for residents to vent but Heather Worthington was not open to listening. She was condescending, brushed off valid concerns, and at one point in a recent meeting, refused to answer any more questions about the upzoning rules. In fact, she said rather dismissively that the four-plex thing probably wouldn't go through. And then, no explanation for that. How about some respect for the neighbors? How about understanding the actual rationale for our anger?</p> <p>The truth is, it's not about our property values or more neighbors. We are angry because we know that the city isn't listening to us. We are angry because our voices don't matter. This is true if you are a resident of North Minneapolis or Southwest Minneapolis. OUR MAYOR AND CITY COUNCIL ARE NOT LISTENING TO US!</p>	7/16/2018
3477	2	/policies/access-to-employment/	<p>I support having more offices/workplaces connected to public transit! I consider it a great perk of a potential workplace if it's well-connected to bus/rail lines, and I know a lot of people who feel the same way. Nobody wants to be stuck in their car in traffic every morning and every evening, and you don't have to live that way if you can commute with public transit!</p>	7/16/2018
3478	0.1	/topics/land-use-built-form/	<p>This is too much. The communities of Southwest Minneapolis are attractive because of their relative quiet and unique, classic architecture. The use of major corridors for multi-family housing seems reasonable, but there is no reason to spread that to the surrounding, low-density residential blocks. Also, much of the development that is currently underway is poorly designed, cheap looking, and does not fit with the spirit of the community. Take the new apartment building on the 3500 block of Dupont Avenue as an example. A classic brick apartment building was replaced by a narrow, tall structure with clashing exterior cladding. We see this everywhere around town, and it is a mind-boggling development after all the fights around "monster houses" of a few years ago.</p>	7/16/2018
3479	36	/policies/innovative-housing-strategies/	<p>I'm extremely supportive of efforts to preserve and expand affordable housing! In my neighborhood, small \$200k-\$300k houses are increasingly being replaced by \$500k+ houses. These expensive houses are the same size as a triplex or a fourplex, but they only house one family, and almost no one can afford them. I definitely can't, and I'm worried that I won't be able to ever buy a house here when so much of the affordable housing stock is being replaced by mega-homes. :(</p>	7/16/2018
3480	35	/policies/innovative-housing-types/	<p>I would LOVE to see the city allow and encourage more co-housing options and developments (e.g. baugruppen in Germany). This would be a truly innovative practice, and I think it could be of huge interest to lots of different demographic groups, including young families, single adults, and empty-nesters. As a bonus, that type of housing can foster more social cohesion and civic identity than typical single-family housing. Let's lead the way, Minneapolis!</p>	7/16/2018

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3481	37	/policies/mixed-income-housing/	Adding more density to the already congested south Minneapolis areas is not the solution. This is a cop out - that developers will happily exploit, leading to a poorer quality of life and livability for all.	7/16/2018
3482	19	/policies/bicycling/	I'm very supportive of the city improving and expanding bike infrastructure! I love bicycling for commuting and errands, and I think Minneapolis still has so much unrealized potential as a bike-friendly city. Not everyone is able (or will choose) to bike for purpose or pleasure, but many people will if they feel safe doing so, and every car trip that's replaced with a bike trip cuts down on traffic, parking, and greenhouse gases. That's a win for everyone, including drivers.	7/16/2018
3483	0.1	/topics/land-use-built-form/	<p>I am opposed to the plan to reduce zoning restrictions and limits on building along the traffic corridors in the 13th ward. I am very concerned about how this would affect our neighborhood of Lynnhurst. My family and my neighbors selected to live in this neighborhood as it is primarily single family historic homes and we enjoy the character of our current neighborhood. It is also hard to imagine how current streets would handle traffic and other infrastructure necessary for suggested densities of 2-4 fold what is currently residing along these routes.</p> <p>Two of the many audacious policies included in the 2040 plan are to maintain connected people and to maintain the history and culture of our neighborhoods. Our neighborhood is already very connected and content in its being. I cannot see how exposing our neighborhood to desires of developers profit seeking will improve our quality of life.</p>	7/16/2018
3484	19	/policies/bicycling/	The mpls greenway is the most extraordinary asset the city has facilitated in the last 15 years. Revolutionary. Connects neighborhoods and people across the city. Do more!	7/16/2018
3485	4	/policies/access-to-commercial-goods-and-service	It is not reasonable to expect that there will be consistent and economical retail available within walking distance in all high density areas even if space is made available. Small business cannot always compete with large retail and consumers may not afford or utilize small retailers.	7/16/2018
3486	8	/policies/public-safety-through-environmental-de	I'm glad Minneapolis is working to get more "eyes on the street"! I support this. I hate how desolate certain areas of the city (especially downtown) can feel after 5 pm. I'm also really sick of being harassed, threatened and catcalled by random men, which happens frequently	7/16/2018
3487	4	/policies/access-to-commercial-goods-and-service	There is an assumption here that no one uses eco friendly vehicles. That assumption is wrong.	7/16/2018
3488	35	/policies/innovative-housing-types/	The goals are laudable. But some of the proposed policies are misguided. Do not add more density to an insanely crowded south Minneapolis. Facilitate cooperative housing, senior housing and tiny house communities. Create new residential living and amenities along the river in north mpls and along light rail.	7/16/2018

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			<p>Fourplexes on every city lot? That is ridiculous. What is the size of a city lot? Well, that depends where you live! Some people talk about how there are these single family homes on HUGE lots. That's true. There are certainly some of those. And then there are many of us who live in small 1200-2000 square foot homes in SMALL city lots. Our windows basically look into our neighbors. So when I express outrage, it is because I live on a small city lot. And I'm sure somebody else on the other side of the fence thinks that I am living on one of those HUGE lots with space for a six-plex. This blanket upzoning doesn't work. The blanket single family home rule doesn't work either. CUSTOMIZE the zoning laws. If there is a current duplex in a neighborhood zoned for single family homes, allow that property to be torn down and re-built as a duplex.</p> <p>I know there are some lovely historic four-plexes and six-plexes that currently exist in harmony with single family homes. Yes, we know. For many of the residents here, we have lived in them when we were younger renters. Those are the older complexes. NEW LUXURY UNITS will never be that small, because everyone wants tall, loft-like ceilings, large kitchens, large bathrooms, large closets, and large living spaces. THAT is the concern! The guidelines for new construction are just a worthless piece of crapadoodle. Have you ever heard about VARIANCES? Developers have. As long as the developers requests are in line with a city's long-range goals, the variance is granted! Push the height up, decrease the setbacks...no problem.</p> <p>Please do not be so disrespectful to the residents of Minneapolis by assuming that we are racist or exclusionary when we voice our objections to the 2040 plan. We see this plan as a smokescreen for developers to make money and to push poor people out of the city. It has happened already in Northeast. We are not obstacles to change or progress. We are just highly skeptical of plans that don't have the community's long-term interest in mind. Minneapolis governance hasn't given residents much to trust (police shootings of its own innocent residents, the use of north Minnapolis as political bait, the persistent divide between the city's black residents and police) and it sure hasn't listened to us.</p>	7/16/2018
3489	0.1	/topics/land-use-built-form/	In fact, I just want to know...will anybody read this at all? Or will the yay or nay votes be calculated by unpaid interns?	
3490	19	/policies/bicycling/	It is time to charge a licensing fee for bikes to pay for the development and maintenance of bikeways and services.	7/16/2018
3491	49	/policies/educational-and-economic-access/	<p>One of the most impactful ways that a city can help a struggling worker is to PROVIDE CHILD CARE. People cannot go to school or work without quality child care.</p> <p>FREE CHILD CARE. FREE CHILD CARE. FREE CHILD CARE.</p> <p>Level the playing field. FREE CHILD CARE.</p>	7/16/2018
3492	18	/policies/walking/	There needs to be something added related to individuals with disabilities and limited mobility. None of the points presented in this plan facilitates individuals with disabilities and their ability or lack of ability to get around the city. How does Metro Mobility fit into this plan?	7/16/2018
3493	51	/policies/healthy-pre-k-development/	<p>FREE CHILD CARE! FREE CHILD CARE! FREE CHILD CARE!</p> <p>Allows parents to pursue educational opportunities and work. Do you know that many people with children cannot work because they have no access to dependable and quality child care?</p> <p>FREE CHILD CARE! FREE CHILD CARE! FREE CHILD CARE!</p> <p>Create a child care co-op! FREE CHILD CARE!</p>	7/16/2018

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3494	20	/policies/transit/	<p>It seems that NE Minneapolis, particularly the area between Johnson and Stinson have been left out of any plans to improve transit options. There needs to be some Rapid Transit options that run North/South in this area and then run west into downtown.</p> <p>Another thought is that it would be very advantageous to convert the rail that Crosses 37th at Stinson and heads SW to a light rail line. While Light rail has been extended to all the other major directions of the city, again, NE has been left out of this amazing option.</p> <p>A light rail line along this existing corridor would allow for transit options into the North and Northeast Suburbs, as well as give some options for people of NE Minneapolis. While traffic is not a terrible problem up here, as people age out of this community, it will be the next traffic nightmare if good transit options are not developed.</p> <p>It will not be enough to add a trolley on central as this would not be a helpful option for most of NE. Options further E are necessary.</p>	7/16/2018
3495	63	/policies/food-access/	<p>Serve high quality healthy food in the schools! This is where it begins. Why in the world are we offering chocolate milk to children? Of what benefit is that added sugar?</p> <p>Serve high quality healthy food in government buildings! Remove pop.</p>	7/16/2018
3496	0.1	/topics/land-use-built-form/	<p>More Mixed Use in the Far NE! (Johnson/Stinson North of 30th St NE)</p> <p>Transit stations in this area as well</p>	7/16/2018
3497	70	/policies/ecology-and-habitat/	<p>Remove the locks and dams. This will add park space next to the river and create better habitat for plants and animals.</p>	7/16/2018
3498	70	/policies/ecology-and-habitat/	<p>The army corps is currently looking at removing the locks and dams. Help support the process of removing them and get a plan in place for adaptive reuse.</p>	7/16/2018
3499	34	/policies/affordable-housing-preservation/	<p>A good idea to preserve existing low cost rental units where low income families currently live, the city of Minneapolis has in interest in keeping the tax valuations low enough so that landlords don't increase the rents on these residents.</p>	7/16/2018
3500	17	/policies/complete-streets/	<p>If you are going to prioritize everything but cars, then how are you going to serve those who can't or are not comfortable bicycling, especially in winter or people with children, groceries, or disabilities. Considering how few Rapid Transit lines we have, it seems that a lot more transit would be necessary. With the sprawl that has developed over many years, how do you serve people who don't live downtown and need to get other places than along major routes?</p> <p>I grew up in Brooklyn, NY where the buses and subways work amazingly, in a very high density city, because the transit is so dense. How could you create that here.?</p> <p>I live along W28th Street, which has recently lost one lane to a bus lane. This creates a lot of traffic congestion. Why do that when the greenway is parallel to W28th, has lots of bike traffic, both directions, and I rarely see bikers on 28th?</p>	7/16/2018
3501	0.1	/topics/land-use-built-form/	<p>The city needs to work with the state of Minnesota and Mndot to design better urban highways. Highway 55 has no trees, and is extremely dangerous.</p>	7/16/2018
3502	82	/policies/aging/	<p>I think Minneapolis should also look at supporting aging in place and multigenerational living. To do this, the city needs to support accessory dwelling units, universal design, and public transit.</p>	7/16/2018
3503	0.2	/small-area-plans/	<p>There needs to be more focus on the public space at Hiawatha and lake. The highway, underpass, and target parking lot are absolutely terrible. There is no vision or larger design for the greater area.</p>	7/16/2018
3504	56	/policies/supporting-small-businesses/	<p>Really worried about "prioritizing" the opportunity creation based on people's gender and skin color. I feel very much against institutional racism in all forms. This will not be a good thing for Minneapolis.</p>	7/16/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

3505	1	/policies/access-to-housing/	<p>I am for smart increasing of density with precise zoning. What you are doing with "upzoning" basically all single-family neighborhoods to quads is creating a disastrous zoning policy that has no significant precedent, no relevant data and no analysis. It is your "hope" that this will work and all you will do is destroy many neighborhoods, especially your biggest economic engine which is southwest Mpls. The economics of this make no sense. There is quite clear data when more density is allowed on a site, it raises it's value thus removing ability for lower priced starter homes, etc. Only subsidized housing has been proven successful. This will also be random spot zoning based on what neighbor wants to "sell out". Single-family homes group together as it is desirable for the families. This has been acknowledged by your planner that this density will not create more accessible housing! Density is not a panacea! You will always be known for destroying the fabric of many neighborhoods in this city. Make decisions on data and analysis not on hope! Good intentions with bad strategy creates huge mistakes! Think of the 60's and 70's and urban renewal.</p>	7/16/2018
3506	6	/policies/pedestrian-oriented-building-and-site-de	<p>I think some of you elected people have lost touch with reality. One example is the so called bicycle initiative. 1-3 years since the costly 36th street, 26th and 28th Street half-baked plan and Surprise hardly anyone is using them!! And you people are still proud of this. We have the most bike lanes in the country but have 5-6 months of winter when only a small percent of people will EVER use them. They do not use them now even on beautiful summer days. I Drive 26th and 28th street all the time and mostly never see one bicycle! As result is car GRIDLOCK already in evenings and weekends when people are off work.</p> <p>This is the build the bike lanes and people will use them way of thinking that has been implemented. You cannot force an aging population or affluent younger folks to ever give up their cars and start walking or riding a bike anywhere if they don't want to. People do drive today and will in 2040 to their favorite restaurants, sport events, day care, and yes work, lake homes and friends and family.</p> <p>This is Minnesota folks with 5-6 months of the year of WINTER, remember 10 -15 degrees temperatures. Just because a few of you are misguided on this way of thinking of a 2040 Minneapolis does not mean it will happen or is the best direction for our city.</p> <p>The City of Minneapolis has already created gentrification by allowing 12,000 high income/rental units in South Minneapolis. Driving up rents 30-40 % in last few years alone. Reality is lower than average income folks can no longer afford to live in Minneapolis because of the 12,000 high end rental units. And you want to build more and without parking provided! Consider to stop building more units! Just maybe increased density is not the answer.</p> <p>ALL you will do with more density is create gridlock and force average Minneapolis residents to leave the city, either because of rents or property taxes they cannot afford. This is the 2040 plan already not working in 2018.</p> <p>Has as there yet been any kind of statistical data researched that tells us how many people will be willing to walk, ride an share a bike or use mass transit to get to where they want to go.</p> <p>The City Council and Mayor should take a giant step back and consider the 2040 plan on the table is maybe just a fantasy that will not work. You are already tearing down neighborhoods, creating gridlock, driving average renters and property owners out of city with this way of reckless thinking.</p> <p>If there is no available room for people to move here they will have to move somewhere else! You all have already created more damage to the residents of Minneapolis that many of you will ever know or be willing to admit. It will take strong thoughtful action to stop the fantasy and do the next right thing for our future.</p>	7/16/2018
3507	18	/policies/walking/	<p>18e. Absolutely NO narrower street widths. In SW Mpls, if cars are parked on both sides of the street, only one car can fit down the middle. It's even worse in NE Mpls. It's next to impossible to have two cars pass down the street if there are cars parked on both sides of the street. This can lead to a lot of property damage if cars hit each other. Remember, if you don't allow cars into your area by eliminating parking, narrowing street widths, etc., local businesses will lose a lot of money because no one will go there.</p>	7/16/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

3508	15	/policies/transportation-and-equity/	<p>I think some of you elected people have lost touch with reality. One example is the so called bicycle initiative. 1-3 years since the costly 36th street, 26th and 28th Street half-baked plan and Surprise hardly anyone is using them!! And you people are still proud of this. We have the most bike lanes in the country but have 5-6 months of winter when only a small percent of people will EVER use them. They do not use them now even on beautiful summer days. I Drive 26th and 28th street all the time and mostly never see one bicycle! As result is car GRIDLOCK already in evenings and weekends when people are off work.</p> <p>This is the build the bike lanes and people will use them way of thinking that has been implemented. You cannot force an aging population or affluent younger folks to ever give up their cars and start walking or riding a bike anywhere if they don't want to. People do drive today and will in 2040 to their favorite restaurants, sport events, day care, and yes work, lake homes and friends and family.</p> <p>This is Minnesota folks with 5-6 months of the year of WINTER, remember 10 -15 degrees temperatures. Just because a few of you are misguided on this way of thinking of a 2040 Minneapolis does not mean it will happen or is the best direction for our city.</p> <p>The City of Minneapolis has already created gentrification by allowing 12,000 high income/rental units in South Minneapolis. Driving up rents 30-40 % in last few years alone. Reality is lower than average income folks can no longer afford to live in Minneapolis because of the 12,000 high end rental units. And you want to build more and without parking provided! Consider to stop building more units! Just maybe increased density is not the answer.</p> <p>ALL you will do with more density is create gridlock and force average Minneapolis residents to leave the city, either because of rents or property taxes they cannot afford. This is the 2040 plan already not working in 2018.</p> <p>Has as there yet been any kind of statistical data researched that tells us how many people will be willing to walk, ride an share a bike or use mass transit to get to where they want to go.</p> <p>The City Council and Mayor should take a giant step back and consider the 2040 plan on the table is maybe just a fantasy that will not work. You are already tearing down neighborhoods, creating gridlock, driving average renters and property owners out of city with this way of reckless thinking.</p> <p>If there is no available room for people to move here they will have to move somewhere else! You all have already created more damage to the residents of Minneapolis that many of you will ever know or be willing to admit. It will take strong thoughtful action to stop the fantasy and do the next right thing for our future.</p>	7/16/2018
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Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

3509	16	/policies/environmental-impacts-of-transportation	<p>I think some of you elected people have lost touch with reality. One example is the so called bicycle initiative. 1-3 years since the costly 36th street, 26th and 28th Street half-baked plan and Surprise hardly anyone is using them!! And you people are still proud of this. We have the most bike lanes in the country but have 5-6 months of winter when only a small percent of people will EVER use them. They do not use them now even on beautiful summer days. I Drive 26th and 28th street all the time and mostly never see one bicycle! As result is car GRIDLOCK already in evenings and weekends when people are off work.</p> <p>This is the build the bike lanes and people will use them way of thinking that has been implemented. You cannot force an aging population or affluent younger folks to ever give up their cars and start walking or riding a bike anywhere if they don't want to. People do drive today and will in 2040 to their favorite restaurants, sport events, day care, and yes work, lake homes and friends and family.</p> <p>This is Minnesota folks with 5-6 months of the year of WINTER, remember 10 -15 degrees temperatures. Just because a few of you are misguided on this way of thinking of a 2040 Minneapolis does not mean it will happen or is the best direction for our city.</p> <p>The City of Minneapolis has already created gentrification by allowing 12,000 high income/rental units in South Minneapolis. Driving up rents 30-40 % in last few years alone. Reality is lower than average income folks can no longer afford to live in Minneapolis because of the 12,000 high end rental units. And you want to build more and without parking provided! Consider to stop building more units! Just maybe increased density is not the answer.</p> <p>ALL you will do with more density is create gridlock and force average Minneapolis residents to leave the city, either because of rents or property taxes they cannot afford. This is the 2040 plan already not working in 2018.</p> <p>Has as there yet been any kind of statistical data researched that tells us how many people will be willing to walk, ride an share a bike or use mass transit to get to where they want to go.</p> <p>The City Council and Mayor should take a giant step back and consider the 2040 plan on the table is maybe just a fantasy that will not work. You are already tearing down neighborhoods, creating gridlock, driving average renters and property owners out of city with this way of reckless thinking.</p> <p>If there is no available room for people to move here they will have to move somewhere else! You all have already created more damage to the residents of Minneapolis that many of you will ever know or be willing to admit. It will take strong thoughtful action to stop the fantasy and do the next right thing for our future.</p>	7/16/2018
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Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

3510	17	/policies/complete-streets/	<p>I think some of you elected people have lost touch with reality. One example is the so called bicycle initiative. 1-3 years since the costly 36th street, 26th and 28th Street half-baked plan and Surprise hardly anyone is using them!! And you people are still proud of this. We have the most bike lanes in the country but have 5-6 months of winter when only a small percent of people will EVER use them. They do not use them now even on beautiful summer days. I Drive 26th and 28th street all the time and mostly never see one bicycle! As result is car GRIDLOCK already in evenings and weekends when people are off work.</p> <p>This is the build the bike lanes and people will use them way of thinking that has been implemented. You cannot force an aging population or affluent younger folks to ever give up their cars and start walking or riding a bike anywhere if they don't want to. People do drive today and will in 2040 to their favorite restaurants, sport events, day care, and yes work, lake homes and friends and family.</p> <p>This is Minnesota folks with 5-6 months of the year of WINTER, remember 10 -15 degrees temperatures. Just because a few of you are misguided on this way of thinking of a 2040 Minneapolis does not mean it will happen or is the best direction for our city.</p> <p>The City of Minneapolis has already created gentrification by allowing 12,000 high income/rental units in South Minneapolis. Driving up rents 30-40 % in last few years alone. Reality is lower than average income folks can no longer afford to live in Minneapolis because of the 12,000 high end rental units. And you want to build more and without parking provided! Consider to stop building more units! Just maybe increased density is not the answer.</p> <p>ALL you will do with more density is create gridlock and force average Minneapolis residents to leave the city, either because of rents or property taxes they cannot afford. This is the 2040 plan already not working in 2018.</p> <p>Has as there yet been any kind of statistical data researched that tells us how many people will be willing to walk, ride an share a bike or use mass transit to get to where they want to go.</p> <p>The City Council and Mayor should take a giant step back and consider the 2040 plan on the table is maybe just a fantasy that will not work. You are already tearing down neighborhoods, creating gridlock, driving average renters and property owners out of city with this way of reckless thinking.</p> <p>If there is no available room for people to move here they will have to move somewhere else! You all have already created more damage to the residents of Minneapolis that many of you will ever know or be willing to admit. It will take strong thoughtful action to stop the fantasy and do the next right thing for our future.</p>	7/16/2018
3511	88	/policies/public-services-policy/	<p>the city is lax in all areas inspections: of businesses that impact livability for impacted communities. Years of complaints go unanswered. Biz owners allowed to harass and intimidate neighbors without any repercussions from licencing</p>	7/16/2018
3512	17	/policies/complete-streets/	<p>The City will seek to accomplish the following action steps to plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes walking first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)</p> <p>THIS IS ONE OF THE DUMBEST POLICIES I'VE EVER SEEN. I'M GUESSING IT CAME FROM LISA BENDER - THE PERSON WHO IS OUT FOR HERSELF AND DEVELOPERS ONLY. No one will go to an area that they can't get to. If parking isn't provided, and there's no way to drive to an area, no one will go there. This policy helps absolutely NO ONE and really HURTS local businesses.</p>	7/16/2018
3513	17	/policies/complete-streets/	<p>UPTOWN AREA. This area is very congested and difficult to drive through. I live 3 miles from this area, but never go there because there's NO PLACE TO PARK! Parking ramps are a MUST because driving around trying to find a place to park creates a lot of excess carbon emissions in the air. Businesses are losing money. No parking ramps keep people out of the Uptown area. Look to 50th and France in Edina for a solution. They have parking ramps and surface parking to accommodate all the businesses in their area. So guess what? My business goes to Edina NOT Mpls.</p> <p>No parking means less business for business.</p>	7/16/2018

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3514	17	/policies/complete-streets/	<p>Parking!!!!!! The majority of people who invested. Southwest Minneapolis did so because our JOBS required us to drive, haul and care for families. Southwest has become the bread basket of Minneapolis. Those of us who moved to this not so flashy and smaller square footage-home to one day maybe be lucky enough to raise a family house in 1994, are now called ELITIST!!</p> <p>Southwest neighborhoods made Minneapolis cool again!</p> <p>Our sweat equity. Our children breathed fresh air into a forgotten corner of Minneapolis.</p> <p>We did an amazing job!</p> <p>Developers are now over bidding first time home buyers on a \$350,00 home. Tearing down to build something huge that ups my taxes.</p> <p>The fourplexes can be built on any lot with NO parking. AND! Worthington has zoned our blocks for development without establishing variances!</p> <p>Jeanne, this is not about density, equality, racism. The city of Minneapolis is trying to cash in on tax dollars.</p> <p>Wake up Minneapolis!!</p> <p>Those of us who have invested in our homes.....yes my home may be the most valuable asset in my retirement PortfolioManager.....this is a complete land grab without the transit to support the density .</p> <p>I am insulted offended and angry with the 2040 language!</p> <p>Worthington lives in St. Paul. She must take light rail into Minneapolis? Right? Because a car is so economically wrong and her mortgage so high living in St. Paul? At the very least, she must be taking the city bus.</p> <p>This plan is so offensive on so many levels</p>	7/16/2018
3515	26	/policies/vision-zero/	<p>Local city officials are partly the reason we have increased bike and people accidents with cars. They coddle bicycles and pedestrians with an attitude or privilege that they do not need to follow the rules of the road if they are biking or if they are crossing streets. Bikes and pedestrians would much safer if they understood they are not privileged but are sharing the roads with cars. Retrain these people to make simple eye contact before walking or biking blindly into traffic.</p> <p>I see bicycles running into pedestrians because they ALMOST ALL do not think they need to follow the rules of the road and recklessly weave in and out of traffic.</p> <p>I see grown adults and adults with children walk into traffic because they do not understand the law "within the crosswalk", they are too privileged to be bothered with being responsible for their own actions.</p>	7/16/2018
3516	28	/policies/msp-airport/	<p>You want people to walk or bike to the airport carrying 1-3 suitcases? Have you lost your minds.</p>	7/16/2018
3517	33	/policies/affordable-housing-production/	<p>Some misguided City officials have already created gentrification through its reckless acceptance of density and 12,000 high rental units in S. Minneapolis. Driving up rents 30-40% in a few years.</p> <p>Poor and middle class renters and property owners are/will be driven out of the City.</p> <p>How are you ever going to get private money to invest in construction that does not make them the highest profit? Someone is going to build rentals and offer less than the already out of reach market rents the city has created?</p>	7/16/2018
3518	2	/policies/access-to-employment/	<p>Encourage employers to utilize remote workers, hired at the same pay and with the same benefits as office workers.</p>	7/16/2018
3519	3	/policies/production-and-processing/	<p>Subsidize production and processing companies that pay higher wages to employees. Do not subsidize and charge higher rents and sale prices to retail and hospitality companies, because they pay low wages.</p>	7/16/2018
3520	5	/policies/visual-quality-of-new-development/	<p>Require building features that increase the safety, including from crime, traffic, and other dangers, of residents.</p>	7/16/2018
3521	68	/policies/energy-efficient-buildings/	<p>Subsidize solar and wind energy improvements for all 2+ unit buildings, including, duplexes, 4-plexes, etc.</p>	7/16/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

3522	12	/policies/lighting/	Street lights are a public safety issue. Increase street light coverage everywhere to increase safety. Do not use sensor or security lights, because crimes increase, and it puts residents in danger. Our street and alley lights are frequently off, and our garage has been broken into twice in four months. Criminals broke the locks each time, and our \$500 snow blower was stolen. Police do absolutely nothing to recover stolen goods.	7/16/2018
3523	14	/policies/tree-canopy-and-urban-forest/	Yes, plant more trees!	7/16/2018
3524	1	/policies/access-to-housing/	Protect existing industrial/commercial zonings to allow for sustaining and growing arts production and small businesses, and especially within the Northeast Minneapolis Arts District.	7/16/2018
3525	3	/policies/production-and-processing/	d.&.e. Protect Production Areas - do not allow non-production in Production Areas.	7/16/2018
3526	3	/policies/production-and-processing/	f. Protect older industrial buildings for future production and processing uses (not Non-Production uses).	7/16/2018
3527	5	/policies/visual-quality-of-new-development/	Add Arts Production as a protected class for production processing areas.	7/16/2018
3528	29	/policies/creative-sector-economy/	Protect existing Arts Districts.	7/16/2018
3529	30	/policies/arts-and-cultural-assets/	Protect the existing infrastructure of production space within the Northeast Minneapolis Arts District.	7/16/2018
3530	31	/policies/creative-workers/	Provide Property Tax Abatement opportunities to Arts Production Buildings to prevent the cost of space forcing artists out of the City.	7/16/2018
3531	38	/policies/affordable-housing-near-transit-and-job-	Except in existing industrial production areas.	7/16/2018
3532	54	/policies/supporting-economic-growth/	Add: improve existing properties and infrastructure	7/16/2018
3533	55	/policies/business-innovation-and-expansion/	Add preserving existing uses, assets and Art Districts.	7/16/2018
3534	56	/policies/supporting-small-businesses/	Add artists to this section (Support the development and growth of small business and artists.)	7/16/2018
3535	58	/policies/business-districts-and-corridors/	g. Support the existing Arts Districts h. Develop programs & strategies specifically aimed at maintaining affordable rents for art studios and arts production space and minimizing displacement.	7/16/2018
3536	81	/policies/social-connectedness/	*Support the existing mixed used Northeast Minneapolis Arts District as an example of a socially vital community. *Preserve existing buildings.	7/16/2018
3537	71	/policies/soil-health/	Minneapolis should be utilizing (and naming) the strategy of carbon sequestration into their soil health policies. Look up biochar as an example of what could be used to help land become carbon sinks. We are thinking too small when it comes to how soils can play a part in solving the climate issues we face and other issues like storm water management by emphasizing the benefits of active carbon sequestration in soil.	7/16/2018
3538	3	/policies/production-and-processing/	It is absolutely imperative that artists in the NE district are supported in the production of their work in their live/work spaces. In the interest of efficiency: Barbara Rogers Bridges, Ph.D., Professor - Bemidji State University bbridges@bemidjistate.edu Director-Art To Change The World info@arttochangetheworld.org www.arttochangetheworld.org Social Practice Art http://bridgescreate.com drb@bridgescreate.com 612 845 0416 FaceBook: https://www.facebook.com/barbara.bridgesrogers Bemidji DLiTE K-8 teacher licensure program http://www.bemidjistate.edu/academics/dlite Bemidji FasTrack Secondary http://www.bemidjistate.edu/academics/fastrack Everyone has an answer. Who asks a more beautiful question?	7/16/2018
3539	75	/policies/waste-reduction/	Besides improving opportunities for people to recycle in public spaces, how about also opportunities in public places to compost locally. For example, set up structured compost bins paid for by city, maintained by gardeners in community gardens where neighbors can drop off food waste instead of it putrifying in the city bins before pick up. This can be done on a limited basis at first to test pilot how it best works.	7/16/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

3540	5	/policies/visual-quality-of-new-development/	<p>I was horrified to attend a Holland neighborhood meeting where an architectural firm presented a 67 unit building with 29 parking spaces for an area where parking is already a problem. Unless you plan to restrict and permit parking, these types of proposals will destroy the neighborhood.</p> <p>It is absolutely imperative that artists in the NE district are supported in the production of their work in their live/work spaces.</p> <p>In the interest of efficiency: Barbara Rogers Bridges, Ph.D., Professor - Bemidji State University bbridges@bemidjistate.edu Director-Art To Change The World info@arttochangetheworld.org www.arttochangetheworld.org Social Practice Art http://bridgescreate.com drb@bridgescreate.com 612 845 0416 FaceBook: https://www.facebook.com/barbara.bridgesrogers Bemidji DLiTE K-8 teacher licensure program http://www.bemidjistate.edu/academics/dlite Bemidji FasTrack Secondary http://www.bemidjistate.edu/academics/fastrack Everyone has an answer. Who asks a more beautiful question?</p>	7/16/2018
3541	46	/policies/healthy-housing/	<p>Could we test pilot the city wide fourplex idea instead of implementing it entire citywide at first. I would be for duplexes and triplexes city wide but not fourplexes immediately citywide until it's been test piloted.</p>	7/16/2018
3542	29	/policies/creative-sector-economy/	<p>The NE Arts District artists brings 30,000 visitors to this neighborhood. Grant moneys have dried up. The City needs to provide economic resources or the entire trend will disappear. As the founder and director of Art to Change the World- this concerns me.</p> <p>www.arttochangetheworld.org</p> <p>It is absolutely imperative that artists in the NE district are supported in the production of their work in their live/work spaces.</p> <p>In the interest of efficiency: Barbara Rogers Bridges, Ph.D., Professor - Bemidji State University bbridges@bemidjistate.edu Director-Art To Change The World info@arttochangetheworld.org www.arttochangetheworld.org Social Practice Art http://bridgescreate.com drb@bridgescreate.com 612 845 0416 FaceBook: https://www.facebook.com/barbara.bridgesrogers Bemidji DLiTE K-8 teacher licensure program http://www.bemidjistate.edu/academics/dlite Bemidji FasTrack Secondary http://www.bemidjistate.edu/academics/fastrack Everyone has an answer. Who asks a more beautiful question?</p>	7/16/2018
3543	31	/policies/creative-workers/	<p>With the influx of multi-unit residential spaces...our work spaces are increasingly threatened.</p> <p>Barbara Rogers Bridges, Ph.D., Professor - Bemidji State University bbridges@bemidjistate.edu Director-Art To Change The World info@arttochangetheworld.org www.arttochangetheworld.org Social Practice Art http://bridgescreate.com drb@bridgescreate.com 612 845 0416 FaceBook: https://www.facebook.com/barbara.bridgesrogers Bemidji DLiTE K-8 teacher licensure program http://www.bemidjistate.edu/academics/dlite Bemidji FasTrack Secondary http://www.bemidjistate.edu/academics/fastrack Everyone has an answer. Who asks a more beautiful question?</p>	7/16/2018
3544	62	/policies/contaminated-sites/	<p>Please investigate biochar as a remediation agent for certain contaminants and use it whenever possible as a natural agent that has a carbon sequestration benefit.</p>	7/16/2018
3545	55	/policies/business-innovation-and-expansion/	<p>There needs to be an artist exemption- similar to a homestead exemption. We are being driven out by taxes.</p> <p>Barbara Rogers Bridges, Ph.D., Professor - Bemidji State University bbridges@bemidjistate.edu Director-Art To Change The World info@arttochangetheworld.org www.arttochangetheworld.org Social Practice Art http://bridgescreate.com drb@bridgescreate.com 612 845 0416 FaceBook: https://www.facebook.com/barbara.bridgesrogers Bemidji DLiTE K-8 teacher licensure program http://www.bemidjistate.edu/academics/dlite Bemidji FasTrack Secondary http://www.bemidjistate.edu/academics/fastrack Everyone has an answer. Who asks a more beautiful question?</p>	7/16/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

3546	81	/policies/social-connectedness/	<p>Edina, Bloomington and Hopkins all have art centers in their neighborhoods but the Minneapolis arts District does not. Why? The city needs to fund this project.</p> <p>Barbara Rogers Bridges, Ph.D., Professor - Bemidji State University bbridges@bemidjistate.edu Director-Art To Change The World info@arttochangetheworld.org www.arttochangetheworld.org Social Practice Art http://bridgescreate.com drb@bridgescreate.com 612 845 0416 FaceBook: https://www.facebook.com/barbara.bridgesrogers Bemidji DLiTE K-8 teacher licensure program http://www.bemidjistate.edu/academics/dlite Bemidji FasTrack Secondary http://www.bemidjistate.edu/academics/fastrack Everyone has an answer. Who asks a more beautiful question?</p>	7/16/2018
3547	61	/policies/environmental-justice/	<ol style="list-style-type: none"> 1. Biochar for contaminated sites whenever possible and effective 2. Support community gardens in parks which give preference to low income and minority groups who have historically been left out of single family home ownership. Help the community gardens be nutritionally successful by supporting onsite composting and other healthy soil practices. 	7/16/2018
3548	70	/policies/ecology-and-habitat/	<p>Please include "Utilize carbon sequestration soil practices whenever practical to contribute to healthy air, soils and water management" as a strategy.</p>	7/16/2018
3549	67	/policies/climate-resilient-communities/	<p>Including carbon sequestration as a strategy is great. It would be helpful if you listed how this can be done:</p> <ol style="list-style-type: none"> 1) Use of composting 2) Mulching 3) No synthetic fertilizer 4) No pesticides or herbicides 5) Biochar 6) Leave leaves on ground 7) Native perennials instead of annuals 8) Encourage fungi in soil <p>ETC.</p>	7/16/2018
3550	1	/policies/access-to-housing/	<p>With respect to this specific policy ambition...</p> <p>"In neighborhood interiors that contain a mix of housing types from single family homes to apartments, allow new housing within that existing range."</p> <p>...I would like to express concern and objection to the idea of allowing zoning changes in neighborhoods that currently feature single family zoned lots, particularly in the Uptown/Lowery Hill/Kenwood neighborhoods. We are already seeing developers enter our neighborhoods seeking to purchase older, smaller single family homes only to raze and replace them with larger homes that have footprints that stretch to the very borders of the lot. Should developers be given the green light to create multi-unit and mid-rise buildings in these neighborhoods, I believe this practice would be weaponized as the economics of buying up single family homes to create more profitable dwellings would utterly change the character and space of our charming neighborhoods.</p> <p>I understand and support the need for more affordable housing and am in favor of density and public transportation (I ride public transport every day). However, I fear that this change would only favor greedy developers with no long-term care for the health of our neighborhoods to sweep in and construct builder-grade dwellings that have one goal in mind: money.</p> <p>I implore the planners to consider the existing qualities of an area with an eye towards preservation of our city neighborhoods where they exist today in favor of seeking more density in areas that already have multi-family dwellings and mid/high-rises.</p>	7/16/2018
3551	1	/policies/access-to-housing/	<p>Protect existing industrial/commercial zonings to allow for sustaining and growing arts production and small businesses, and especially within the Northeast Minneapolis Arts District.</p>	7/16/2018

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3552	3	/policies/production-and-processing/	<p>Add Arts Production as a protected class for production processing areas.</p> <p>d.&.e. Protect Production Areas - do not allow non-production in Production Areas.</p> <p>f. Protect older industrial buildings for future production and processing uses (not Non-Production uses).</p>	7/16/2018
3553	36	/policies/innovative-housing-strategies/	<p>Why is the focus on pushing density in already housing, business, and transportation dense Nicollet, Penn, and Lyndale Avenues? Why are the home owners surrounding Lake Harriet not contributing to the city's goal? Why aren't new public transportation systems being considered around Lake Harriet? Looks like the wealthy will not be asked to sacrifice their clean air and green spaces for the public good. Looks like the middle and lower middle classes will be the only ones dealing with more air pollution, noise, higher temperatures, less green space and private space, and the physical and mental stress caused by increased density as well as the loss of property values. It is time to bring the neighborhoods surrounding Lake Harriet into the plan for increased density. They should be sharing in the costs of the 2040 plan also. Otherwise, this plan is completely unacceptable to rest of us.</p>	7/16/2018
3554	67	/policies/climate-resilient-communities/	<p>Please utilize the book "Drawdown: The Most Comprehensive Plan Ever Proposed to Reverse Global Warming" edited by Paul Hawken to help prioritize action steps since it has scientifically evaluated the most impactful items.</p>	7/16/2018
3555	5	/policies/visual-quality-of-new-development/	<p>Require City funded projects to include public art which is purchased locally.</p>	7/16/2018
3556	0.1	/topics/land-use-built-form/	<p>I've been a proud resident of Minneapolis since early 1966. Reading over this proposal, should it pass, makes me want to retire to a different city. Over the past 52 years I would never dream of leaving Minneapolis. Now I can't imagine a reason I'd want to stay. This plan, including the transit plan, has been made by young people with no regard for us older folks who have put blood, sweat and tears into our homes and our communities.</p>	7/16/2018
3557	29	/policies/creative-sector-economy/	<p>Protect existing Arts Districts.</p>	7/16/2018
3558	30	/policies/arts-and-cultural-assets/	<p>Protect the existing infrastructure of production space within the Northeast Minneapolis Arts District.</p>	7/16/2018
3559	31	/policies/creative-workers/	<p>Provide Property Tax Abatement opportunities to Arts Production Buildings to prevent the cost of space forcing artists out of the City.</p>	7/16/2018
3560	46	/policies/healthy-housing/	<p>Population growth is ultimately what drives the need for more housing.</p> <ol style="list-style-type: none"> 1) Lobby state and federal government to come up with a comprehensive immigration plan that supports growth goals for the city 2) support policies that educate people about family planning. 3) Consider incentives that support people who forego having children (adoption practices, big brother/sister program, etc.) 	7/16/2018
3561	38	/policies/affordable-housing-near-transit-and-job-	<p>Recognize importance of production zones as equally important.</p>	7/16/2018
3562	54	/policies/supporting-economic-growth/	<p>Create more affordable housing near transit and job centers" except in existing industrial production areas. Protect these areas.</p> <p>Add: improve existing properties and infrastructure</p>	7/16/2018
3563	46	/policies/healthy-housing/	<p>Consider property tax rebates tied to square footage and number of people in a dwelling. The more people on plot of land, the lower the property tax rate or something like that.</p>	7/16/2018
3564	55	/policies/business-innovation-and-expansion/	<p>Add preserving existing uses, assets and Art Districts.</p>	7/16/2018
3565	56	/policies/supporting-small-businesses/	<p>Name the arts and arts production as business and not just amenities.</p> <p>Add artists to this section (Support the development and growth of small business and artists.)</p>	7/16/2018
3566	58	/policies/business-districts-and-corridors/	<p>Name the arts as economic drivers.</p> <ol style="list-style-type: none"> g. Support the existing Arts Districts h. Develop programs & strategies specifically aimed at maintaining affordable rents for art studios and arts production space and minimizing displacement. 	7/16/2018
3567	81	/policies/social-connectedness/	<p>Support the existing mixed use Northeast Minneapolis Arts District as an example of a socially vital community.</p> <p>Preserve existing buildings.</p>	7/16/2018

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3568	0.1	/topics/land-use-built-form/	<p>I think the blanket application of corridor 4 and interior 3 all along streets with bus service is just giving up on actually planning where to target higher density and thinking about what will make attractive neighborhoods. Corridor 4 clashes with the land use map - its picture shows streets solid with buildings to the curb with street level shops while land use shows commercial uses limited to the existing business corners (where I think density projects should be targeted- you want those people to eschew cars? cluster them at attractive corners near parks and practical amenities like parks, libraries, every day stores and coffee shops, don't try to slather them all along the bus route. I'm actually in favor of taller buildings in targeted locations). Interior 3 shows streets solid with buildings, not like the examples we do have in the S and SW of apartment buildings in residential areas, often smaller brick buildings, set back, surrounded by trees and mixed with duplexes and single family homes. You don't project enough growth to fulfill this picture everywhere so instead of painting it all along every street and waiting to see what happens when developers pursue their profit incentive individually, how about actually planning where different levels of density make sense neighborhood by neighborhood? The goal of erasing past injustice against minorities has been used to bludgeon people who oppose this zoning but it's totally unclear how this will help achieve that goal. I live in the SW where any new construction is way outside the bounds of affordable and I own property in the S near Lake Hiawatha where the development and gentrification ship has not yet sailed and there might be more opportunity to guide it into more variety of options, maybe do some affordability with less expensive subsidization yet in an area with attractive parks and lakes (and where minorities were not previously shunted) but this plan seems to be just abdicating any real planning of how to achieve those goals.</p>	7/16/2018
3569	49	/policies/educational-and-economic-access/	<p>You are right! Success starts at birth! Every child deserves Access to Equitable Education. Our public education system is in great need to provide an excellent education preK ~ 12. We have disparities, because our housing is segregated, so in turn our schools are segregated. The greatest need is to provide for our children access to equitable, free, safe public schools that educates the whole child. Budgets in our area, (south Mpls is where I live) Mpls keeps cutting budgets and quality staff therefore crippling our schools to provide for our children. House taxes is not the way to fund our schools. The disparity and inequality happens with trying to fund our school with house taxes that keep going up, however the achievement gap does not close. Businesses need to support our schools and the MN legislature needs to fund our school and raise the per pupil given to \$10,000 dollars. So our household taxes plus, business % support, plus State of MN support can provide the resources children and teaching staff need in our public schools. The biggest problem with budget shortfalls (lack of resources) in our neighborhood schools is class sizes are too large, not enough staff to support large classes which leads to children not getting the support they need to believe in themselves and become successful and that leads to student drop out by high school. In your planning we must look to help our schools to make a better city. Include in your action steps, making sure the resources are available to our public schools. The children will be 22 by 2040!</p>	7/16/2018
3570	18	/policies/walking/	<p>I agree that walkability is a great thing. The challenge is that we live in a climate that does not allow for walking more than a block or two many months of the year. We have a dog that we walk daily and know that this walkability aspect is not realistic in the winter months. Plus any of us with families can attest that this is not realistic.</p> <p>We do need cars to get us to a number of activities. Narrowing the roads in areas that are already heavily traveled will only add to the issue we already have with traffic. Our roads are already in horrible shape and do not get repaired or plowed in a reasonable amount of time.</p>	7/16/2018
3571	35	/policies/innovative-housing-types/	<p>I have been looking for mention of innovative housing for people with disabilities. Not only physical, but intellectual disabilities. People with disabilities have very few, if any, choices. What is available through organizations like Fraser has a waiting list of many months. These people need access to public transportation, community support and affordable housing. They are challenged to find this and this keeps them from finding employment. Please consider this in your planning.</p>	7/16/2018
3572	17	/policies/complete-streets/	<p>This sounds great in draft form but is not realistic in practice for a large portion of the city. Our climate does not allow for this in the winter. Xerxes is already incredibly busy and it There already is not adequate parking for the number of businesses at 50th and Xerxes. To narrow the road even more is not going to work. Then to add the type of density you are looking at will completely exacerbate the issue. When building further away from the city center, we need to have parking available (even if it is underground) for residents and businesses.</p>	7/16/2018

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3573	1	/policies/access-to-housing/	<p>This type of Up zoning has not worked in Seattle, Portland, Fresno among others. This is plan to fail, there is nothing here that will insure affordable housing. This plan does allow for developers to com in buy up single family homes and build multifamily homes and charge the going rate. These additional units will be filled by the influx of people and therefore will not impact the rental rates. This is a plan to fail just like it has in other cities. Also this plan does nothing to address how our aging infrastructure (water and sewer) will be able to handle the additional stress these additional housing units will place on them.</p>	7/16/2018
3574	38	/policies/affordable-housing-near-transit-and-job-	<p>We need to relook at the designated transit corridors and the amount of density you are proposing to increase it to. Xerxes and Penn for example, are already busy areas. Plus, there is an elementary school right off of Penn. I think these can increase but not to the scale you are proposing. In addition, the areas they are in are furthest from the city and have a high number of families living there. Families need to have transportation not just public transportation. The current plan does not take this into account. Please rework this issue in the SW neighborhood areas.</p>	7/16/2018
3575	20	/policies/transit/	<p>When Bryant Avenue South is redesigned (Spring 2020), I would like to have buses (#4,#23,#46,#146) removed from it (50th to Lake Street). The street would no longer be a corridor, but would instead resemble neighboring Aldrich and Colfax Avenues, with stop signs every other block (AKA "the basketweave").</p> <p>There are a number of benefits to doing this:</p> <ul style="list-style-type: none"> * improved safety - current level of traffic volume and speed endanger the lives of its residents; removing traffic will decrease accidents and help prevent injuries near Barton elementary school * decreased maintenance costs - shifting traffic away from Bryant will decrease its "wear and tear", thus decreasing its total lifetime cost; given the cost to build and maintain roads, this is a very-compelling argument * decreased enforcement costs - decreased traffic volumes and speed will reduce the need for enforcement activities, allowing the police to focus their efforts on other priorities * increased property values and tax revenue - removing traffic and buses will increase the property value on Bryant, thereby increasing property-tax revenue to the City * increased livability - eliminating the Bryant-Avenue freeway will restore the neighborhood feel <p>Other rationals:</p> <ul style="list-style-type: none"> * Bryant Avenue wasn't built to be a freeway - the average distance from center of Bryant to the front façade of its buildings is much smaller than roads that were built to accommodate higher traffic volumes (e.g. Lyndale) 	7/16/2018
3576	4	/policies/access-to-commercial-goods-and-service	<p>We need more small businesses in Fulton! 50th and Xerxes is half dead, with one entire half block devoted entirely to automotive businesses. Please zone to allow more small commercial.</p>	7/16/2018
3577	1	/policies/access-to-housing/	<p>Some of your transit corridors need to be reworked. I think the amount of density you are proposing in SW is not going to improve the neighborhoods. The majority of residents have families and chose to live here because of the neighborhood feel. Our lots are small so we are already very close in proximity to our neighbors and look out for each other. We have regular neighborhood block parties and truly know one another. To add the type of density you are proposing will erode this neighborhood community. The majority of homes are historic in design and well maintained. To destroy this would be tragic. Minneapolis has a history of tearing down its historic buildings and then laments about it later.</p> <p>I truly believe each individual neighborhood in Minneapolis has its own unique character and I strongly believe that the neighborhoods need to be consulted and part of the plan to determine the density and preserve character going forward.</p>	7/16/2018

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3578	20	/policies/transit/	<p>When Bryant Avenue South is redesigned (Spring 2020), I would like to have buses (#4,#23,#46,#146) removed from it (50th to Lake Street). The street would no longer be a corridor, but would instead resemble neighboring Aldrich and Colfax Avenues, with stop signs every other block (AKA "the basketweave").</p> <p>There are a number of benefits to doing this:</p> <ul style="list-style-type: none"> * improved safety - current level of traffic volume and speed endanger the lives of its residents; removing traffic will decrease accidents and help prevent injuries near Barton elementary school * decreased maintenance costs - shifting traffic away from Bryant will decrease its "wear and tear", thus decreasing its total lifetime cost; given the cost to build and maintain roads, this is a very-compelling argument * decreased enforcement costs - decreased traffic volumes and speed will reduce the need for enforcement activities, allowing the police to focus their efforts on other priorities * increased property values and tax revenue - removing traffic and buses will increase the property value on Bryant, thereby increasing property-tax revenue to the City * increased livability - eliminating the Bryant-Avenue freeway will restore the neighborhood feel <p>Other rationals:</p> <ul style="list-style-type: none"> * Bryant Avenue wasn't built to be a freeway - the average distance from center of Bryant to the front facade of its buildings is much smaller than roads that were built to accommodate higher traffic volumes (e.g. Lyndale) 	7/16/2018
3579	1	/policies/access-to-housing/	I disagree to changes in zoning allowing larger structures in residential areas	7/16/2018
3580	0.1	/topics/land-use-built-form/	I disagree to changes in zoning allowing multi story dwellings along Xerxes Ave in South Minneapolis	7/16/2018
3581	0.1	/topics/land-use-built-form/	I live at 1033 Thomas Ave S, what is currently a beautiful street of 70 year, meticulously taken care of homes that is being proposed to turn into Corridor 6 zoning. I am heartbroken with this news as are all of my neighbors. We have children in nearly every house on the block and the thought of one of these homes selling to a developer and turned into a 6 story complex makes me so upset. There are currently office buildings nearby (Bolin, Joffe, and Lurie and some apartments on Cedar Lake), but without visiting this street you would never know of the strong neighborhood values we all share- we love Minneapolis, we love our neighborhood, we love our neighbors, and we LOVE where we live. Please don't do this to our block.	7/16/2018
3582	0.1	/topics/land-use-built-form/	I disagree to changes in zoning out variances allowing greater than two story structures along residential streets such as Xerxes Ave in SW Minneapolis.	7/16/2018
3583	29	/policies/creative-sector-economy/	Protect the NE Arts District!	7/16/2018
3584	1	/policies/access-to-housing/	As ambitious as this plan may be, it takes a big leap as to which way the city planners think certain behaviors will be adopted by its citizens. Yes, I do support the idea of housing close to public transportation. Will this change behavior with more use of transit vs single car driving, to be determined. The area of great concern for me is moving multiplex units into well established single family housing areas. Sure, I want my property to be maintained and valued as an investment but honestly the dynamics change radically when mixing rental units with single homes ownership. Parking alone is a big concern as the density climbs. And yes this brings the conversation back to the importance of providing public transportation. The reality is single family ownership collides many times over with dealings of landlords not necessarily readily available and renters not always invested to the particular neighborhood. Obviously this is a broad statement but truthful when the reality kicks in. By definition renters are transient by nature and not invested in the particular neighborhood. This puts the hardship on home owners who must maintain the area involved. What might be a good intention, in reality is a BAD idea. NO to #e under Action Plan. NO to fryplexes.	7/16/2018

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3585	80	/policies/development-near-metro-stations/	Create living spaces, including housing, for low-income residents who staff the service and retail industries that are clustered around Metro stations. The cost of commute for these individuals significantly affect their quality of life and will continue to exacerbate the inequities that can result from nodal economic development around transportation hubs. Require developers of housing to set-aside 50% of their units to means-tested affordable housing; require or incentivize businesses to hire large numbers of unskilled and lower paying employees; ensure that food pantries for low income residents are made available so that the urban poor do not go hungry; provide childcare assistance, so that low income parents can afford to assume productive roles in the workforce.	7/16/2018
3586	16	/policies/environmental-impacts-of-transportation/	I try to bike as much as I can for all trips. But thinking about the times I drive, it is often to get groceries because I do not think I can bike with them. However, it isn't difficult to bike with groceries with the proper gear (bike rack, handlebar basket, etc.) The city could consider advertising these forms of biking to get residents biking for trips that they used to think they had to drive.	7/16/2018
3587	0.1	/topics/land-use-built-form/	I live at 1033 Thomas Ave S, what is currently a beautiful street of 70 year, meticulously taken care of homes that is being proposed to turn into Corridor 6 zoning. I am heartbroken with this news as are all of my neighbors. We have children in nearly every house on the block and the thought of one of these homes selling to a developer and turned into a 6 story complex makes me so upset. There are currently office buildings nearby (Bolin, Joffe, and Lurie and some apartments on Cedar Lake), but without visiting this street you would never know of the strong neighborhood values we all share- we love Minneapolis, we love our neighborhood, we love our neighbors, and we LOVE where we live. Please don't do this to our block.	7/16/2018
3588	1	/policies/access-to-housing/	This policy needs to go further to protect the existing art-based buildings, facilities and zonings. Not just the NE MPLS AD, but other areas of Minneapolis where artist communities, creative- and art-based small businesses thrive. It's not just about about housing solutions, it's equally important to support and provide work and studio space for artists and art-based small businesses to develop, grow and become self-sustaining.	7/16/2018
3589	3	/policies/production-and-processing/	This policy needs to include Artistic Production and Services, along with protection of existing older structures in production areas for artistic production and services. It's important to work with building owners/developers to encourage and create "Art Destinations" that include a small percentage of retail businesses (restaurants, coffee shops, breweries, etc) within the complex.	7/16/2018
3590	5	/policies/visual-quality-of-new-development/	City funded projects should include public art and by local artists.	7/16/2018
3591	29	/policies/creative-sector-economy/	Policy needs to protect and support existing art districts, artists and related art-based small businesses.	7/16/2018
3592	30	/policies/arts-and-cultural-assets/	Policy needs to specifically protect all existing art space structures/buildings within the Northeast Minneapolis Arts District.	7/16/2018
3593	31	/policies/creative-workers/	Policy needs to provide tax incentives/abatements to arts production spaces/buildings to protect from the cost of studio/space forcing artists out of the City.	7/16/2018
3594	38	/policies/affordable-housing-near-transit-and-job/	Again, policy needs to protect (exempt) existing art production areas and buildings from such development.	7/16/2018
3595	14	/policies/tree-canopy-and-urban-forest/	Protecting our Lakes and Environment is a KIAA priority. We support reasonable efforts to ensure that the water quality of Cedar Lake and Lake of the Isles is protected and improved. We support the efforts to maintain a tree canopy in existing green spaces, such as the Kenilworth Corridor. We encourage incentives to homeowners and renters to save energy and improve the efficiencies of our existing housing stock, much of which has aged electrical, water, heating/cooling and insulating properties. We have funded and helped build Rain Gardens to prevent water runoff into our lakes as a tangible sign of our support of the environment.	7/16/2018
3596	60	/policies/intrinsic-value-of-properties/	Within Kenwood, there are historic assets listed or eligible for listing on the National Register of Historic Places, including the Historic Water Tower, the Kenilworth Channel, the Old Horse Fountain, at least three individual homes, the Kenwood Parkway Historic District, and the Grand Rounds. And in general, while not designated historic, efforts have been made to ensure that reconstruction within Kenwood fits its historic character. Many homes in Kenwood are 100 years old or more. We will support development that supports the cohesion of the neighborhood, and oppose development that is a detriment to these assets and the cohesion of the historic appearance of the neighborhood.	7/16/2018
3597	54	/policies/supporting-economic-growth/	Policy should also include improving existing properties and infrastructure.	7/16/2018
3598	55	/policies/business-innovation-and-expansion/	Policy should include preserving existing uses, assets and Art Districts.	7/16/2018
3599	53	/policies/quality-of-life/	Parks are an important asset within Kenwood, especially the Grand Rounds/Kenilworth Corridor, Kenwood Park, and the open spaces surrounding Lake of the Isles and Cedar Lake. It is a natural urban forest. Kenwood Parkway itself represents a greenway. We are not actively seeking more parks, but we do not want to see a lessening of green space or infringement on green space by allowing development that has an adverse effect on the green spaces we have. These assets serve not only the neighborhood, but are also regional parks that serve residents of the Greater Twin Cities.	7/16/2018

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3600	81	/policies/social-connectedness/	<p>Thank you for reiterating the importance of neighborhood organizations, such as the neighborhood boards. They help improve residents' access to government. Neighborhood organizations such as KIAA are a grassroots way to gain an extra link of connectedness between residents and our elected officials, including our City Council Members, State Representatives, Park Board Commissioners and more. We are also responsible for ensuring that city funds that are directed towards our neighborhoods are used in accordance with established priorities that our constituents have vocalized.</p> <p>Our board has on a regular basis openly welcomed all neighborhood residents to participate fully in our board either as a member, committee leader or as a volunteer.</p> <p>For these reasons, we support continuing to include established neighborhood organizations within the city structure.</p>	7/16/2018
3601	56	/policies/supporting-small-businesses/	Policy should include artists, to support the development and growth of small business and artists.	7/16/2018
3602	1	/policies/access-to-housing/	We welcome additional residents within the Kenwood neighborhood. We are aware of the many multi-plexes that currently exist, and how those structures fit within current housing design and construction. We have supported Additional Dwelling Units. Homes have renovated garages as rental units, and some of the larger homes have been remodeled into multiplexes. These strategies have allowed more residential units while still protecting the overall neighborhood aesthetic.	7/16/2018
3603	38	/policies/affordable-housing-near-transit-and-job-	<p>Minneapolis 2040 draft plan is currently suggesting Corridor 4 development within the Kenilworth Corridor. While we recognize that a blanket approach was taken to all transit corridors, we would like to strongly urge and remind city planners that the 2014 Memorandum of Understanding is in effect as it relates to Southwest Light Rail. In that MOU between the Met Council and the City, it clearly states that any land that is not used for the operation of freight and light rail in that corridor is to be returned to the people as public parkland. We strongly urge that this proposed zoning be removed from the draft plan since it is inconsistent with that agreement.</p>	7/16/2018
3604	91	/policies/heritage-preservation-outreach/	<p>Kenwood Parkway is eligible for designation as a historic district. KIAA would propose that it, the Grand Round and other eligible assets be officially treated as such, and the historic nature of the entire Kenwood neighborhood be recognized as well.</p> <p>Because pending updates made the State's extensive database of studies maintained by the State Historic Preservation Office unavailable, we relied on Phase I/Phase II Architectural History Investigation for the Proposed Southwest Light Rail Transit Project Hennepin County, Minnesota Volume Five Supplemental Report/Number Two: Additional Areas/Properties in the Following Survey Zones: St Louis Park Survey Zone; Minneapolis West Residential Survey Zone. This is part of Appendix C of the Supplemental Draft EIS for SWLRT. There are historic assets within the neighborhood that are not covered within this report.</p> <p>Implementing Corridor 4 anywhere in Kenwood would adversely affect this aspect of the neighborhood, as it would allow for the demolishing or infringement upon our heritage.</p>	7/16/2018

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3605	1	/policies/access-to-housing/	<p>KIAA supports access to housing across the city. We do not object to fourplexes and rental properties, and we are welcoming to the renters and multi unit rental owners in our neighborhood. That said, if there should be a situation where there were to be a dramatic uptick of reconstructed properties for the purpose of increasing rental units, we would urge the following be adopted to ensure that current residents' interests are protected:</p> <ol style="list-style-type: none"> 1.Current standards where owners/management reside in the metro are maintained 2.Established setbacks and footprints that are in line with current housing stock 3.Established distances between homes 4.As already mentioned, no density beyond Interior 2, which will keep construction consistent with current housing stock in size and scale. Certainly, street width does not support Corridor 4 designation in Kenwood and 21st St in particular. 5.Streamlined approval processes for ADU in garages and secondary buildings 6.Resident opinion is mixed on allowing 3 and 4 unit buildings where now only 1 and 2 unit buildings are permitted. If 3 and 4 unit buildings are allowed, current preservation guidelines, Shoreland regulations R-1, R1A, R2B, and C1 zoning district standards for setback, height, lot coverage, floor area ratio, etc. should remain in place. These have been carefully developed to ensure that new structures are compatible with the existing stock 7.Kenwood overall does not support 3 zoning designations; we suggest that no zoning area upzone more than one comparable category. 	7/16/2018
3606	20	/policies/transit/	<p>The draft plan calls for increasing the frequency, speed, and reliability of the public transit system. Policy 20 does not call for the addition of routes where they do not currently exist. Therefore, Franklin Avenue east of Penn Avenue is improperly identified for Corridor 4 Development, as it is not currently an active bus route.</p> <p>Corridor designations assume transit so residents need not be automobile dependent. Route 25, the bus route that serves Kenwood, provides weekday rush hour service only. The four AM trips go downtown only; the four PM trips are from downtown only. It connects with no other bus route west of Hennepin Avenue. Appendix C - Bus Operations Plan (part of the SWLRT final EIS) states that if SWLRT is constructed the only changes to this route would be to route the bus on Thomas rather than Sheridan between 22nd and 24th and to eliminate the St. Louis Park portion of the route. This minimal route does not justify a corridor designation. But none of this is considered in the draft.</p> <p>SWLRT will be useful to gain access to transit. However, even with the addition of SWLRT, transit service in Kenwood is scarce and not expected to grow. Most destinations will still require use of an automobile or ride share to cut total transportation time by up to 75%.</p> <p>We suggest that this entire area (Franklin Ave, 21st St, Sheridan Ave) be redrafted at most as Interior 2, which not only would be more consistent with existing multiplexes in Kenwood, but also be more appropriate based on the frequency of bus service.</p> <p>Lastly, as it relates to Franklin Avenue, we do not believe it to be appropriate to zone Corridor 4 in anticipation of increased service, which may or may not happen in the future.</p>	7/16/2018
3607	58	/policies/business-districts-and-corridors/	<p>g. Policy should state the importance of arts and artists as economic drivers for the City by supporting the existing Arts Districts.</p> <p>h. Develop programs & strategies specifically aimed at maintaining affordable rents for art studios and arts production space and minimizing displacement.</p>	7/16/2018
3608	84	/policies/public-safety/	<p>We would like to call attention again to the proposed Corridor 4 development around Kenwood School. We assert it to be inappropriate to dramatically increase housing, bus traffic, and car congestion in this area of the intersection of Penn Avenue and Franklin Avenue. It is already a very congested area with buses, cars, and pedestrians during peak school hours. We oppose increasing Metro Transit buses and density in this area, in order to maintain current levels of safety for school children.</p>	7/16/2018

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3609	73	/policies/stormwater-management/	There are many rain gardens in the neighborhood that catch roof runoff. But most stormwater runoff comes from the streets, sidewalks, alleys, and driveways. Nearly all this runoff goes into a storm drain and is piped directly to a lake. It contains sediment, vegetative debris, chemicals, and trash. Twice-yearly street sweepings do not adequately address this problem. KIAA supports additional measures to clean this water. If current housing footprints are expanded, there will be a loss of green space, gardens, and rain gardens that today naturally absorb runoff and this runoff will feed into the Chain of Lakes. The loss of this green and garden space will also impede pollinators, trees, birds, and nature friendly codes. Plantings, rain gardens, and habitat need to be part of a comprehensive plan to protect the environmental ecosystem in the city.	7/16/2018
3610	70	/policies/ecology-and-habitat/	We would also like to call to attention that Corridor 4 development would be in conflict with Ordinance 551.440 Shoreland Overlay District, designed to preserve and enhance the environmental qualities of surface waters and the natural values of shoreline areas, and to protect public health and safety. In this ordinance, the maximum height of all structures within the district is limited to 2.5 stories or 35 feet whichever is less. This height is intended to allow access to light and air of surrounding properties, limit shadowing of public spaces, be in scale and character of surrounding uses, and preserve the views of significant open spaces or water bodies. We urge that there be no Corridor 4 development per ordinance within 1000 feet of the high-water mark of Lake of the Isles, Cedar Lake, and the Kenilworth Channel.	7/16/2018
3611	81	/policies/social-connectedness/	Policy should support existing mixed used Northeast Minneapolis Arts District as an example of a socially vital community and protect and preserve it's existing buildings.	7/16/2018
3612	1	/policies/access-to-housing/	<ol style="list-style-type: none"> 1. A home is typically a person's single largest investment, and provides a greater path to self sufficiency than renting as well as a stake of ownership in a given neighborhood 2. A home is purchased with a certain understanding of the neighboring assets and elements, and that change will be carefully considered 3. Allowing fourplexes and other large development in our neighborhoods shakes the foundation of the covenant between the city and the person wishing to own a piece of the city and brings uncertainty in that investment 4. A comprehensive plan should have an eye on the future, but also respect the past that influenced how people made decisions to acquire property in a certain neighborhood. 	7/16/2018
3613	0.1	/topics/land-use-built-form/	1000 block of Thomas Ave S is almost exclusively 1.5 story cottages and 2 story colonials. There isn't a single 3 story house. To be zoned as 6 stories seems like a mistake.	7/16/2018
3614	1	/policies/access-to-housing/	This is my first read of the plan. Prior to reading this information I have only been hearing about "four-plexes" being allowed in the neighborhood where I spend most my time. (Linden Hills) I find it telling that people refer only to four-plexes when the plan also calls for the option of duplexes and tri-plexes. I think the singular reference to four plexes indicates a level of anxiety and initial opposition. (as do the "don't bulldoze our neighborhood" signs). My question is whether other cities have used this approach, and if so, are there examples of housing designs from these other cities that might show how such housing blends or fits in to neighborhoods that have traditionally been almost exclusively single family homes? I get the feeling people in this area area are conjuring up their worst image of what a four-plex looks like. Thank you for this work you are doing and sharing.	7/16/2018
3615	0.1	/topics/land-use-built-form/	I live at 107 Pratt Street and strongly object to this future land use proposal. The proposed zoning will allow extensive destruction of the current high quality housing stock and potentially ruin the existing neighborhood. The map appears to mindlessly designate a corridor on either side of Nicollet for six and three story structures without regard the current beauty of the homes which were built in the 1920's. These type of neighborhoods anchor people to Minneapolis providing stability and prosperity to the city. It would be bad urban planning to loose them.	7/16/2018

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3616	1	/policies/access-to-housing/	<p>Living in and around the lakes is expensive. The land is expensive and many people have built equity in their homes. The homes in many areas have been loving repaired and updated. In order to build affordable housing in these neighborhoods, one would 1. either need to build very, very cheaply thereby downgrading the quality of the housing stock in our neighborhoods or 2. the local government would have to heavily subsidize this housing.</p> <p>Secondly, many residents have lived in their homes for years. They have built up equity and for many people, their home is where most of their wealth is invested. To say that people need to find other ways to build wealth is trite at the least and uninformed as well as heartless. For people who are in the 40's and 50's it is too late to build a decent retirement fund without the money they will get for their homes. Developers will come in and undercut values because they will not be buying the home, but the land the home sits on.</p> <p>Without off street parking, the streets will become more and more crowded, because people will have their cars no matter how much the city wants people to bike or take public transportation. That is unrealistic during the winter and for many who have young children, who work in out of the city or who are elderly and disabled. Streets will become impassable during snow falls and emergency vehicles will have a harder and harder time getting through.</p> <p>In addition, the quality and the look of our neighborhoods will be damaged. More renters will also lower property values. It is a fact that renters just do not care about property they don't own in the same way that owners do.</p> <p>Waste run off into our lakes will also become more of a problem.</p> <p>You will lose a lot of people who pay the major taxes here--home owners. If you jack up property taxes to landlords to full the gap, they will be much less likely or able to offer affordable housing. But they may be the only land owners left except for condo owners in the city.</p>	7/16/2018
3617	35	/policies/innovative-housing-types/	<p>In regards to SRO housing: Cities like Seattle are relying on this type of housing stock to manage affordability. However, these units are not appropriate for most households as they are only intended for 1 occupant (not a couple or family) and, at least in Seattle, are not ADA compliant. Please use caution regarding this housing type so that new affordable housing isn't just for single, able-bodied people.</p>	7/16/2018
3618	1	/policies/access-to-housing/	<p>This is great. It needs to be easier to build new housing without needing to have special hearings to consider whether an additional 7 feet of height will ruin a wealthy, white property owner's life. When a simpler process is allowed and more homes are allowed in more areas, builders will not need to spend tons of money on lawyers or other legal fees. This will help fulfill the need for more housing.</p>	7/16/2018
3619	1	/policies/access-to-housing/	<p>This is a great set of land use goals! I fully support the opportunity to increase density in existing neighborhoods. Allowing landowners and the private market to match housing demand (especially for smaller multi-family buildings) will help to replace Minneapolis' "missing middle".</p>	7/16/2018
3620	80	/policies/development-near-metro-stations/	<p>It's always seemed strange to me that development along the Blue Line has been a small collection of 4-5 story suburban looking buildings. We will have a very limited number of METRO stations in the city proper, and each one should essentially be surrounded by it's own complete neighborhood. There shouldn't be any Interior 1 or Interior 2 zoning within, say, a three block radius of any METRO station. To meet goals of reducing emissions and auto dependency, METRO stations must densify to an even greater extent than this plan calls for.</p>	7/16/2018
3621	42	/policies/expand-homeownership/	<p>I have wanted to buy a home in Minneapolis for a few years now, and it seems like each day the prospect becomes more and more unattainable. While a so-called single family house would be quite a luxury (indeed, the most luxury of any building type), I have wanted a condo or co-op unit in a walkable neighborhood close to parks and other amenities. We need more opportunities like this. City policy that helps establish more co-op buildings and empowers residents to truly take control of their housing would be awesome. Co-op housing is, I have found, one of most affordable and most engaging residency options to both control costs and establish a sense of belonging (wealthy white people often call this 'pride of ownership' and only assign it to luxury single-detached units). An idea to increase opportunities like co-ops would be for the city to work with organizations and companies to help develop special loan programs to start new co-ops.</p>	7/16/2018

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3622	43	/policies/housing-displacement/	The city should explore tools like property tax freezes in targeted neighborhoods that are experiencing rapid investment and have concentrated poverty or high populations of people of color (so not southwest Minneapolis) and fund the freezes by adding fees to areas that have historically shut people out (like Linden Hills).	7/16/2018
3623	19	/policies/bicycling/	QUIT BUILDING SO MANY DANG BIKE LANES, IT'S OBNOXIOUS! EXAMPLE, WHY IS THERE A BIKE LANE ON BROADWAY THAT ENDS AT THE UPS WAREHOUSE?!?!?!?	7/16/2018
3624	1	/policies/access-to-housing/	I think this is a great idea! I am so excited that our city is ready to take these steps. Can't wait to make this city more accesible to all.	7/16/2018
3625	19	/policies/bicycling/	I just moved to this city partially because of the care they take to promote bicycle transportation. I love that we are still working to do even more.	7/16/2018
3626	20	/policies/transit/	Are there any more incentives that could be used to encourage carpooling? Or a platform where people could find someone else willing to carpool with them? Love these policies! Especially MNPass rather than building capacity.	7/16/2018
3627	49	/policies/educational-and-economic-access/	There doesn't seem to be much depth to how the city will support and work with Minneapolis Public Schools. So much of the disparities are interconnected with and originate in the education of our youth. Public schools should be an integral part of every neighborhood, and children should have access to a quality education in their neighborhood so that those with the most disparities aren't spending extra time on buses to further away schools. Schools function best when they are built upon and support the immediate community- teachers are able to get to know the community around the school in order to better support the students. I currently teach at Jefferson Community School and yet VERY FEW of my students are from the immediate area around the school, as the line is drawn down Hennepin Avenue. Many of my middle school students who have adults who work all day walk to school if they miss the bus, traveling quite far each day on their own to school. The 2040 plan does not draw enough connections to how it will support the public education of our students.	7/16/2018
3628	51	/policies/healthy-pre-k-development/	Yes- and this policy could be better connected to public schools where these services can be provided. Work with, rather than duplicate the efforts of Minneapolis Public Schools.	7/16/2018
3629	1	/policies/access-to-housing/	The current high density housing I see developed along high frequency routes is not only unaffordable housing, it is rental housing. To help reduce income disparities, more efforts should be made to help people find affordable housing they can own, rather than rent, in order to build their equity. Housing along high frequency routes should be more affordable housing, as high-income housing and rental properties going up often come with residents who can afford vehicles and don't need to be along high frequency transit routes.	7/16/2018
3630	33	/policies/affordable-housing-production/	Affordable housing should include emphasis on increasing the number of owner-occupied houses/condos. Cost of buying a home is on the rise along with increasing rent, making the options available to low income or single/new family households difficult. There seems to be a concentration of similar priced rental properties or condos in neighborhoods, especially downtown and northeast, rather than a diversity of rental rates or house/condo prices to own.	7/16/2018
3631	75	/policies/waste-reduction/	Increased number of recycling and compost stations should be included throughout the city, especially in parks and at major transit spots. Incentive programs should be included for multi-unit housing to participate in recycling and composting. We should also start charging for plastic bags in stores.	7/16/2018
3632	15	/policies/transportation-and-equity/	Increased high frequency routes have been dedicated to connecting suburbs of minneapolis with the city, rather than improving transportation within the city since it is the tax payers of minneapolis who are funding these improvements. Improvements should first be made to high frequency routes within the city instead of to the suburbs.	7/16/2018
3633	1	/policies/access-to-housing/	3- and 4-unit buildings that are small-scale will not be affordable. Multiple-income families will be too large for the units, and units will likely be too expensive for one individual in need of affordable housing. This policy may benefit two-income couples with no kids, and I don't think this is the targeted demographic of this policy.	7/16/2018
3634	50	/policies/access-to-technology/	I would first like to point out the irony of guaging interest in policies that boost access to technology by asking residents to go online and fill out out a form on a website. Those that don't have access to technology don't have a voice in this.... so they are going to be extremely unrepresented in the comments. Access to technology is hugely important, as evidenced by this democratic feedback process. Without access to computers people don't have opportunities to participate in the economy and/or civic life. There are large racial and socioeconomic disparities in access to technology and it impacts the most vulnerable community members the most.	7/16/2018
3635	46	/policies/healthy-housing/	Please add radon testing to rental inspections. Thousands of residents live in garden level homes, and property owners have no reason to ensure that the home is completely safe and radon free.	7/16/2018

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3636	38	/policies/affordable-housing-near-transit-and-job-	<p>What are the Cities criteria for Affordable housing? I keep seeing those words but the rental markets pricing keeps going up and while I know we still don't have enough rental housing, all I see even with a substantial increase in available rentals, is rising costs. Ive done some reading on various research projects regarding density and affordability one from the journal of Urban Planning and they ask that question as well, they saw some improvement for middle income citizens but little or none for low income. I believe this city needs to do two main things, Ensure that there isn't an affordability crisis for low income singles and families, many Southeastern states are on the brink of such a crisis according to some articles that Ive read due to many factors one being the cuts in support;ort from the federal government for subsidized housing I don't believe that density alone will manage that. there needs to be programs and policies that specifically focus on those issues. Secondly, they need to offer, mortgages incentives for lower income community members that allow them to buy and or build 4 plexus in their communities. Ownership builds commitment to the community and supports the livability of a community and the money from those rentals stays in the city, instead of flowing out to suburban developers</p>	7/16/2018
3637	1	/policies/access-to-housing/	<p>Large mixed-use buildings with condos and/or apartments on transit routes are a sensible way forward to ensure affordability in all areas of the city. Whether on W 50th Street in Linden Hills or Penn Ave N, 10% of units should be affordable to 60-80% AMI, 10% to 40-60%, and 10% below 40%, either by development requirements or by renter/owner subsidy. Upzoning outlying neighborhoods will drastically change the feel of much of Minneapolis, mainly by adding congestion to already busy side streets and freeways. Transit, and transit corridor development, should be the focus. Too many cars are part of a positive feedback loop with tough winters and construction that is reducing the livability of the city. Get ready for a drop in quality of life AND population 5 years after the proposed upzoning kicks in. Please keep the long-term trajectory of the city in mind, and don't lose the forest of tomorrow for a few money-bearing trees right now!</p>	7/16/2018
3638	47	/policies/housing-maintenance/	<p>This section is strange. The city should recognize the difference in value between single-detached unit houses and larger buildings when it comes to housing preservation. It is more important to retain multi-family buildings than single houses. There are thousands of single-unit houses across our neighborhoods, and "saving them" is not going to help create affordable options for as many people as possible.</p> <p>It is good to see, however, a desire to expand resources for maintaining properties that need improvement. It would be good to tie available resources to income and location so that areas of concentrated poverty and disinvestment can receive needed benefits.</p>	7/16/2018
3639	35	/policies/innovative-housing-types/	<p>It would be awesome to fill empty lots on the Northside with new prefab homes built locally and with innovative and less-costly materials. I would love to see new duplexes that cost less than conventionally built single-unit houses, and new four-plexes that could provide four families with an affordable, new ownership option. We must be innovative!</p>	7/16/2018
3640	39	/policies/fair-housing/	<p>Fair needs to be defined.</p>	7/16/2018
3641	19	/policies/bicycling/	<p>Please try to develop some consistency in bikeway design. The current hodgepodge of designs throughout Mpls is often confusing and sometimes dangerous.</p>	7/16/2018
3642	19	/policies/bicycling/	<p>PLEASE NO MORE BIKE LANES! INVEST IN BRT BUT NO MORE BIKE LANES!!! AND NO MORE BIKE LANES ON MAJOR CAR ARTERIES (HENNEPIN, ETC)</p>	7/16/2018

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3643	0.1 /topics/land-use-built-form/		<p>My name is Angie Courchaine. I am the co-owner of Pinwheel Arts and Movement Studio at 2731 25th St E. I am commenting in support of rezoning our studio space as commercial.</p> <p>There are a couple of 2040 policies which relate to Pinwheel: Policy 29 on the Creative Sector Economy: Ensure growth and sustainability in the creative sector economy by providing arts, culture and design organizations, creative entrepreneurs and small businesses with working, material, and physical capital resources.</p> <p>This relates to Pinwheel as our creative business, like many, does not follow a traditional business model. Our zoning makes it much more difficult for us to have a successful and long-lasting creative business in our existing location. It would be helpful for us to have commercial zoning to know the city supports what we've been doing in the neighborhood. It would also help us with permitting for other activities in our studio. Because of our non-conforming commercial use, we are limited to a temporary entertainment license. There is a big gap between the temporary and permanent entertainment license in terms of what studios need to do to be commercially viable. It is not adequate to be able to host only 15 events per year as an artist studio and artistic business. While the 15 events per year allowed under our current license is not ideal, we also aren't planning on having 100 events per year. However, in order for us to succeed we are going to need the commercial zoning which happily is proposed under the comprehensive plan.</p> <p>Policy 30 Arts and Cultural Assets: Support economic development, global competitiveness, and city livability by promoting local arts and cultural assets. This policy relates to Pinwheel due to its focus on building strength of the creative sector. The proposed rezoning to commercial of our studio allows us to stay in the Seward neighborhood and contribute to the arts and vitality of the neighborhood. Our studio is very much a neighborhood asset, we frequently run arts programming in the park and provide our neighbors arts experiences close to where they live. Our camps have largely been attended by children in the neighborhood who sometimes live as close as a block away. We are also a space where artists in the neighborhood have come to rehearse their performance project. Rezoning our space to commercial allows our studio to build upon our current business and continue to be a part of this community.</p>	7/16/2018
3644	0.1 /topics/land-use-built-form/		<p>My name is Ramses Alarcon. I live at 2731 25th St E. Before I lived there, I showed my paintings and drawings at the studio downstairs. It was a wonderful place to show my art and meet people in the neighborhood. It gave me a chance and opportunity to be exposed to a community that I had never been in contact with before. I appreciate the studio as an opportunity to meet different people of different backgrounds, sexual orientation, gender and it's a great community place. I support rezoning the building so these events can continue because it is an inspiration from a lot of parts and it's a platform for up and coming artists. I love hearing and seeing what's going on downstairs from me now. I remember the studio that was there before Pinwheel and that they had problems because they couldn't get a license that would let them dance and play music even in the afternoon because of the zoning. In my culture, dancing and playing music is part of getting together with people and it seems wrong that the group of artists could not play music. It's like eating and drinking in my culture.</p>	7/16/2018
3645	76 /policies/new-parks/		<p>Policy 76: Parks within a 10-minute walk is an admirable policy. However, when looking at the zoning maps, it appears that cemeteries may be zoned as Park spaces. In the case of large cemeteries like Crystal Lake Cemetery and Lakewood Cemetery, these are large spaces that appear to be zoned as parks, but any calculation of this 10-minute walk standard (or similar) should exclude these from the definition of Parks to ensure that actual park spaces are close/accessible to people. Unless you're dancing on someone's grave, they're probably not suitable places for physical activity or playing with your children.</p> <p>Also, with a new vision of people out on foot/biking all day, please consider a standard for public restroom accessibility. Restrooms are accessible at parks, but there are other outdoor spaces that may be lacking these amenities, like a bathroom on the Midtown Greenway path, for example. Even at Bde Maka Ska's Thomas beach, there is a portable toilet. It should be included in the plan to strengthen the city's potty infrastructure to be more robust and further encourage people to use public spaces.</p> <p>Thanks!</p>	7/16/2018
3646	0.1 /topics/land-use-built-form/		<p>My name is Emerald Iris. I have attended several community events at Pinwheel Arts and Movement Studio at 2731 25th Street in Seward neighborhood. Pinwheel has also provided a wonderful day camp that my child attended. Pinwheel is a valuable member of the community and I support their ability to thrive and grow with the increased zoning. Thank you!</p>	7/16/2018

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3647	0.1	/topics/land-use-built-form/	My name is Per Hanson. I live next door to Pinwheel Arts and Movement Studio at 2731 25th Street E. I fully support their mission. I also support the city proposal to change their zoning to commercial. They are very good neighbors.	7/16/2018
3648	1	/policies/access-to-housing/	If the new multi-unit structures could be made to include off-street parking, and if there can be some assurances that developers will not start tearing down single-family homes to build nothing but multi-dwelling units in neighborhoods currently composed of single-family homes, I think a lot of people currently worried about this action step might be more open to the idea.	7/16/2018
3649	0.1	/topics/land-use-built-form/	<p>I am a Seward resident. I appreciate the identification of non-conforming uses along 25th street in Seward and the recommendation to make those non-conforming uses conforming by recommending commercial zoning for individual parcels. There are parcel owners on 25th St. E who have sought rezoning for their commercial buildings and failed in the re-zoning process (I believe one such parcel exists at 35th Av and 25th Street). These clearly commercial buildings should also likely be recommended for re-zoning to commercial. It looks like the Birchwood also was missed on this map – they successfully petitioned to be re-zoned commercial in recent years. It is wonderful to have streets like 25th Street nearby – mixed use areas with little studios and restaurants interspersed with houses. The street is highly walkable, bike-able and has a bus line. It makes sense to have some commercial uses along this neat little Seward neighborhood corridor.</p> <p>I also want to write to support in particular the identification of 2731 25th St E as a parcel that should properly be zoned commercial. This is the address of Pinwheel Arts and Movement Studio. This group of artists has been a valuable member of the Seward community. It is odd that the studio currently operates under a non-conforming use while three doors down from Pinwheel there are commercial zoned properties as well as one block away at Café Racer. The building in which it is located is clearly designed for a commercial space and should be allowed to be put to its best and highest use. Pinwheel seems to be its best use. This wonderful community art space should be able to sponsor events and performances, host speakers and community meetings, have art openings, and teach classes. I understand that some of these uses may be difficult under its current zoning. Upzoning Pinwheel, I believe, supports many of the goals of the Comprehensive Plan, in particular : 1) creating a health, safe, and connected people; 2) ensuring Minneapolis has creative, cultural, and natural amenities; that make the city a great place to live; and 3) ensuring and all Minneapolis residents have access to employment, retail services, healthy food, parks, and other daily needs via walking, biking, and public transit. This neighborhood art and community space helps make Seward a complete neighborhood, interconnects its people, and nourishes the creative spirit of its residents. I am excited to see what the studio will do when the restrictive non-conforming use is removed.</p>	7/16/2018
3650	0.1	/topics/land-use-built-form/	I am Barb Combs. I have lived at 2624 29th Ave South for 31 years. I am not happy about having any kind of apartment complex on my block whatsoever. The traffic will be terrible and there will be no parking on our block. I would like it to stay residential like it is. This isn't downtown Minneapolis.	7/16/2018
3651	4	/policies/access-to-commercial-goods-and-service	Development should NOT be along existing transit routes. Development of taller buildings, commercial areas should be along main streets. IE. for south Minneapolis, Lyndale and Nicollet, NOT Bryant.	7/16/2018
3652	80	/policies/development-near-metro-stations/	Yes!! In addition to more multifamily housing along transit lines, I would like to see a lot more plazas/pedestrian-friendly designs near transit stations!	7/16/2018
3653	0.1	/topics/land-use-built-form/	Corridor 4 and Interior 3 along Bryant/Colfax and Aldrich makes no sense. This was done due to EXISTING bus routes. IT SHOULD go along main arterial streets fully - Lyndale and Nicollet. Then you can easily change the bus route to meet the population. Building the population around an existing transit route is backwards.	7/16/2018
3654	0.1	/topics/land-use-built-form/	Corridor 4 next to Cedar Lake is a bad idea. That should be left as is. There is enough traffic there already. The addition does not add to any convenience.	7/16/2018
3655	0.1	/topics/land-use-built-form/	Corridor 4 on France and Xerxes should not be included unless an agreement is made with Edina and both sides of the street can be zoned alike.	7/16/2018
3656	5	/policies/visual-quality-of-new-development/	Let neighborhood association have a voice in to the scale of development while requiring to follow height restrictions that are already in place.	7/16/2018
3657	80	/policies/development-near-metro-stations/	Please figure out a way to implement more efficient construction. The level of road closures in the city this summer, and lack of people working on the projects during regular business hours is jarring and very frustrating. None of these projects make for enjoyable living if we're always under construction during the outdoor months.	7/16/2018

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3658	0.1	/topics/land-use-built-form/	Do not allow Interior 1 sections to have 3 and 4 unit structures, that will fundamentally change the dynamics and family oriented culture of the neighborhoods. Streets are already very tight with parking, there is not sufficient room for off street parking if you add 3 and 4 unit complexes. 2 unit can still maintain the neighborhood feel and the reason most choose to live in these neighborhoods.	7/16/2018
3659	0.2	/small-area-plans/	It's so difficult to get to the map and post a comment, I do wonder if the process is as fair as it should be.	7/16/2018
3660	0.1	/topics/land-use-built-form/	<p>I have lived in SE Mpls about 20 years and hate that this little gem in the city may be destroyed with development. I understand the need to accommodate the growing population, but crime such as rape and armed robbery have become more common in recent years near the U of MN. Adding more population density particularly in the area is unsafe and a public nightmare for the U of MN.</p> <p>The Plan removes any remaining attempt at retaining a low-density core</p> <p>The addition of tri-plexes and four-plexes on our traditional small lots encourages the replacement of any existing housing with massive buildings</p> <p>Allowing housing of this scale anywhere, could rapidly overwhelm blocks as neighbors lose greenspace, sunlight and parking as well as dealing with environmental issues such as water run-off from neighboring properties</p> <p>This is being proposed in conjunction with the elimination of any requirement for on-site parking for new developments, thereby exacerbating existing parking issues for residents</p> <p>The Plan encourages existing residential tear-downs in favor of medium/higher density development and encourages developers to buy adjoining properties to build even larger complexes in the middle of residential blocks</p> <p>Given the SE Como is the only neighborhood left in the southeast area with affordable single-family housing, the push to encourage redevelopment is in direct contradiction to the plans stated wish for a variety of housing options</p> <p>The incentive for new developments and lack of parking requirements seem to work against other neighborhood priorities such as; encouraging aging in place. housing for seniors, housing for families, housing for those who don't want to live in apartment towers and other workforce housing options</p> <p>Supports and encourages the mono-culture housing options currently expanding in southeast (student oriented high-rises or boarding houses)</p> <p>The Plan builds in a structural "unfairness" by indicating that only communities furthest from the center "including some very wealthy areas" can retain the lowest density (neighborhoods north of Lowry or south of 38th)</p> <p>Exacerbates the lack of fairness with the Plan's continued emphasis for earmarking the eastside as the area for most of the heavy industry</p>	7/16/2018
3661	18	/policies/walking/	It can be difficult to walk in the winter because many people do not or cannot shovel their sidewalks well. In Montreal, Canada, which is predominantly a pedestrian city, the local city plows all sidewalks with small, drivable machines. Expanding city plowing to more sidewalks would drastically improve walkability. Planting a lot more trees or installing shading devices for the summertime would create a more pleasant walking experience. For example downtown Mpls has a lot of sections of straight concrete that is exposed to a very hot sun.	7/16/2018
3662	0.1	/topics/land-use-built-form/	I have lived in Minneapolis all of my life because of the neighborhoods we now have. While I understand the goals, I don't think forcing a rezoning as you describe is the ultimate answer.	7/16/2018
3663	18	/policies/walking/	Supporting small businesses through financial incentives and tax breaks would create a more walkable city. People like to shop and walk and see community members and feel as if they are a part of something. Having only small pockets of stores is not enough, nor is having big box stores like Walgreens, Cub Foods, Super America and Home Depot enough, corridors of family run shops and restaurants and corner stores and hardware stores creates a neighborhood, Whittier's eat street exists because of small immigrant run businesses, cutting them out to put in a Cricket cell phone store will crush vibrancy.	7/16/2018
3664	49	/policies/educational-and-economic-access/	agree with this policy	7/16/2018
3665	50	/policies/access-to-technology/	agree with this policy	7/16/2018
3666	51	/policies/healthy-pre-k-development/	agree with this policy	7/16/2018
3667	52	/policies/human-capital-and-a-trained-workforce/	agree with this policy but these policies are written in ways that are difficult to DISAGREE with... the devil is in the details, and the policies on this site (in general) are very short on details. Implementation details will be important for public comment and I look forward to getting more information.	7/16/2018
3668	55	/policies/business-innovation-and-expansion/	agree with this policy	7/16/2018

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3669	16	/policies/environmental-impacts-of-transportation/	Use less air conditioning on buses!!! It uses so much energy and the buses are often so cold that by the time I get to the other end 45 minutes later, in my shorts and T-shirt, I am absolutely freezing and it makes the ride terribly unpleasant.	7/16/2018
3670	1	/policies/access-to-housing/	Poor people need equity, so a priority for multifamily housing should be condos or townhouses that they are given easy terms to buy. In my experience, renters care less about the neighborhood	7/16/2018
3671	1	/policies/access-to-housing/	agree with this policy, but worry that the real concerns of enough parking and enough good quality schools, etc... all the infrastructure needed for increased population density, is not realistic. We do not yet have good enough public transportation to handle this. How do you prevent 6 cars in a driveway? People will own a car whether you want them to or not. The neighborhoods will fill up with cars, and there won't be enough parking... if you can solve this problem, I totally agree with the policy, but worry about this!!!	7/16/2018
3672	33	/policies/affordable-housing-production/	agree with this policy, but worry that the real concerns of enough parking and enough good quality schools, etc... all the infrastructure needed for increased population density, is not realistic. We do not yet have good enough public transportation to handle this. How do you prevent 6 cars in a driveway? People will own a car whether you want them to or not. The neighborhoods will fill up with cars, and there won't be enough parking... if you can solve this problem, I totally agree with the policy, but worry about this!!!	7/16/2018
3673	34	/policies/affordable-housing-preservation/	if this means restricting what can be done with an existing property (i.e., eliminating tear-downs and requiring existing structures to be maintained at any cost), then I am against it. Property owners should be allowed to build what they want on a property... In many cases, buying a big, old, energy inefficient house, and breaking it into 4 apartments (e.g.,) would be extremely energy inefficient and an eyesore. You must allow people to buy homes and improve them in the way they want, including teardowns, with few restrictions.	7/16/2018
3674	37	/policies/mixed-income-housing/	agree with this policy, but worry that the real concerns of enough parking and enough good quality schools, etc... all the infrastructure needed for increased population density, is not realistic. We do not yet have good enough public transportation to handle this. How do you prevent 6 cars in a driveway? People will own a car whether you want them to or not. The neighborhoods will fill up with cars, and there won't be enough parking... if you can solve this problem, I totally agree with the policy, but worry about this!!!	7/16/2018
3675	38	/policies/affordable-housing-near-transit-and-job/	agree with this policy, but worry that the real concerns of enough parking and enough good quality schools, etc... all the infrastructure needed for increased population density, is not realistic. We do not yet have good enough public transportation to handle this. Need more transit corridors! And more high density housing along these corridors - is this truly realistic?	7/16/2018
3676	39	/policies/fair-housing/	Agree	7/16/2018
3677	40	/policies/homelessness/	agree	7/16/2018
3678	41	/policies/tenant-protections/	agree that tenants need more rights! HOWEVER, my daughter rents in San Francisco and I looked into the laws there - they are MUCH TOO BIASED toward the renters, to the point that discourages landlords from developing more lower-income housing... the policies are so restrictive, having unintended effects - you must BALANCE renter and landlord rights. Now, Minneapolis needs more tenant rights, but don't go TOO FAR like San Francisco, which is actually crazy.	7/16/2018
3679	15	/policies/transportation-and-equity/	Equitable outcomes means having public transportation that serves the rich, the poor and the young and old, this helps everyone feel like they live in a vibrant city. My young teenager feels safer in New York City on public transportation because there is a lot of activity and ranges of people using it. Transportation should come often, be easy to understand and use, and move through mixed neighborhoods for daily life. It should not only support large sports events.	7/16/2018
3680	20	/policies/transit/	f. Ensure that high frequency bus routes serve areas with the highest residential, employment and commercial densities: But this prioritizes residents of neighborhoods with condos which seems to counter equity. Low income communities suffer when buses run infrequently as it's harder to get to and from work. and low income communities are already being pushed further out of the city.	7/16/2018
3681	0.1	/topics/land-use-built-form/	The area surrounding 46th Street South and between Lyndale and Nicollet is an area with established low density homes. No way should this neighborhood be transitioned into a higher density area. This area should remain Interior 1.	7/16/2018
3682	34	/policies/affordable-housing-preservation/	I see nothing in section 3."Affordable and accessible housing: In 2040, all Minneapolis residents will be able to afford and access quality housing throughout the city", regarding people with handicaps or the elderly on fixed incomes (of which I am one). It's as if we don't exist and are being given no consideration at all. Between maximum allowed property tax increases for consecutive years and special assessments for roadways that I don't own, with minimal increases in income benefits, it won't be long before I am taxed out the city I was born and raised in.	7/16/2018

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3683	34	/policies/affordable-housing-preservation/	Regarding Sustaining Affordable Housing. I know someone who is in deep debt (due to property taxes and insurance costing a total of 12K a year.) just from owning a 5 unit rental unit it is a legally converted inherited 5 unit. (unfortunately. It is very close to downtown and they have kept rents very low since 2011 (under 650 and now well under 775! for all 3 1 brms.) But the building needs a lot of help and they can't afford it because they can't get a loan on a "commercial property" to fix it up. Also the trash bills and all utilities are sky high in the "commercial" zone. All because she has one small extra unit over a 4 plex. City of Mpls trash charges them per unit even if they only need 2 trash bins due to keeping green and they live in the largest unit. They only have 5 residents, and are charged for 5 sets of trash bins and recycling. This and the taxes are not fair to keep them poor and unable to fix the roof etc. Please consider bills giving deep tax incentives to those who don't necessarily want to do section 8, but do want to keep rents lower due to age of building. It is very hard for some mom and pop landlords especially on the above mentioned issues for a 5 plex is not fair. They asked me to ask council specifically to allow 5 plex conversions back into a 4 plex category on taxing and utilities. Or even to take it out of "commercial" status if possible. To lessen the bills. Qualify for loans, easier to sell to another mom/pop owner. This owner pays gas on several furnaces too by the way. They are 20K in debt. barely making it. Hard for them to save. Thanks for considering that scenario in your "keeping current affordable housing affordable" ideas to help.	7/16/2018
3684	1	/policies/access-to-housing/	Up to four units on a small city lot is extreme. It will adversely affect the flavor of a neighborhood and the reason people bought a home to live there. There should also be a requirement that lots being changed to multi-unit dwellings be owner occupied.	7/16/2018
3685	19	/policies/bicycling/	I'm very supportive of these efforts to expand and improve biking infrastructure! I think biking has a PR problem here--a vocal minority thinks that spending money on non-car transportation is an affront to cars and drivers, but they're wrong. Better biking infrastructure benefits everyone, even the biggest bike hater! More people on bikes means less traffic, easier parking, and less pollution. We all win!	7/16/2018
3686	41	/policies/tenant-protections/	This plan needs to include more stringent crack down on problem properties and problem landlords. Landlords need to be held accountable for behavior that occurs at a property in addition to providing safe and livable spaces. Landlords allowed to receive hundreds of violations before any action is taken is a slap in the face to residents who continue to put up with these issues. If you poll long-term residents of North Minneapolis, you will hear this time and again.	7/16/2018
3687	0.1	/topics/land-use-built-form/	How much money have we spent so far on this 2040? Would be interested in seeing the "living wage" paid to the participants.	7/16/2018
3688	33	/policies/affordable-housing-production/	This sounds great, but how does it align with higher density zoning referenced elsewhere in the plan? Higher density does not equal affordability. The rezoning sections of this plan, which leans heavily toward high density citywide, does not appear to align with affordability. I'm not finding the connection or controls that will mitigate shortsighted development.	7/17/2018
3689	5	/policies/visual-quality-of-new-development/	I think you're going to need much stronger controls for visual quality if zoning allows for higher density development city wide. Developers focus on short-term financial gain that often results in poor construction. Developers don't have the long-term interest of the community in mind when they buy property and build.	7/17/2018
3690	19	/policies/bicycling/	Love it!	7/17/2018
3691	1	/policies/access-to-housing/	The Loring Park neighborhood is in need of more density - this area is so close to the downtown core - but current height restrictions greatly limit the density that can be developed here unfortunately - there are so many terribly old apartment buildings that could be rebuilt to allow for much greater height and density than is currently allowed - this is a great area that would differentiate itself from north loop which has smaller buildings. 15-25 stories should be allowed in the Loring Park neighborhood.	7/17/2018
3692	80	/policies/development-near-metro-stations/	Please remove/eliminate the "re-zoning" of West Franklin Ave and West 21st (from Hennepin to Hidden Beach) into Corridor 4 and Interior 3. Both are poorly defined in the 2040 plan with no controls, which could result in shortsighted development. I can see trying to connect transit hubs (Hennepin/Franklin) with the SW light rail stop at hidden beach. Unfortunately, the outcome of re-zoning could result in increased congestion, rather than alleviating it, and take away much needed green space. Plus, density does not equal affordability. This is one area where if density increases with new development it will be in the form of expensive apartments ... far from affordable housing. Theo Wirth is rolling over in his grave.	7/17/2018
3693	4	/policies/access-to-commercial-goods-and-service	I love the idea! I just don't see how transportation will change to allow citizens to access goods and services. Currently, our bus system has been cut and most transportation is directed to downtown. I live in S mpls and work in bloomington. It takes me 3x as long to get to work by bus as it does to drive. This is unacceptable for my life. I do not believe this plan demonstrates how transportation will be improved.	7/17/2018

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3694	0.1	/topics/land-use-built-form/	Please remove/eliminate the "re-zoning" of West Franklin Ave and West 21st (from Hennepin to Hidden Beach) into Corridor 4 and Interior 3. Both are poorly defined in the 2040 plan with no controls, which could result in shortsighted development. I can see trying to connect transit hubs (Hennepin/Franklin) with the SW light rail stop at hidden beach. Unfortunately, the outcome of re-zoning could result in increased congestion, rather than alleviating it, and take away much needed green space. Plus, density does not equal affordability. This is one area where if density increases with new development it will be in the form of expensive apartments ... far from affordable housing.	7/17/2018
3695	1	/policies/access-to-housing/	I think this policy penalizes the people who currently live on a bus route. I also think our public transit system is dysfunctional. Instead of addressing a poor quality transit system that is not helping people leave their cars at home this policy wants to ruin neighborhoods. If the poor quality transit issue is not addressed then letting more people live on the bus line won't solve the problem. Minneapolis will be ruined if established neighborhoods of similar character are forced to allow taller buildings or more square footage on a standard lot. If a size/height cap per lot size was set that prevented ruining the vibe of neighborhoods then it this policy suggestion might make sense. Right now this policy seems to say it is a good idea to cram a lot more people into already dense neighborhood that already suffers significant noise pollution from planes and auto transportation. People won't be happy - the reason people move to these neighborhoods will be gone. Fix the transit issue and leave the neighborhoods alone.	7/17/2018
3696	76	/policies/new-parks/	I live a mile from the nearest park. After several Grand Rounds meetings that threatened the removal of whole blocks of owner occupied homes and starter homes our SE Como Community was promised a regional East Como Park to happen for the next generation. However one of the potential parcels that was a huge parking lot is now being built on and Park People were evasive, saying the eventual park would be further south in a community that already is receiving lots of attention because of having light rail. We feel like the poor step sister. As the city adds density it is important to add more green space and natural areas with native plantings and storm water considerations. A big grassy block isn't enough. We need attractive places to walk, jog and bike.	7/17/2018
3697	1	/policies/access-to-housing/	I'm not comfortable with the idea that an apartment building could be built next to my home that I recently purchased. The value of my home would dramatically decrease in value, traffic would increase to levels even worse than they are today and parking would become unbearable. I moved back to Minneapolis, from a suburb, because I loved the neighborhood I found but this plan seems to disregard what its residents want.	7/17/2018
3698	1	/policies/access-to-housing/	This policy needs more regulation and oversight. Allowing apartments & multifamily housing to be built anywhere within the designated areas on the above map could ruin some areas that are succeeding in this city, areas with strong neighborhoods, significant investments in home maintenance and enhancement, and significant contributions to the tax base. Plus many of our city's old homes give it character which this plan doesn't seem to protect.	7/17/2018
3699	62	/policies/contaminated-sites/	I would like the city to seek out more projects involving brownfields. Action step D is very important to allow to happen for brownfields to be redeveloped. The trend currently is fewer funds are available to clean up contaminated sites, which forces properties around it to have the potential or to already be contaminated. The city needs to be proactive with developers and facilitate easy redevelopment for brown fields.	7/17/2018
3700	1	/policies/access-to-housing/	Our neighborhood values its single family owner occupied homes. Too many were converted to rentals after the recession and it destabilized our community. People who invest in homes and condos become active in the community, but when the majority became rentals with a transient population it hurt our community. We are happy to have some smaller apartment buildings along our two busy streets and larger ones on the edges of our neighborhood, but are alarmed at proposals that would tear down starter homes and build taller apartment buildings where they would overshadow single family homes. We prefer two story mixed use buildings on those busy streets. Why do some neighborhoods far from the core of Minneapolis get exceptions to this density while you propose it for us? They get all the amenities in addition to having lovely lakes to walk around. Don't we deserve beauty and peace too? Lots of tall Luxury Apartment buildings have been built in near-by communities. It didn't make anything more affordable because the old buildings near them decided to raise rents too. Please insist that a certain percentage of any new buildings be affordable in ALL neighborhoods. Consider affordable small condos and duplexes that are owner occupied to give stability to lower income people and their communities.	7/17/2018
3701	55	/policies/business-innovation-and-expansion/	Actively recruit green businesses that will help convert to a sustainable economy.	7/17/2018

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			<p>The city is abdicateing its responsibility to guide residential development to for-profit developers and speculators, who will snatch up the most affordable single family housing in the most desirable locations, making home ownership in those neighborhoods even further out of reach to minority and lower-income residents, not to mention many of greater but still modest means. With negligible zoning control, there will be even less interest in rebuilding areas where the city would like to encourage new housing development (e.g., North Minneapolis, where, according to a March 2018 StarTribune article, there were 358 vacant city-owned lots and the city's incentive plan to entice development has fallen flat). Developers and speculators will try to assemble contiguous properties for larger multi-unit redevelopment, meanwhile subdividing, renting, and minimally maintaining them, repeating the sad history of the older housing stock devalued in the 1930s and beyond when mortgage redlining blocked would-be owner-occupants from buying. With no investment in maintenance and improvement, the positive trends that have improved many neighborhoods will be reversed. As single-family homes have light, air and views blocked by new 3-6 story buildings allowed within Corridor 4, Corridor 6, and Interior 3, stable affordable neighborhoods (e.g., along Blaisdell, Columbus, Elliott, Bloomington, and much of Northeast Minneapolis) will begin to deteriorate as prospective home buyers steer clear of areas designated for the type of development that may diminish both the value of their homes and their quality of life. Similar downward pressure may undermine more upscale neighborhoods whose fine single family houses may become even more vulnerable to teardown and redevelopment, destroying the character of those neighborhoods by freely allowing multiplexes almost everywhere without any constraint on the extent of redevelopment, but definitely not providing more affordable housing. (There is value in maintaining "aspirational" neighborhoods, for their history, their architecture, and the pride we collectively take in those beautiful areas.) Already it's obvious that the city has no regard for the rights of existing homeowners when developers want to build larger scale buildings next to them (I'd love to see Minneapolis enact a homeowners' "right to light"). Effectively a blanket rezoning, the plan removes the opportunity for citizens to have a voice in how their neighborhoods are transformed. I have no objection to mixing different housing styles and commercial areas, but I think the city should keep control over where redevelopment occurs rather than ceding control to developers. Frankly, I think it's irresponsible and lazy to enact such a wholesale reconfiguration of allowable building types, without regard to the existing fabric of the city. The built-form map does not spare historic districts nor does it show any regard for neighborhoods where characteristic housing types are prized (e.g., Longfellow and its bungalows). Rather than allow perfectly good existing housing to be destroyed, it should be the city's responsibility to guide developers to the many vacant lots in the city and to encourage redevelopment of deteriorated housing stock. The proposed changes in built form maps will exacerbate problems the city already has identified and decried. The city seems to want to preserve existing affordable single-family housing and rentals, yet the new policies probably will accelerate their loss. The availability of affordable starter homes will continue to diminish as national and local renters, developers, and speculators outbid individuals, young couples, and families for those homes. Many voices have pointed out that any new multi-unit developments will have rents higher than those of existing older units, but the city council seems willfully to ignore such evidence in insisting</p>	7/17/2018
3702	0.1	/topics/land-use-built-form/		
3703	0.1	/topics/land-use-built-form/	Why the hell are you shifting all of the burden to Bryant Avenue South? Why is Lyndale getting a pass? It's much bigger street.	7/17/2018
3704	10	/policies/street-grid/	Demolish that blighted K-Mart now!!	7/17/2018
3705	1	/policies/access-to-housing/	I do not support building 4-plexes on any single family home property. This is a policy that highly favors developers. I can support the rest of this plan, but not this provision.	7/17/2018
3706	20	/policies/transit/	Are you proposing to route MORE traffic on Bryant Avenue South? It's way too small to accommodate being a corridor. REMOVE BUSES FROM BRYANT!!	7/17/2018
3707	82	/policies/aging/	Early counseling for all citizens is important, so that they are prepared emotionally, socially, and financially for old age. I certainly don't want to be a burden on the City or my family when I get to that point of maturity. I need to remain in the workforce until I can afford to retire, or become a ward of the City.	7/17/2018

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3708	73	/policies/stormwater-management/	<p>A) Infiltration is difficult to keep clean, some of your funds should be toward cleaning and maintaining infiltration and bioinfiltration basins. A majority of infiltration basins and BMPs end up clogged around 10 years.</p> <p>B) Is there a goal to fully separate sanitary and storm sewer? If not there should be.</p> <p>C) Why not just set a new standard to reduce impervious?</p> <p>D) No comment.</p> <p>E) Carp management should be a priority, reducing carp in water bodies helps stop invasive species and leads to cleaner water.</p> <p>F) I like this action step.</p> <p>G) it would be wise to try to follow MPCAs standards and seed mixes with this.</p> <p>H) This is a good idea, riparian areas should also include a buffer so include some verbage in with that.</p> <p>I) How are you going to do this?</p> <p>J) How will you do this? Will certain project be aware that more storage needs to be available to mitigate the impact of flooding?</p> <p>K) How will the priority be on water quality? Stormwater is typically the last thing on transportation infrastructure. This should say stormwater being on the foreground of the project, and follow the proper standards.</p> <p>L) Road salt should be reduced, although difficult to implement with MnDOT roads, city roads can use less and having city crews know this will help.</p>	7/17/2018
3709	51	/policies/healthy-pre-k-development/	<p>Recommend the policy objectives focus on integration tactics to expose children and new parents beyond racial and economic lines by strengthening parks programming for early childhood education, supports childcare resources for targeted small-area commercial centers, and supporting integrative housing options.</p>	7/17/2018
3710	1	/policies/access-to-housing/	<p>I am concerned that relaxing the zoning laws to allow developers to replace single family homes with multi-unit dwellings anywhere in Minneapolis will not lead to more affordable housing, but will instead damage existing healthy neighborhoods. I expect developers to try to maximize their profit by replacing existing owner-occupied single family homes with expensive apartments and condos in the cities most desirable neighborhoods instead of building affordable housing where it is needed most. Doing so may damage the financial interests and quality of life of homeowners in those neighborhoods. Please respect the interests of all citizens of Minneapolis.</p>	7/17/2018
3711	1	/policies/access-to-housing/	<p>Encourage filling in all the vacant lots, especially in North Mpls. with single family through at least duplex and maybe fourplex as long as they are fit in with the neighborhood.</p>	7/17/2018
3712	0.1	/topics/land-use-built-form/	<p>I think changing to Interior 3 and 4 along what are now just single/duplex home sites is going too far. Perhaps make the Int 4 areas Int 3 instead and limit the percent of the lot they can cover (for example along Xerxes Ave in SW MPLS).</p> <p>I also worry a lot about how much of the land will be covered by Int 3 & 4 buildings. What will happen to all of the beautiful trees in MPLS? They provide shade, green, stability, etc. The current plan will concretize too much of the land.</p> <p>I doubt that building 4 story buildings in Linden Hills will create affordable housing there. Only the building contractors are going to benefit with this plan, not people who need affordable housing. How will prices be controlled/limited?</p> <p>What will be the impact on people who have invested in their current homes when large apartment buildings start to surround them? They bought their homes in a community of single/duplex homes and would expect the neighborhood to stay that way. Why keep investing when you perceive the quality of life going down?</p> <p>Why not concentrate on raising the incomes of people (\$15 min wage is a good start) so they can afford housing. If you can solve the income disparity problem, the housing problem will take care of itself.</p>	7/17/2018
3713	1	/policies/access-to-housing/	<p>Please consider neighborhood nodes, not just linear transit lines. Nodes should be mixed use and create neighborhood centers, which would decrease the amount of time spent in transit to accomplish every day tasks.</p>	7/17/2018
3714	4	/policies/access-to-commercial-goods-and-service	<p>Yes! Mixed use and commercial lining the street fronts will bring street life, safety and reduce transit time.</p>	7/17/2018

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3715	1	/policies/access-to-housing/	I like the goal and action steps. I am concerned about GOOD Housing Stock being torn down to put up multifamily dwellings. There should be a way to discourage buying up good housing stock and tearing it down especially when done by out of town developers who have little interest in anything other than the bottom line. As a retired remodeling contractor who worked on developing green guidelines I learned it is greener to remodel a house that is in good shape. That said there are many houses that were built poorly or have been neglected and the focus should be on these type of buildings. Not sure how to regulate it though.	7/17/2018
3716	5	/policies/visual-quality-of-new-development/	This needs to be further clarified and reviewed on a case by case basis. Variety as visual interest is not always the answer to improve our building environment, it can lead to a visual mess. Some of the best cities are quite cohesive in their overall massing and facade designs. Cities need not be composed of individual collages!	7/17/2018
3717	6	/policies/pedestrian-oriented-building-and-site-de	Can't the market drive some of these things? If our population greatly increases, how are we sure that we won't need a new gas	7/17/2018
3718	7	/policies/public-realm/	station somewhere?	7/17/2018
3719	33	/policies/affordable-housing-production/	Yes! More creative placemaking in our public and leftover places, please!	7/17/2018
3720	1	/policies/access-to-housing/	All are great actions!!!!!! c. is extremely important since healthy neighborhoods should have people from all economic, cultural and ethnic backgrounds.	7/17/2018
3721	35	/policies/innovative-housing-types/	How to achieve this goal is the million dollar question.	7/17/2018
3722	11	/policies/skyways/	I support this policy. I would also like to see the definition of "transit corridors" expanded. I support the creation of four-plexes, and would support an increase in the number of units.	7/17/2018
3723	41	/policies/tenant-protections/	Yes! Very good!	7/17/2018
3724	15	/policies/transportation-and-equity/	No skyway expansion! Skyways ruin our shared public space. If we must have them, please encourage vitality and a porosity between the skyway and the street.	7/17/2018
3725	19	/policies/bicycling/	I support ensuring that tenants are aware of their rights. I would like to see support for organizations that help tenants learn their rights. I would like to see fair housing policies enforced. I support protection from eviction for families with children during the school year.	7/17/2018
3726	43	/policies/housing-displacement/	More frequent buses will get more people riding the bus!	7/17/2018
3727	31	/policies/creative-workers/	Yes! Protected bike lanes are the safest for cyclist and driver. The more predictable we can make cyclists, the more at ease drivers will be with them.	7/17/2018
3728	1	/policies/access-to-housing/	I support the preservation of naturally occurring affordable housing and suggest the building of more now! I support providing info and assistance to people who are interested in subdividing. I suggest using rent increases as an indication that upzoning should occur.	7/17/2018
3729	36	/policies/innovative-housing-strategies/	Great!	7/17/2018
3730	16	/policies/environmental-impacts-of-transportation	Achieving greater housing supply and diversity is an important goal, particularly as the population of the city grows. Greater housing supply and diversity alone, however, is insufficient to solve the city's housing problems. In addition to supply and diversity, the city needs to encourage housing that is affordable for low and middle income households. Allowing developers to build 4-unit dwellings does not address the affordability problem. Instead, it will encourage builders to replace single-family homes with luxury 4-unit dwellings that are just as unaffordable to low and middle income families as the single-family homes being replaced. The plan does not adequately address the affordability component of the city's housing problems.	7/17/2018
3731	40	/policies/homelessness/	Finding action strategies that work is the challenge! Hoping we develop new, improve on some of the existing and end up with an array of effective ones.	7/17/2018
3732	37	/policies/mixed-income-housing/	I support increasing the availability of non-motorized modes of transit. I support prioritizing pedestrian safety. I would like to see more car-sharing services.	7/17/2018
3733	38	/policies/affordable-housing-near-transit-and-job	We have a responsibility to make sure everyone has a safe place to sleep at night.	7/17/2018
3734	66	/policies/air-quality/	Mixed income housing creates mixed economic, cultural, racial and other types of diverse neighborhoods, which is good for all. The social good is the ideal we need to recreate in a new form.	7/17/2018
3735	33	/policies/affordable-housing-production/	Makes all kinds of sense.	7/17/2018
			I support this policy and the action steps. I support putting cars on lower-use streets and making Hennepin Ave. bus-only. We need to start prioritizing the needs of public-transit users.	7/17/2018
			I'm concerned that not enough is being done to provide affordable housing. Providing more housing options is a good start, but how does that work? I wish that there were links to research articles that showed how other cities are working on this problem, since it's a problem across our country.	7/17/2018

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3736	66	/policies/air-quality/	We need aggressive carbon-neutral planning.	7/17/2018
3737	0.1	/topics/land-use-built-form/	We are a family of four and own a duplex on 34th and Girard Ave So. We oppose the plan for interior 1 development in our neighborhood. We currently have a mix use area of single family homes, duplexes, condos and apartment buildings and tearing down existing well established and unique properties for more rental housing with absentee landlords will not build the character and sustainability of the neighborhood.	7/17/2018
3738	69	/policies/renewable-and-carbon-free-energy/	I support increasing renewable energy. I would also stress that we should not prioritize solar access over affordable housing.	7/17/2018
3739	31	/policies/creative-workers/	Allow for Minneapolis Community and Technical College be free to all residents of Minneapolis, even if it requires to raise the city tax.	7/17/2018
3740	2	/policies/access-to-employment/	I support this policy, but would stress that we also need to prioritize equitable transit options including express buses capable of taking downtown residents to suburban jobs. Many job opportunities exist in the suburbs and low-income residents do not have access to them.	7/17/2018
3741	49	/policies/educational-and-economic-access/	Allow for Minneapolis Community and Technical College be free to all residents of Minneapolis, even if it requires to raise the city tax.	7/17/2018
3742	44	/policies/comprehensive-investments/	Many of these actions and goals need government and community intervention with the market. Otherwise we end up with all the poor being pushed out, which of course is happening in Mpls.	7/17/2018
3743	1	/policies/access-to-housing/	Please do not allow 4 Plex zoning as it will destroy cultural heritage homes and replace it with cheap modern day buildings which have to be torn down 60 years from now.	7/17/2018
3744	19	/policies/bicycling/	Please add more bike lanes and create more bike streets as that will lead to more people biking and make it safer for bikers, cars and pedestrians. I live at 24th x Bryant and we see many accidents every week because parked cars block the view for people on Colfax and at the alley. With the new bike lane coming this summer, people will not be able to park on 24th this making it all safer.	7/17/2018
3745	0.1	/topics/land-use-built-form/	We are a family of four and own a duplex on 34th and Girard Ave So. We oppose the plan for interior 2 development across the street from us given we currently have a mix use area already of single family homes, duplexes, condos and apartment buildings and tearing down existing well established and unique properties for more rental housing which can take more than one lot, increase height, and have absentee landlords will take away the sustainability of the neighborhood. The old single family homes and duplexes in the neighborhood including between 36th and 31st and Hennepin would be torn down for apartments and would not support home ownership. There would be a shortage of homes in the area and the eclectic businesses in homes along Hennepin would be gone that are core to the neighborhood.	7/17/2018
3746	20	/policies/transit/	Increase routes. Don't eliminate or consolidate routes. Decrease wait times across all routes. Free for all students in Mpls schools. Have security on bus routes in evening.	7/17/2018
3747	93	/policies/stewarding-historic-properties/	Yes, please protect historic properties, homes and landmarks as it reflects our culture. Offer programs and subsidies to make old homes more energy efficient.	7/17/2018
3748	0.1	/topics/land-use-built-form/	We are a family of four and own a duplex on 34th and Girard Ave So. We oppose the plan for interior 3 development across the street from us given we currently have a mix use area already of single family homes, duplexes, condos and apartment buildings and tearing down existing well established and unique properties for more rental housing which can take more than one lot, increase height, and have absentee landlords will take away the sustainability of the neighborhood. The old single family homes and duplexes in the neighborhood including between 36th and 31st and Hennepin would be torn down for apartments and would not support home ownership. There would be a shortage of homes in the area and the eclectic businesses in homes along Hennepin would be gone that are core to the neighborhood.	7/17/2018
3749	1	/policies/access-to-housing/	Action step "e" seems unwise and will destroy the character of the current primarily single family neighborhoods which are vital to keeping many families within the confines of the city instead of moving to suburbs. The availability of such family friendly neighborhoods is something that makes Minneapolis the wonderful city that it is, especially when compared to other cities of similar size such as Memphis. In addition, an unintended consequence of this policy will be to price new home buyers out of the market for single family dwellings. It is likely that developers will purchase the least expensive and smallest homes in these neighborhoods for construction of multifamily rental dwellings, leaving only the larger and more expensive homes available for purchase by individuals. In the end this policy could also lead to a decline in property values for these parts of the city, affecting property tax revenues for the city. I strongly oppose this policy proposal and hope that it can be eliminated.	7/17/2018
3750	47	/policies/housing-maintenance/	As a long term resident and homeowner in Minneapolis, one of my biggest concerns as I age is not being taxed out of my house. Based on comments that I have seen on social media, this is a big concern for many long time home owners.	7/17/2018

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3751	0.1	/topics/land-use-built-form/	We are a family of four and own a duplex on 34th and Girard Ave So. We oppose the plan for corridor 4 development on 36th through 31st and Hennepin as the eclectic businesses in homes along Hennepin would be torn down for large scale rental properties that will take away from the character and diversity That is core to the neighborhood. We do not want to become a downtown Minneapolis where good old and unique buildings are torn down losing the character of the area. Also, stop having rental properties built and provide more condos and homes to be built where people can really own their own home in the neighborhood.	7/17/2018
3752	14	/policies/tree-canopy-and-urban-forest/	Consider trees that will be more resilient to climate impact as part of your planning and avoid monoculture.	7/17/2018
3753	20	/policies/transit/	Section b talks about working with regional partners. Public transportation between the city and its suburbs has not been good historically. This makes it harder for some lower income residents to look for jobs in the suburbs. It would be nice to see improvements in this area as well explore options for people who work non traditional hours.	7/17/2018
3754	19	/policies/bicycling/	Consider safety when designing bikeways. There is one bikeway for example on Dowling near 94 where the bicycle and a driver entering the turn lane would have to cross over each other to the correct lane which is dangerous for the cyclist.	7/17/2018
3755	82	/policies/aging/	Transportation is very important to an aging population. My elderly parents moved to a small town because they did not feel comfortable driving in the city and there were few transportation options for them.	7/17/2018
3756	1	/policies/access-to-housing/	Please. Please. Please. Don't start allowing 3 or 4 unit dwellings to be built on existing residential blocks that only allow single family homes. We have amazing neighborhoods of single family homes that shouldn't be disrupted by multi-unit buildings. Adding a single 4 unit dwelling to any given block will drastically increase the number of vehicles parked on the street, they will need to build up rather than out, creating tunnel vision for existing houses.	7/17/2018
3757	20	/policies/transit/	Other than the fact that you should extend this comment deadline, I don't believe these goals don't say enough about creating more transit infrastructure. Let's right the wrong of removing all the street car lines, and actually create a metro Transit system that can support the true needs of our future. Look into underground subways even. Build more light rail lines. Stop worrying so much about installing heating elements and expand the transit network as fast as possible.	7/17/2018
3758	75	/policies/waste-reduction/	Please find a way to eliminate plastic bags from our city. Also, I've worked downtown for close to ten years, and constantly hear that nothing gets recycled through our buildings recycling program (have worked in three major buildings downtown). Please make sure these buildings are being environmentally responsible. Additionally, our cities recycling education programs are an absolute joke. Please do outreach and education that actually works (a simple mailer isn't going to cut it or make more people care).	7/17/2018
3759	28	/policies/msp-airport/	Take-offs over the city need to be reviewed. Altitudes seem lower over the last 5 to 10 years, and the city is being taken advantage of by the airport. There needs to be a better way to mitigate airport noise and how it's affecting our city. Some flights are as loud as 80+ Db at remote monitoring tower 8, not far from our home. Well out of range of the DNL contours.	7/17/2018
3760	0.1	/topics/land-use-built-form/	I have spent most of my life in this beautiful city. The 2040 Built Form drawings are extremely depressing and even insulting. The buildings are drab and without any character. In very short time they will look unappealing. I understand new trees will be planted but uprooting so many old trees will completely change the look and feel of this city. Minneapolis is defined by many things but one of those things is our incredible canopy--not many major cities compare. The press to to replace single family homes with four-plexes and apartments will only add to suburban sprawl as some, or even many of us, will leave as the city is slowly destroyed. Never thought I would want to live in the suburbs but the 2040 plan is so unappealing that the suburbs are now calling. We won't be the only family to leave. If 2040 comes about as depicted in these Built Forms the city will lose many families and even single people who don't want to live in such high-density. I live on a street with poor and middle-class families in Kingfield. Some people are struggling but the street is still so beautiful. I walk out the door or sit at the kitchen table with the back door open and hear so many birds--but the birds will disappear from neighborhoods. Concrete is not a friendly habitat. This plan is so sad and so destructive. I never, ever imagined this city I grew up in could be so disappointing in it's planning. The lack of communication (I've had 6-7 weeks to digest what has allegedly been in the works for years) is beyond frustrating and has created a deep sense of distrust. I am all for some change to help us grow but completely opposed to this plan in it's current draft state.	7/17/2018

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3761	0.1	/topics/land-use-built-form/	<p>The most significant part that didn't happen was for the planners to represent ALL of Minneapolis in the initial conversation about the plan in 2016. There were only meetings at the North Commons and the Global Market. You did not have a conversation with southwest minneapolis-now that is a wrong you should right. Mayor Frey received many of his votes from our community and it is important for him to hear our voice. By not hearing our voices and engaging in conversations with us, he is making a BIG divide in the city. I heard he was at an event for Neighbors for more neighbors and he was cheering when Southwest Mpls was stereotyped with prejudiced comments such as elitist, racest..etc, etc. How horrible!! Please spend some time in our neighborhoods, at our block parties and have a conversation with us so you will see that we are loving, compassionate, caring neighbors who stand up against police brutality and for black lives matter. AND YET MAYOR FREY, LIKE THE CURRENT POLITICS OF THE NATION, DIVIDES OUR CITY BY THIS 2040 plan and just telling us what's going to happen to our neighborhoods instead of upfront asking us what do we like about our neighborhoods, what works for us, what do we want changed? Mayor Frey, Lisa Bender and Heather Worthington, why do you think we bought houses in the city and not in the suburbs?? Because we can have COMMUNITY with our neighbors and have our own little gardens and our patios to connect with our wonderful neighbors...but your plan that divides minneapolis will take away so much green space in our yards and will take away old beautiful trees, and take away our SFH communities that we love so much. If we wanted the urban density, we would have moved to Uptown. Lisa Bender reminds me of our current leader of the US that is myopic in his views. Lisa bender said at the Ward 10 meeting that she loves uptown with the 80% renters and 20% SFH and that we will all be OK when our neighborhood turns out like hers. She myopically thinks that just because she likes it, we all will like it, and she would never say to us, "I get how you like one way of living and I like another way of living" so that we would feel listened to about our concerns with the 2040 plan. That is such a one size fits all way of thinking. No we won't, if we are not represented, if you don't have a conversation with us and listen to our comments then MPLS will not be united and you will further the divide us mineapolitins.</p>	7/17/2018
3762	5	/policies/visual-quality-of-new-development/	<p>C. Define durable.100 years? 25?</p> <p>G not regarding physical community characteristics is to possibly ignore what makes each community or neighborhood feel unique. Concerned that there is not much here that encourages reuse and repurpose of existing structures, which would not be affordable to construct today. Lets not repeat the mistakes of the past and fail to see value in some of the unique amd quality built assets that already exist in our city.</p>	7/17/2018
3763	17	/policies/complete-streets/	<p>Most people who have cars are not going to give up their cars. Our current public transportation system is not extensive enough to support a plan that puts so much emphasis on biking and public transport. I have a good job but absolutely need a car. Also, our family went through pediatric cancer and we were constantly driving our child to and from the hospital. These unfortunate things happen and families need cars. If families have children in sports then families need cars. I could write a long, long list of why cars are needed. This is also Minnesota and it's very unrealistic and poor planning to have so much focus on biking. I am very opposed to this policy.</p>	7/17/2018
3764	33	/policies/affordable-housing-production/	<p>Proponents of the plan admit that the affordable housing will not happen right away. One-bedroom units in a four-plex will allegedly run from \$1,200 to \$1,500 for monthly rent. I am an established home-owner with a decent job but could not afford that amount for RENT, no equity building! This plan does not state when the trickle down will actually make affordable housing available. When? 10 years, 20 years? Studies have shown that attempts at high density in other cities actually lead to more displacement of poor people. It seems there really is no concern for affordable housing, it's just a front for a larger tax base for the city. And money for developers, of course. I am opposed to this policy.</p>	7/17/2018
3765	33	/policies/affordable-housing-production/	<p>Adding luxury high-rise apartment buildings will not create affordable units. Please require a certain percentage of affordable and low-income units in these new buildings. When the luxury buildings go in, the rents of adjacent properties get raised too and people are priced out. This housing instability is hard on lower income people. Affordable units should be spread out over all neighborhoods. Please consider affordable condos and affordable small starter houses. With a Mortgage ones rent doesn't rise unpredictably and this also stabilizes the neighborhood.</p>	7/17/2018
3766	34	/policies/affordable-housing-preservation/	<p>During the recession a lot of modest starter homes were converted to rentals and butchered by absentee landlords. How can the city help potential homeowners convert them back? Buy them back and fix them up before they fall apart from neglect. Can we convince people renovating old apartment buildings to retain affordability?</p>	7/17/2018
3767	35	/policies/innovative-housing-types/	<p>Accessory buildings would not fit on the small lots in our neighborhood. Please keep green space around buildings and include storm water management like native rain gardens.</p>	7/17/2018

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3768	37	/policies/mixed-income-housing/	Yes, please integrate our housing. Please include affordable and low income housing in all neighborhoods. Affordable row houses that are only 2 stories or small duplexes where each side is owner-occupied make a lot of sense.	7/17/2018
3769	0.1	/topics/land-use-built-form/	I am Barb Combs. I have lived at 2624 29th Ave South for 31 years. I am not happy about having any kind of apartment complex on my block whatsoever. The traffic will be terrible and there will be no parking on our block. I would like it to stay residential like it is. This isn't downtown Minneapolis.	7/17/2018
3770	41	/policies/tenant-protections/	Inspect properties more often. You may need more inspectors.	7/17/2018
3771	74	/policies/integration-of-water-management-into-	Yes! Include the use of rain gardens and native plants and trees to offset the problems created by so many buildings and concrete.	7/17/2018
3772	0.1	/topics/land-use-built-form/	Please work to build a "land bridge" over 94 to reconnect Seward and the West Bank. Imagine how much housing and new business corridor could be created! It would reconnect the neighborhood and make more valuable real estate for the city.	7/17/2018
3773	73	/policies/stormwater-management/	Add more green space with rain gardens and native plants all over the city. Not just near the river, streams and lakes. Use these to filter and absorb rain water and offset the effects of so much concrete. Discourage the use of chemicals and herbicides.	7/17/2018
3774	65	/policies/urban-agriculture-and-food-production/	Include native fruit-bearing trees like Serviceberries in parks and boulevards.	7/17/2018
3775	70	/policies/ecology-and-habitat/	Yes, please! We need more natural areas and pollinator corridors. Please convince the Railroads to allow low-growing native vegetation and stop the use of herbicides.	7/17/2018
3776	13	/policies/landscaping/	Yes, please! Also encourage the use of native plant rain gardens to deal with runoff. Tall grasses are trendy right now, but more variety is better for pollinators and other wildlife. I think using only annuals is wasteful. Please encourage the use of a variety of plants native to our area. How can the city help homeowners with boulevard gardens that filter storm water and create pollinator habitat?	7/17/2018
3777	62	/policies/contaminated-sites/	Please keep neighbors effected by pollution informed of risks and ways to mitigate the problem. It is frustrating to learn way too late.	7/17/2018
3778	71	/policies/soil-health/	Add native plants to hold the soil and filter out contaminates.	7/17/2018
3779	32	/policies/arts-in-community-development/	Lovely! Art and beauty help make it feel like a community and a good place to live. Provide positive artistic outlets for people of all ages. Theater is a great learning tool. Actors learn to understand people of different backgrounds. Useful math helps build sets and costumes. Writers and painters express concerns in positive ways.	7/17/2018

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			<p>My name is Kristin. I am a Seward resident. I am also a landlord that has rented multiple homes in Seward and Phillips neighborhoods where I provide very affordable housing to 25 Minneapolitans. Rental prices are out of control and I get that. There is not enough supply and there is a lot of demand. Yet, I feel that the way the Comp Plan is proposing to address this very serious issue is misguided and can potentially take the city in a direction that makes it a less livable place for many of us. I feel that the plan over-reaches in its plans for density in some cases and disregards what many citizens want to see in their neighborhoods.</p> <p>Where I live " along the greenway at 29th Av S " is identified in the plan to allow 6 story residential units. I find it very problematic that the area between 27th Av S and 36th Av S along the greenway has been identified as Corridor 6. The description in the Comprehensive Plan is that this district is "typically applied along high frequency transit routes as well as in areas near METRO stations." That description does not fit this area at all. The bicycle greenway is not a high frequency transit route. The development proposed here is the same development that is proposed along the main commercial corridors of the neighborhood " Lake Street and Franklin Avenues. The neighborhood as it exists today is a sleepy corner of Seward and Longfellow because of sharing the neighborhood with industrial neighbors. Unlike residents who live along Franklin and Lake, residents in this neighborhood are not already living adjacent to a vibrant commercial corridor where one could expect increased density and height of residences. Rather, the opposite is true. This area alongside industrial neighbors actually is in effect less residentially dense than many of the "otypical" neighborhoods in Seward and Longfellow. To go from such low density to the type of density one would normally experience alongside major transit and commercial corridors is shocking to the people who live here.</p> <p>There have been efforts over the last ten years to increase residential density in this neighborhood. Nine years ago, the city attempted to rezone 29th and 30th Avenues along the Greenway to allow four story buildings. That proposal alone disregarded the opposition to high density housing by residents as documented in the Small Area Plan. The neighborhood successfully organized to keep the zoning along the greenway to a reasonable OR1 which was consistent with the small area plan of offering live/work opportunities near the greenway. When my neighbors learned of the current plan to allow six story residential units to be constructed, the reaction was the much the same as it was nine years ago. Although residents differed on what they wanted to see along the greenway (for example some feeling that more housing was necessary, but six stories was too high and others preferring to see no change), there was unanimous concern about the extraordinary height of the proposed buildings. Residents expressed this concern to the Seward Neighborhood Group Community Development Committee in June 2018.</p> <p>Frankly, these types of extreme proposals make residents like me feel that the city does not care what the people most impacted by changes feel. Rather, it feels like the city is hearing what developers want and going for it " the bigger, the better. I understand that the city is facing an affordable housing crisis. However, simply increasing the supply of houses " irregardless of the current uses of parcels and the character of the neighborhood " does not guarantee affordability. I feel it is essential to increase the number of housing units in the city,</p>	7/17/2018
3780	0.1	/topics/land-use-built-form/		
3781	53	/policies/quality-of-life/	Arts and gardens enhance Communities and give them a unique flavor.	7/17/2018

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3782	0.1	/topics/land-use-built-form/	<p>Continued... Starr page 2</p> <p>This plan seems to rely on developers' ideas of how to make affordable housing. But there are other ideas out there which might be smaller scale on an individual parcel level, but have a broader impact and can also serve to retain the financial benefits of making increased housing to average residents. For example, how can the city make it cheaper and easier to build an ADU behind one's own home? Why not allow ADUs behind rental properties? ADUs keep a cute neighborhood feel while still increasing available housing and letting regular home owners become small scale landlords.</p> <p>The fourplex plan is also potentially an idea that can retain a neighborhood feel while still increasing density. It's too bad that the city has repeatedly downzoned neighborhoods so that fourplexes and triplexes (and sometimes duplexes) were not allowed and forced residents who have "illegal" multifamily housing to re-convert to single family. I think there ought to be assistance to residents who were previously affected by the city's downzoning and had to convert their houses from duplexes and triplexes down to single family home because there was no way to make those additional dwellings legal due to the zoning code. In my experience, there were a lot of regular working class people (many in Phillips neighborhood) who had to, at great expense and with the full might of the city's regulatory authority threatening them, jump through many hoops to unconvert their homes from illegal duplexes and triplexes. If the city is helping developers by providing tax credits, etc., they should also help these homeowners who have worked hard to comply with previous city orders to make their houses less dense, just to have the city change course and basically allow any house to be a fourplex. Allowing more triplexes and fourplexes, with reasonable set back and yard requirements, can be a wonderful way to keep a neighborhood feel and increase density while at the same time keeping the financial benefits of increased density/ more rental units in the community.</p> <p>Let's help residents turn their houses into extra income and make housing at the same time. Let's help elderly folks who want to stay in their own home convert their place into a duplex or triplex, or build an ADU for their adult child or an aide to live in. That keeps our neighborhood elders in place and adds to people to the neighborhood, too. Unfortunately, it is very difficult to do business in Minneapolis for the average person. The number of rules can be mind boggling. It is not an easy process to go downtown and pull a permit. At times, there are so many rules that city staff contradict each other. It's hard to expect an average person to successfully build in the city, which leaves the task to big developers who can jack prices up as high as they want and pocket their profits. Perhaps the city needs to create a small homebuilders office similar to the new the small business office to help people who are not professional home builders convert their homes to multi-unit property. Perhaps the city needs to pair that with financing similar to the 2% loan for businesses or the interest controlled home improvement loans for home owners which many neighborhood organizations offer.</p> <p>Another step in the direction of creating actually affordable housing would be to allow people who purchase registered vacant houses that would otherwise be torn down to pull their own permits to do work on the house when they guarantee they will live in the house for a certain amount of time. The city's rule requiring having a licensed contractor in order to fix these houses up basically results in the house</p>	7/17/2018
3783	0.1	/topics/land-use-built-form/	<p>Continued...Starr page 3</p> <p>These types of policies have greatly contributed to the affordable housing crisis in this city. The city needs to look at these and change them as part of this comp plan, rather than giving carte blanche to developers.</p> <p>The comp plan is filled with laudable goals " including the very important goal of increasing affordable housing. There are ways to increase density that are not so radical and which can also result in wealth building by regular people who own homes here in the city. Let's try to solve the affordable housing crisis by helping families invest in their own communities, build equity, and keep our neighborhoods intact and neighborhood wealth in our neighborhoods.</p>	7/17/2018
3784	47	/policies/housing-maintenance/	Yes. I'm not sure if home owners are aware of the resources available. Are there ways to reach them and offer advice?	7/17/2018
3785	94	/policies/heritage-preservation-regulation/	Will the "Development" enhance the historic nature of the site or destroy it?	7/17/2018
3786	96	/policies/heritage-preservation-recognition/	Please expand Heritage to include areas that have meaning beyond architecture, that have meaning to the community.	7/17/2018
3787	84	/policies/public-safety/	An expanded and modernized 911 Center that is flexible and adaptable to new technologies and practices that isn't hamstrung into a sub basement location would be a good start.	7/17/2018

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3788	0.1	/topics/land-use-built-form/	<p>Consider reducing setback requirements for Interior 2 vs Interior 1, as Interior 2 already presupposes allowing for combining of parcels.</p> <p>Honestly, one of the BEST neighborhood styles in the US is the historic East Coast brownstone row-houses (boston, balto, philly, NY, DC, etc.) many of which abut the sidewalk more or less directly. They create vibrant and terrific walkable neighborhoods. For example, there are similar builds near the Spyhouse Coffee shop off Nicollete and they are an excellent fit for the city. There needs to be some zoning allowance for this type of urban landscape.</p>	7/17/2018
3789	38	/policies/affordable-housing-near-transit-and-job-	<p>From what it appears the blue line and green line housing developed does not fit the category of affordable, why would this plan be any different</p>	7/17/2018
3790	25	/policies/innovations-in-transportation-and-infras	<p>This focus on implementing equitable transportation innovations is welcome. The city should move aggressively to include equity and a rapid move away from gas engines--and associated environmental injustice in its planning. This can include siting for EV charging, encouraging affordable, accessible and non discriminatory ride shares, support for rapid electrification of the bus system.</p>	7/17/2018
3791	0.1	/topics/land-use-built-form/	<p>This plan will destroy the character of my neighborhood. My street as Interior 3 would be converted to multistory apartment buildings. I strongly oppose this plan.</p>	7/17/2018
3792	15	/policies/transportation-and-equity/	<p>Walking and biking to carry multiple bags of groceries for my family is ridiculous. And in the winter! I strongly oppose this plan. Real people still need to drive.</p>	7/17/2018
3793	82	/policies/aging/	<p>I am excited to see the thoughtful content of this policy. It appears to be far-reaching in looking at the basic needs of older adults and also looking at wellness in its entirety for this population. I have been an advocate for vital aging as a fitness trainer and balance and mobility specialist, working with people over 60 - for the past 35 years. As part of the Vital Aging Network, I work to create grassroots wellness initiatives that the (currently in Phillips) that the residents of the community own and grow. Good job, Minneapolis!</p>	7/17/2018
3794	18	/policies/walking/	<p>Stop narrowing the streets. We need multi lane streets for driving and parking. Provide traffic lights and crosswalks for walkers. Enforce jaywalking laws</p>	7/17/2018
3795	58	/policies/business-districts-and-corridors/	<p>Lake Street needs to be a priority in revitalizing.</p>	7/17/2018
3796	0.1	/topics/land-use-built-form/	<p>Please do NOT move forward with this "one size fits all" plan to re-zone every single lot in the city to allow for multi unit dwellings. It seems like the few in the city Council have decided for the many that live here what is best for everyone. Certainly there is room in our great city for neighborhoods of single family homes and areas where multi unit buildings make sense. There doesn't seem to be any good reason for the entire city to be zoned for multi unit buildings.</p> <p>Bob Wiesner Fulton.</p>	7/17/2018
3797	0.1	/topics/land-use-built-form/	<p>Sadly we are now entering the Hong Kong phase of development on and near the Lakes area and at Lake/Hennepin and the developers will now feast.</p> <p>My BIGGEST question is with the property taxes for the single house we paid through the nose to own here -- will these property taxes still go up?</p> <p>AS WELL AS -- will this new congestion make life unbearable? -- will we be spared the unavoidable increase in crime? -- can we even get around anymore?</p>	7/17/2018
3798	33	/policies/affordable-housing-production/	<p>There needs to be better defined policy language around the economic models of new development and preserving affordability - both at the scale of the 4plex and at the scale of high-rise multifamily. I'm excited about the upzoning proposals in existing single-family neighborhoods - the 4plex model of development lends itself to gradual densification and seems less prone to luxury-based gentrification than larger development. But we still need larger development to meet the spectrum of housing needs - 4plexes alone aren't going to get us there as a city. The common rebuke around the comp plan (mostly coming from white people with housing security) is that this is simply a developer-driven proposal that will result in more luxury housing like that we see going up every day in Uptown. I hope the city can articulate policy measures to rebut this. Will there be inclusionary overlays? Developer mandates? Rent controlled units? There are nuanced discussions to be had around each of those strategies, but let's have the discussion vs talking about "expanding tools and resources"</p>	7/17/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

3799	20	/policies/transit/	I am concerned that transit includes taking people from Mpls to the suburbs. I work in Bloomington and it takes 3-4 times longer from me to take a bus to my work. Therefore, I drive. Also, we need transit to shopping areas or other venues that are outside of Mpls. It be great to be able to take transit to visit friends or do errands. It's just not possible now. I hope this transit plan will actually work.	7/17/2018
3800	17	/policies/complete-streets/	Minneapolis should inventory all car parking within city limits (public and private) and set a goal to reduce the amount of parking significantly. It should then pursue that goal by reducing on-street parking, further eliminating parking minimums, and by setting prices for parking on public rights-of-way that more closely reflect its cost. Eliminating parking on one side of residential streets for (protected) bike lanes, or for narrower streets and wider boulevards (ideally, a street-network- and neighborhood-friendly combination of these), will promote the city's goals for climate, connected neighborhoods, and increased use of sustainable transportation modes.	7/17/2018
3801	1	/policies/access-to-housing/	I am opposed to allowing small-scale residential structures on traditional size city lots with up to four dwelling units such as 3-4 unit apartments. I think those neighborhoods with primarily single family homes should stay that way. The housing stock should be improved, flipping homes should be controlled, tear-down and rebuild should be monitored. The deteriorating housing stock that is forfeited to the city should be offered as affordable housing to those residents who could put a combination of money and sweat equity to make homes for their families and improve the neighborhoods. Perhaps the dollar house plan from the 70's and 80's should be reworked for today. Also it shouldn't be so hard to get rid of slum landlord's that don't take care of their property, these properties seized from these type of landlords' could be offered to the tenants perhaps as a coop purchase so that they could stay where they are and improve the property instead of moving them on and selling to developers who build cheap construction high rent apartments and then sell them to make a lot of money abandoning the tenants.	7/17/2018
3802	33	/policies/affordable-housing-production/	Families want houses, Minneapolis is not a city where families live out there lives in apartments like NYC. We need to make sure our infra structure can handle this increased population, right now the public transit system is poor at best. People don't want to ride slow, dirty busses with unruly passengers whether they are unmonitored teens, intoxicated or homeless people that have no where to go except riding the bus, especially in the winter. All these things and more need to be solved before the general population is going to ride public transit rather than driving.	7/17/2018
3803	47	/policies/housing-maintenance/	Rent increases need to be tied to code compliance and recurring inspection / enforcement. The ordinances the city passed in the wake of Frenz / Zorbalas were reactionary to their specific abuses, and did not go far enough in keeping slumlords out of the city entirely. As the rental market continues to inflate into objective unaffordability, property owners are able to push "cost of living" increases onto tenants without making any basic improvements to the property. If slumlords were forced to rehab their rental portfolios to meet basic living standards before they were allowed to charge \$1K for a studio, it would help to drive incompetent and abusive property managers out of business.	7/17/2018
3804	1	/policies/access-to-housing/	I disagree that Franklin Ave should be designated as a Corridor 4 from Hennepin to Kenwood Parkway. For most of this section the avenue is lined with single family houses and is surrounded by similar single family neighborhood and redesignation as a Corridor 4 would significantly change the flavor of Kenwood, Lowry Hill, and East Isles neighborhoods. Please consider downgrading Franklin Avenue to Interior 2 in the proposal.	7/17/2018
3805	0.1	/topics/land-use-built-form/	This is not a policy of merit. Basing the cities economic policy entire on idealism that has no real world data supporting the agenda is wildly negligent, and for some, i believe will end political careers.	7/17/2018
3806	1	/policies/access-to-housing/	I fail to see how building multi-family rental units achieves goals of affordability and diversity. Why is not the city encouraging home ownership through equitable mortgage practices and a good look at how the real estate tax system is affecting affordability of small single family dwellings? If the small homes in neighborhoods furthest from downtown were not assessed as high as they are, there would be more on the market and they would be more affordable.	7/17/2018
3807	33	/policies/affordable-housing-production/	I think the new single-family homes (McMansions) being built in Minneapolis are too large for the lots and often look cheap and out of place. We have one partially built home on our block that has sat unfinished and unworked on for at least 3 years. The city hasn't come close to working out all of the issues that have arisen in the last decade of new building, and that leads me to be very skeptical of the city proposing building fourplexes on these same size city lots. It's too big and too much for these very small spaces. Instead, why not provide incentives for folks to turn their garage spaces (or spaces above their garages) into mother-in-law apartments for rental.	7/17/2018
3808	38	/policies/affordable-housing-near-transit-and-job-	Individuals and families need affordable housing. An across the board percentage of their income. Not what building owner decides is affordable (I.E. \$1000 for a one bedroom apt.)	7/17/2018

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3809	1	/policies/access-to-housing/	<p>The goal should be to have affordable access to home ownership. This new plan does not accomplish that. It actually makes home ownership more difficult and more expensive. Putting in Fourplexes in single unit dwelling locations will make single unit houses much less prevalent and so in higher demand with even higher prices. Moreover, who will own those fourplexes? Will the people living their own them? Or will rich developers own them? And how are you going to ensure the rent in those fourplexes is reasonable? Look at the rent in all the new apartments in uptown, it's not affordable for most people. That will just happen if you put in fourplexes and apartments in residential neighborhoods. We need plans to help average people achieve home ownership. Programs like Habitat for Humanity are great for example. I don't have all the answers, but this plan is not it. It will actually make home ownership more difficult and more expensive and our goals should be the opposite of that.</p>	7/17/2018
3810	10	/policies/street-grid/	<p>The city needs to reconsider whether and how the designated uses of the street grid advance its other goals. In particular, free on-street parking subsidizes car ownership for people at all income levels. This is inequitable, contrary to climate goals, and promotes car ownership contrary to the City's modal priorities.</p> <p>The city should evaluate methods to reduce or eliminate free on-street parking to encourage other modes of transportation, encourage private property owners to provide parking if they desire it, and make the public right-of-way available for other, superior uses, such as bike infrastructure, or narrower streets that reduce the city's cost of maintenance.</p> <p>One method would be to require an annual parking pass city-wide, setting the fee at an appropriate level to recover costs and fund alternative transportation methods at an appropriate level, with exemptions at low-income levels. This will ensure the burden falls on those who can afford it.</p> <p>End parking subsidies for the wealthy and reclaim the public right-of-way.</p>	7/17/2018
3811	1	/policies/access-to-housing/	<p>Excellent, provided there are mechanisms in place to insure the housing will actually be affordable. What won't be helpful is a glut of luxury fourplexes.</p>	7/17/2018
3812	68	/policies/energy-efficient-buildings/	<p>All new buildings/housing should be required to have solar power and geothermal heating/cooling. Small wind turbine installations should be encouraged.</p>	7/17/2018
3813	17	/policies/complete-streets/	<p>Great start. I love the idea of a more bikable, walkable city.</p> <p>One caveat: for furniture, please don't use things that are antagonistic to homeless folks or folks living in overnight shelters. If someone wants to sleep on a bench, let them.</p>	7/17/2018

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3814	0.1 /topics/land-use-built-form/		<p>This is the worst plan Minneapolis has dreamed up yet!! The only people that will truly benefit are the developers, as a Realtor I know how it works and I think people are naïve to believe that this will be for the greater good. I'm a lifelong resident, attended Kenny, Anthony and Washburn graduating in 1971.</p> <p>My parents both worked hard to purchase a very modest home. When I was in high school I would walk through Tangletown, dreaming that if I worked hard I would buy a home in what I believe is the most beautiful neighbor in SW Minneapolis. The unique layout along with each home architecturally different create a beautiful setting. We have worked hard and love our neighborhood, I can't imagine what will happen if this is approved.</p> <p>Historically Minneapolis is known for their poor decisions when it comes to tearing down areas that create a negative impact. Or allow businesses such as KMart to build blocking a main artery to go Downtown, creating urban blight. I find it interesting that you recently raised property taxes which you received a record high number of appeals and now you want to lower the value of our homes. That WILL be the result of this plan. Why would anyone want to live in a neighborhood where there is a multi-plex property next door.</p> <p>I encourage people to think carefully before supporting this plan. If employment is an issue for some, create job training programs and partner with companies to hire trainees. Develop the areas that have suffered! One stretch of land you may want to consider in SW Mpls is the Motels on Lyndale Av. If you could purchase those and create housing it would be create a welcoming appearance to the city. There are so many ways to look at this but not your current plan, it will not work.</p> <p>Mary Belfry</p>	7/17/2018
3815	1 /policies/access-to-housing/		<p>As a renter and a young person, I support the 2040 Comprehensive plan's policies to increase density and R4 zoning because I believe it is the best strategy to accommodate the demand for housing in Minneapolis, and to avoid displacement of low-income families and POC!</p>	7/17/2018
3816	0.1 /topics/land-use-built-form/		<p>This is the worst plan Minneapolis has dreamed up yet!! The only people that will truly benefit are the developers, as a Realtor I know how it works and I think people are naïve to believe that this will be for the greater good. I'm a lifelong resident, attended Kenny, Anthony and Washburn graduating in 1971.</p> <p>My parents both worked hard to purchase a very modest home. When I was in high school I would walk through Tangletown, dreaming that if I worked hard I would buy a home in what I believe is the most beautiful neighbor in SW Minneapolis. The unique layout along with each home architecturally different create a beautiful setting. We have worked hard and love our neighborhood, I can't imagine what will happen if this is approved.</p> <p>Historically Minneapolis is known for their poor decisions when it comes to tearing down areas that create a negative impact. Or allow businesses such as KMart to build blocking a main artery to go Downtown, creating urban blight. I find it interesting that you recently raised property taxes which you received a record high number of appeals and now you want to lower the value of our homes. That WILL be the result of this plan. Why would anyone want to live in a neighborhood where there is a multi-plex property next door.</p> <p>I encourage people to think carefully before supporting this plan. If employment is an issue for some, create job training programs and partner with companies to hire trainees. Develop the areas that have suffered! One stretch of land you may want to consider in SW Mpls is the Motels on Lyndale Av. If you could purchase those and create housing it would be create a welcoming appearance to the city. There are so many ways to look at this but not your current plan, it will not work.</p> <p>Mary Belfry</p>	7/17/2018
3817	0.1 /topics/land-use-built-form/		<p>This plan is clearly an effort for Minneapolis to sell out its citizens and neighborhoods to developers. The proposed changes completely disrupt established communities, and services ONLY to increase the revenue for the City of Minneapolis. This plan is disgraceful.</p>	7/17/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

3818	0.1	/topics/land-use-built-form/	I am disappointed by the future land uses around the Prospect Park Metro Station. While I appreciate the built form districts, the production and processing land uses only one block from this metro station is a direct contradiction to policy 80 (Development near METRO Stations). I appreciate the need to preserve this type of land use in the city, however the addition a Metro Station means that this area must evolve. More of this area in Southeast Minneapolis near the Prospect Park Metro Station should have a different land use, even if this use is Production Mixed Use.	7/17/2018
3819	80	/policies/development-near-metro-stations/	As a resident of the Calhoun Isles area, I'm concerned about the proposed building of large apartment buildings, bring even more cars to a congested area. This seems to contradict item J...to minimize the impact of autos. Please reconsider allowing these giant buildings in an already congested area with no space for additional roads or cars. There is no guarantee all those people will only use the light rail.	7/17/2018
3820	0.1	/topics/land-use-built-form/	I don't mind the location of Interior 1 in most of Waite Park, as long as 4-units are actually allowed in Interior 1. Increasing density in Waite Park is crucial to enabling transit options.	7/17/2018
3821	1	/policies/access-to-housing/	This is my first read of the plan. Prior to reading this information I have only been hearing about "four-plexes" being allowed in the neighborhood where I spend most my time. (Linden Hills) I find it telling that people refer only to four-plexes when the plan also calls for the option of duplexes and tri-plexes. I think the singular reference to four plexes indicates a level of anxiety and initial opposition. (as do the "don't bulldoze our neighborhood" signs). My question is whether other cities have used this approach, and if so, are there examples of housing designs from these other cities that might show how such housing blends or fits in to neighborhoods that have traditionally been almost exclusively single family homes? I get the feeling people in this area area are conjuring up their worst image of what a four-plex looks like. Thank you for this work you are doing and sharing.	7/17/2018
3822	14	/policies/tree-canopy-and-urban-forest/	Please review current tree type, 1st it was all the same species, to replace elms, than ash now anythinglike12 species! on block. We should have 3 species diversity per block only	7/17/2018
3823	0.1	/topics/land-use-built-form/	I am strongly in support of the proposed built form districts. So many of the goals and policies in this comprehensive plan will only be achieved by allowing higher densities to be built in the city. With very few exceptions this plan has identified an appropriate level of density and uses for each part of the city. I strongly support the principles of this plan and will be greatly disappointed if the plan in weakened.	7/17/2018
3824	10	/policies/street-grid/	Let's get lake and Nicollet restored first	7/17/2018
3825	83	/policies/people-with-disabilities/	On 38th current development no handicap signs? We're do they park to use the system?	7/17/2018
3826	1	/policies/access-to-housing/	I am in strong support of increasing the density of housing, particularly allowing up to 4 units in neighborhood interiors. We can't increase density substantially without this provision, and more importantly, young professionals can't afford to buy homes on a standard lot. The ability to also have income properties on their lots changes the equation and enables more access to home ownership.	7/17/2018
3827	0.1	/topics/land-use-built-form/	I live in Minneapolis proper- ward 13. I do not like the portion of the plan regarding re-zoning at all. That entire thing you need to go back to the drawing board. First concentrate on improving mass transit, perhaps more light rail lines. Better bus system. Re-zoning to allow for condos, apartments over 3 levels, skyscrapers on Lake Calhoun - all poor ideas.	7/17/2018
3828	1	/policies/access-to-housing/	I live 1/2 block from 38th Longfellow, allowing 4, 4 plexus or 4 4 story buildings with limited parking will turn it into uptown, which everyone doesn't walk. Check the use, actual rented of all that's built along Hiawatha before you change the area. We have people renting on Ceder that have 3-6 cars and they park them in front of single family homes yikes, difficult to change unless all parking is permit. allowed after	7/17/2018
3829	1	/policies/access-to-housing/	This is bad policy. Current residents who'm live in SF zones do not want higher density. None of the 10 people I've talked to in South Minneapolis want a 4-Plex next door or even on the next block.	7/17/2018
3830	13	/policies/landscaping/	I am in favor but monitoring and enforcement, we already have vegetation over growing into sidewalks and in your face! Needs to be monitored by quick drive through. Some have dead and never printed. Ugh thanks	7/17/2018

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3831	33	/policies/affordable-housing-production/	I live at 2938 Tyler Street NE. The lot next to our house has been vacant for at least 15 years (2940?). Please add a multi-unit 4 plex to this lot with a landlord that accepts Section 8 vouchers. There is a duplex on the other side and we are on the south side and would love to live next to multiple units that are designated for affordable housing. We reached out to try to buy the lot but never got a response. The push back against affordable housing is usually the neighbors who don't want it. Our block already has some affordable rentals and I don't see any pushback to adding more. I want more affordable housing everywhere including next to where I live and where I work. I work in Mid-City Industrial. I know it is production zoned but there are two vacant buildings the old Xpedx building and the Sears building that are vacant. Please find tenants for these buildings or turn them into affordable housing. Thanks!	7/17/2018
3832	34	/policies/affordable-housing-preservation/	It's important to note that most affordable housing is lost due to prices going up and affordability expiration dates. We need low cost tools to encourage owners to keep prices low while maintaining quality property. We also need to allow more buildings to get built!	7/17/2018
3833	66	/policies/air-quality/	<p>Minneapolis must look at modifying the incentives and market pricing of bringing cars into the city and operating them in the city limits. Where possible, and sliding according ability to pay, historically externalized costs should be imposed directly on those operating a car in the city. Revenues can be used to fund the sustainable transportation modes that will need to be supplied as an alternative to operating a private vehicle.</p> <p>This will send appropriate transportation price signals that will encourage individuals to make more socially beneficial choices.</p>	7/17/2018
3834	26	/policies/vision-zero/	<p>Minneapolis must look at modifying the incentives and market pricing of bringing cars into the city and operating them in the city limits. Where possible, and sliding according ability to pay, historically externalized costs should be imposed directly on those operating a car in the city. Revenues can be used to fund the sustainable transportation modes that will need to be supplied as an alternative to operating a private vehicle.</p> <p>Besides sending appropriate transportation price signals that will encourage individuals to make more socially beneficial choices, this will reduce the primary threat to the safety of cyclists and pedestrians because more vehicle trip miles will be operated by professional drivers.</p>	7/17/2018
3835	0.1	/topics/land-use-built-form/	I have lived on Chowen Avenue off of 50th street for 30 years. I am in my mid-sixties and had planned on remaining in my home for the rest of my life. According to this plan, my property, and those adjacent to it, will be rezoned for multiple family dwellings. I don't want to live next to a 4-plex. The very idea of it destroys the character of the neighborhood that I have enjoyed these 30 years. I feel this plan is forcing me to move during what should be my 'golden years.' The stress I am experiencing over likely having to move before the first 4-plex is built on Chowen, is adversely impacting my health. This is a shameful 'Thank You' from the City of Minneapolis for my having lived here & paying property taxes for 30 years. Frightening that you treat seniors in this way.	7/17/2018
3836	16	/policies/environmental-impacts-of-transportation/	(e) should expressly include consideration of congestion pricing downtown.	7/17/2018
3837	0.1	/topics/land-use-built-form/	<p>I am a resident of Minneapolis, and am completely opposed to this plan.</p> <p>We need to start over, as a city, and have a REAL dialogue about growth. The growth needs to be smaller than this, and we need to look more carefully at how to do it without the incredible waste of bulldozing current housing stock.</p> <p>Residents have some great ideas, such as repurposing the Lake Street KMart for dense housing. This would also address historical issues as it was originally put in to 'block' certain areas of the city from other parts. If redeveloped into attractive multistory rentals, that were affordable, it would do a lot to address affordability issues in a great part of the city with excellent restaurants (walking to Eat Street), very fast access to downtown, and also Greenway transit.</p>	7/17/2018
3838	1	/policies/access-to-housing/	So far, all the new apartments going up in the Uptown area are not affordable to the average income. Please consider ALL neighborhoods when incorporating affordable housing. Many residents have already been pushed out of Uptown due to housing costs going up.	7/17/2018
3839	1	/policies/access-to-housing/	I do not think it is fair that I may be forced to sell my home because I had the foresight to purchase a wonderful home that is near a Metro station. I love my house, and my neighborhood, and do not think we should be forced out by the city or by private companies who are simply trying to make money off of low income individuals. I already have a huge housing/construction project in my backyard, and do not want large fourplexes built next to me on our small lots of land. Single family home owners are a major part of this community, and I feel we are being ignored in these plans. We are the ones paying taxes, fixing streets and striving to make the community a better place, not just trying to make money. I plan on living in my home until I die (I'm 40 years old) and should have that right as a homeowner. Please keep us in mind as you review these plans.	7/17/2018

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3840	0.1	/topics/land-use-built-form/	You are ruining the historic neighborhoods that are in the heart of Minneapolis by pushing this plan forward. You have no regard for the homes that have been preserved for the last 100+ years by allowing large multi-family units in the Lake of the Isles and Kenwood neighborhoods. I am strongly AGAINST this plan and would be truly disgusted if it got approved. You are doing a major disservice to those who have been supporting this city through paying the most taxes and now we have no other choice but to move out West. Do yourself a favor and drive down Xerxes or France between 39th and 50th Streets to see how many houses are for sale in fear of this plan.	7/17/2018
3841	38	/policies/affordable-housing-near-transit-and-job-	I appreciate the focus on affordability and the specific linkage to transportation access. I am eager to see the specific and tangible steps the city takes to make affordability a reality. Increasing density accounts for some of the solution, but in addition we need active and specific supports for affordability that may include development requirements/quotas, incentives and/or penalties.	7/17/2018
3842	17	/policies/complete-streets/	I strongly support the emphasis on complete streets - thank you! I hope that the examples of other cities, including the "Superblock" concept out of Barcelona, will be used as models.	7/17/2018
3843	19	/policies/bicycling/	protected bike lanes and/or bike-only streets	7/17/2018
3844	10	/policies/street-grid/	I would love to see the city emphasize car-free streets as it explores the expansion or restoration of the street grid. Barcelona's Superblock model can serve as a guide.	7/17/2018
3845	33	/policies/affordable-housing-production/	Yes. Yes. Yes. Please share with the public the specific policy tools you will utilize to ensure that affordable housing is created and maintained. Will there be requirements placed upon developers?	7/17/2018
3846	1	/policies/access-to-housing/	This plan is a good start, but still sets too low a ceiling on the number of housing units allowed by right on most lots in the city. It also does not set minimums, which means the number of residents is functionally capped,artificially limiting access to and frequency/choice of transit and other amenities.	7/17/2018
3847	1	/policies/access-to-housing/	The currently proposed land use maps seem to replicate redlining, particularly west of Hennepin. We need a comp plan that not only stops treating historically redlined areas as different, but had actively redressed that part of our shameful past. We shouldnâ€™t be able to so easily spot the historically redlined parts of the city on the proposed land use map, unless itâ€™s because there is extra attention being given to spur an influx of homes and businesses to these areas.	7/17/2018
3848	1	/policies/access-to-housing/	A) in areas where there is the most antagonism towards more housing from the most privileged and wealthiest Minneapolitans, we need to allow for much more intense land uses, because the people who want to create homes and businesses will likely face a disproportionately costly legal and engagement process. More intense land use possibilities can help make this financial risk easier to take or with a greater possibility of recouping those costs.	7/17/2018
3849	82	/policies/aging/	It would be excellent for those of us who have paid for our homes, that the taxes do not negate our ability to live and keep our homes. I see nothing in this plan with pretty words and stats about keeping seniors in the homes that they have owned for 30+ years as taxes continue to rise exponentially. I see nothing in this plan that addresses the enormous tax levy that currently exists and continues to rise based on absorbent assessments taking homestead credits away. I can't help but wonder how many sat around the table and word smith this plan to death without some real actions steps. I see no "how" for us seniors that are not in assisted living or senior high rises.	7/17/2018
3850	1	/policies/access-to-housing/	B/C) when I read â€œallow multifamily housing [here],â€ what I understand is that weâ€™re banning it elsewhere. Given that we face an affordable housing crisis and climate change, and given how long it takes to build more housing, why are we limiting these more affordable and sustainable housing types to only a few corridors in our city? Why are we banning our most sustainable and appropriate land uses from the majority of land in Minneapolis? We need more intense land uses allowed everywhere in Minneapolis.	7/17/2018
3851	1	/policies/access-to-housing/	How does D dovetail with city efforts to undo the negative and long lasting consequences of redlining and downzoning if in effect we are saying that the only allowable housing types are those that were previously allowed under our structures of racism? If we truly care about racial equity, we need land use policy that undoes the grave and shameful harm implicit in the built form present in much of Lowry Hill, East Isles, Kenwood, and other parts of SW Minneapolis. One additional criteria for another level of land use planning should be whether the area (block by block) has a history of restrictive covenants, redlining, or the kind of low-density zoning that serves the same racist function as these, but less explicitly. When we â€œprotectâ€ â€œneighborhood characterâ€ or a given built form in white areas of wealth, we are choosing to use our legal system and our city policies to support racial segregation and legally exclude many long-marginalized people from huge swaths of the city.	7/17/2018
3852	66	/policies/air-quality/	I hope these plans are helpful in reducing pollution = keep it up	7/17/2018

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3853	34	/policies/affordable-housing-preservation/	A strategy to create affordable housing: Instead of creating a full Inclusionary Zoning policy, explore the possibility of an opt-in approach with a reduction % in Property Taxes (subject to net increase of value) relative to % of affordable units proposed in the development. This should only apply to developments with greater than 99 units.	7/17/2018
3854	1	/policies/access-to-housing/	I am concerned that this policy does not go far enough to allow us to build the amount of housing we need. I am gravely concerned that the population forecasts do not adequately take into account our changing physical reality of increasing climate change, vis-a-vis a) an increasing but relatively unpredictable/unknown influx of new residents displaced by climate change, and 2) resource systems disruptions as climate change impacts not only resource procurement directly but also political systems and economics that we rely on for construction stability. We need to be "overproducing" housing now, given what we know we face with a minimum 1.5C temp increase by 2040 (per UN report leaked in Feb). And that's without addressing the emissions consequences from different levels of land use intensity and the modes of transportation they make feasible (higher=walking/biking/transit) or the dependency they force (lower=car & related low value/high cost infrastructure).	7/17/2018
3855	1	/policies/access-to-housing/	I think that these action steps are reasonable and appropriate. I had been concerned that Minneapolis would upzone some areas by too much, but it seems like most of these changes are incremental, and do little more than to revert Minneapolis to zoning similar to what it was in the 1950's. I think that increased density near shared amenities that public transit makes a lot of sense. I would welcome more of a mix of housing types. I hope that my children will choose to stay in Minneapolis when they become adults, and I imagine that they might like to live in a duplex, triplex, or four plex in our Southwest Minneapolis neighborhood - let's make those legal! And as I get older, I can envision wanting to move in to an apartment building in our Southwest Minneapolis neighborhood, let's make those legal too!	7/17/2018
3856	4	/policies/access-to-commercial-goods-and-service	I'd like to see an additional Action Step here: 1. Prioritize the implementation of protected bike lanes that connect Commercial areas to the existing bike network.	7/17/2018
3857	80	/policies/development-near-metro-stations/	I support all of these action steps, however I do want to make sure that we are upzoning incrementally. Portland has had a problem with upzoning too rapidly near their Public Transit hubs and it has made their housing market worse. See here: https://www.strongtowns.org/journal/2016/10/23/portland-housing-prices	7/17/2018
3858	0.1	/topics/land-use-built-form/	As a more-than-30-year resident at 2633 34th Ave S, and one who plans to live the rest of my life here, I am particularly concerned about the designation of 2648 34th Ave S as "Corridor 6", which would allow a building to be 6 stories high. This location, which is an effective cul-de-sac, is NOT AT ALL suitable for such a high density of living. The infrastructure in this area is almost entirely single house residential, with some 1-story buildings devoted to offices and light industry. It would be a stupid mistake to allow high density housing on this north side of the Greenway. The "business district" of the neighborhood is Lake Street, to the south of the Greenway. The only ways to get to Lake Street from 2648 34th Ave S, are either to go east on 27th Street more than 2 blocks, then south the 3 blocks to Lake Street, or else, to go north 1 block, then west 3 blocks to 31st, then south 4 blocks. Putting a lot more people in this location would mean a HUGE increase in the traffic on these small residential streets, especially 34th Ave S, and 27th Street. Generally it is pretty clear from the layout of the neighborhood in this area that NO SIGNIFICANTLY HIGHER DENSITY SHOULD BE PERMITTED on this north side of the Greenway, especially between 31st Ave S and 36th Ave S.	7/17/2018
3859	6	/policies/pedestrian-oriented-building-and-site-de	I strongly support the removal of off-street parking minimums throughout the city. This one action will significantly lower the cost of construction for new housing units, which will help with our housing shortage.	7/17/2018
3860	22	/policies/downtown-transportation/	I also strongly support not allowing any additional drive throughs, gas stations, and parking lots!	7/17/2018
3861	1	/policies/access-to-housing/	We should adopt congestion pricing to internalize the externalities associated with accommodating suburban commuters.	7/17/2018
3862	22	/policies/downtown-transportation/	I wholeheartedly support this proposal!	7/17/2018
			We should employ a time machine to go back in time and change the plan for the ongoing rebuild of 35W northbound into downtown to, at minimum, bury the entire stretch or better yet remove it entirely.	7/17/2018

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3863	6	/policies/pedestrian-oriented-building-and-site-de	I strongly support the removal of off-street parking minimums throughout the city. This one action will significantly lower the cost of construction for new housing units, which will help with our housing shortage.	7/17/2018
			I also strongly support not allowing any additional drive throughs, gas stations, and parking lots!	
3864	1	/policies/access-to-housing/	I support the increase in high density housing, particularly near downtown Minneapolis. I hope high density, mixed use developments can increase walk-ability and transit use in our city and I can live a low-car lifestyle.	7/17/2018
3865	34	/policies/affordable-housing-preservation/	If "NOAH" housing is removed for a new market-rate development, that amount + 5% must be added, and the developer must also pay for relocation assistance for the duration of construction, and the tenants may leave at any time.	7/17/2018
3866	7	/policies/public-realm/	I think that a lot of the niceness of the public realm has been lost due to our over-reliance of automobiles since the end of the streetcar-era. I think that devoting more space to humans and human-activities other than driving and parking would do the most to improve the public realm. The Northside Greenway demonstration project showed what a wonderful asset the street can be when the role of cars is reduced, or even eliminated from the street.	7/17/2018
3867	34	/policies/affordable-housing-preservation/	Allow the construction of SROs!!	7/17/2018
3868	8	/policies/public-safety-through-environmental-de	I like Action Step F, and would be interested to see such designs in action: Use innovative building designs and landscaping to limit or eliminate the opportunity for graffiti tagging.	7/17/2018
3869	33	/policies/affordable-housing-production/	<p>I believe I am in the top 5%. The way this looks in Mpls is that I live in a 3BR/1BA house in SW minneapolis with a family of 5. I am not complaining - I love our neighborhood and our home, but this is not luxury living. I feel like the mpls 2040 plan is for the lower class, against the upper class (me) and totally leaving out the middle class. I think it is ridiculous that a teacher for my son's public school would have difficulty affording a home in the neighborhood where he teaches - he would not qualify for the "affordable" housing. If 2040 were addressing this class which 1) would love to live in this neighborhood, 2)is stably employed and 3) are already informed and responsible community members/home owners, I would be supportive. As it is, I think the plan, is doomed to not succeed and many once active, involved community members (and tax payers) like me and my family will have lost their modest single family homes - I live on the block east of France.</p> <p>The housing aspect of 2040 is now totally overshadowing other aspects of the plan which are good and have a much higher likelihood to succeed.</p> <p>2040 is the agenda of a limited number of people, my objection is not the "not in my back yard argument" it is "not in my front yard/home" which is slated for extinction. I have been an active and involved member of mpls living in SW mpls for 20 years. My needs should not be disregarded to try and right historical wrongs.</p>	7/17/2018
3870	33	/policies/affordable-housing-production/	<p>I believe I am in the top 5%. The way this looks in Mpls is that I live in a 3BR/1BA house in SW minneapolis with a family of 5. I am not complaining - I love our neighborhood and our home, but this is not luxury living. I feel like the mpls 2040 plan is for the lower class, against the upper class (me) and totally leaving out the middle class. I think it is ridiculous that a teacher for my son's public school would have difficulty affording a home in the neighborhood where he teaches - he would not qualify for the "affordable" housing. If 2040 were addressing this class which 1) would love to live in this neighborhood, 2)is stably employed and 3) are already informed and responsible community members/home owners, I would be supportive. As it is, I think the plan, is doomed to not succeed and many once active, involved community members (and tax payers) like me and my family will have lost their modest single family homes - I live on the block east of France.</p> <p>The housing aspect of 2040 is now totally overshadowing other aspects of the plan which are good and have a much higher likelihood to succeed.</p> <p>2040 is the agenda of a limited number of people, my objection is not the "not in my back yard argument" it is "not in my front yard/home" which is slated for extinction. I have been an active and involved member of mpls living in SW mpls for 20 years. My needs should not be disregarded to try and right historical wrongs.</p>	7/17/2018
3871	0.1	/topics/land-use-built-form/	"Growth for the sake of growth is the ideology of the cancer cell." - Edward Abbey	7/17/2018
3872	1	/policies/access-to-housing/	Protect existing industrial/commercial zonings to allow for sustaining and growing arts production and small businesses, and especially within the Northeast Minneapolis Arts District.	7/17/2018

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3873	3	/policies/production-and-processing/	Protect Production Areas - do not allow non-production in Production Areas. Protect older industrial buildings for future production and processing uses (not Non-Production uses).	7/17/2018
3874	10	/policies/street-grid/	I'm not sure if I support this Policy in its entirety. In particular, I'm not sure that the KMart parcel should be opened back up. Nicollet north of Lake is a gem right now, and I am concerned that re-connecting Nicollet with itself without redesigning the street layout to slow down traffic could just turn Nicollet in to a 35W alternative, which would be an inappropriate use of that street. That being said, I really like Action Step E, especially the part about making some streets accessible only to pedestrians or bicyclists, like Milwaukee Avenue is. Similar streets could be fantastic!	7/17/2018
3875	5	/policies/visual-quality-of-new-development/	Require City funded projects to include public art which is purchased locally.	7/17/2018
3876	30	/policies/arts-and-cultural-assets/	Protect the existing infrastructure of production space within the Northeast Minneapolis Arts District.	7/17/2018
3877	31	/policies/creative-workers/	Provide Property Tax Abatement opportunities to Arts Production Buildings to prevent the cost of space forcing artists out of the City.	7/17/2018
3878	55	/policies/business-innovation-and-expansion/	Add preserving existing uses, assets and Art Districts.	7/17/2018
3879	56	/policies/supporting-small-businesses/	Add artists to this section (Support the development and growth of small business and artists.)	7/17/2018
3880	58	/policies/business-districts-and-corridors/	Support the existing Arts Districts Develop programs & strategies specifically aimed at maintaining affordable rents for art studios and arts production space and minimizing displacement.	7/17/2018
3881	81	/policies/social-connectedness/	*Support the existing mixed used Northeast Minneapolis Arts District as an example of a socially vital community. *Preserve existing buildings.	7/17/2018
3882	11	/policies/skyways/	I support all of these Action Steps. I'd like to see Skyway usage de-emphasized in order to encourage a more vibrant downtown street-level pedestrian experience.	7/17/2018
3883	0.1	/topics/land-use-built-form/	I am in a corridor 4 neighborhood which has seen some new businesses in the last couple years as well as a uptick in break ins, thefts and vandalism. We already have more than one multiple unit buildings with affordable housing, condos that are priced too high for lower income people to afford, as well as multiple converted buildings that sit empty. I have concerns for the livability of my neighborhood, and others in the city. It seems that there are ugly multi-use buildings all over the city already that have taken away from the character of the neighborhoods they are plopped in and contributed to making more crowded and already crowded city. I love Minneapolis but fear city leaders are set on making the entire city an extension of the Uptown area that has been drained of all soul. Sadly, I also have little faith that any feedback will change the plans of plopping multi-use buildings all over the city.	7/17/2018
3884	0.1	/topics/land-use-built-form/	Most of these streets in Southwest Minneapolis (Washburn, Oliver, Bryant, 49th, 51st, Sheridan) should not be Interior 3. They should at the MOST be interior 2, but likely interior 1. Adding large buildings to our residential streets will ruin the feel of our quaint southwest Minneapolis. The so called 'cooridors' aren't even being used up to their potential right now. Developers are coming in and creating unusable and unsaleable homes. Please reconsider the streets I mentioned above.	7/17/2018

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3885	1	/policies/access-to-housing/	<p>I oppose the housing density that is being proposed. I believe that allowing 3 or 4 unit housing on properties would destroy the "neighborhood" feeling. It is home owners that take pride in their property, maintain it and make it beautiful. It is also home owners that build the neighborhood because they place roots down and plan on staying for years. As a renter, your view on the neighborhood is different...you mainly view it as a place to live and not as a home. You don't get involved in the neighborhood because you only plan on being there for a year or two so don't waste time investing in your neighbors. In addition, maintaining a larger building takes time and money, and if you are not living in the property it is out of sight and out of mind, meaning the property would not be as beautiful as if you lived there.</p> <p>If higher density housing is installed in the quite single family home areas of the city, I envision, the qualities that attracted current residence would be lost and beauty of the neighborhood would be lost. I can tell you, if four-plexes where build on all sides of my property, I would move in a heart beat. I moved/live in Minneapolis knowing full well that my neighbor's house is only 5 feet away from mine, but it is a similar size as mine and only one-family lives in it. I can't image how unpleasant it would be to have a 4-story beast next to my house, over-shadowing my yard and blocking all natural light. In addition, the coming-and-going of four families would drive me insane.</p> <p>In Closing, I STRONGLY Oppose increasing the density of the city's housing density.</p>	7/17/2018
3886	0.1	/topics/land-use-built-form/	This city is fucked with policies and governmental BS. I can't Wait to move. Fuck your proposals. Stay out of Fulton and Linden hills	7/17/2018
3887	0.1	/topics/land-use-built-form/	The notion that Upton Avenue South, from 43rd Street to 50th Street, could functionally support 4-story apartment buildings anywhere along its length, and that 3-story apartments could workably flank them on the east and west, must have come from someone who has not attempted to navigate those blocks of Upton as they now are. Because of the on-street parking, any trip north or south is, intermittently, a trip along a one-lane street, where one is obliged to wait for oncoming traffic to pass before proceeding. What that traffic would look like if your plan is adopted is beyond imagining.	7/17/2018
3888	92	/policies/identify-and-evaluate-historic-resources/	City officials and policy should not over-emphasize claims of historical value, usually from wealthy landowners, that are often used simply to prevent land-use changes or improvements by willing owners.	7/17/2018
3889	17	/policies/complete-streets/	My concern is for elderly people, disabled folks, and those temporarily unable to walk more than a few steps from home. What will you do to give these people transportation options that are safe, close to -even at their homes- and inexpensive? I can still drive but I sure can't walk more than a few blocks and some can walk even less. Also please be sure NOT to let other modalities take handicapped parking spaces away from in front of buildings, including homes. I think every building should be required to have some handicapped parking; even if you are working to reduce car traffic. Please incent options like Uber. Hour car , 3 wheel scooters on call etc.	7/17/2018
3890	24	/policies/shared-mobility/	Add shared 3 wheel motorized scooters, recumbent bikes, 3 wheel bikes to the mix. Who knows what will come next? Be ready. Not everyone is able, nor wants to use a regular bike model nor take an uber/hour car. I'd rather be under my own control but cannot ride a regular bike.	7/17/2018
3891	25	/policies/innovations-in-transportation-and-infras	Sounds pretty good. I still think we need to allow for cars. What about using elevator parking garages like in new york? Think of a ferris wheel for cars!	7/17/2018
3892	0.1	/topics/land-use-built-form/	<p>Much refinement of the transit corridors rezoning should be done before this plan is approved. Not every street that has a bus go down it has the capacity for higher density. For example, 4 story apartment buildings lining Sheridan Ave So from 39th St. to 42nd St would be a disaster. The street is narrow and winding, with parking allowed on one side of the street currently. Traffic and parking are already at maximum density, exacerbated by all the activities at the lakes.</p> <p>If greater density is required, there must be parking required also. Not everyone can take the bus or walk or bike to work. People will still own cars.</p>	7/17/2018
3893	1	/policies/access-to-housing/	I strongly support this goal. I believe the city needs to increase its density particularly in transit-accessible areas and to make a wide range of housing available to all types of residents. This is essential if we hope to make housing more affordable as well as available in the city.	7/17/2018

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3894	0.1	/topics/land-use-built-form/	Why is only a part of 50th west of 34th designated corridor 4 which is currently mostly residential but east of 34th it is designated interior 1? All of 50th should designated interior 1. It is not a high frequency transit area and larger commercial buildings could negatively impact the Monarch Mile designated stretch of 50th.	7/17/2018
3895	43	/policies/housing-displacement/	Senior help link line is not enough. Help seniors keep their homes up and stay in them. Create housing for seniors that is one level living, access to services and goods, including green space and NOT overlooking a freeway (areas which are know to have higher air pollution)	7/17/2018
3896	52	/policies/human-capital-and-a-trained-workforce/	Please add age based research, planning and remedies to your mix. A majority of us do not have sufficient retirement savings and can't depend upon social security. Seniors need jobs too! They can't all be full time jobs either and must allow flexibility for doctor appointments and days when a senior doesn't feel well enough to work.	7/17/2018
3897	31	/policies/creative-workers/	Hi, I am writing from HUGE Theater in LynLake Minneapolis and we are excited about collaborating with the city. jill@hugetheater.com	7/17/2018
3898	82	/policies/aging/	Sounds pretty good! Happy you recognized the need to battle snow and ice which is often a barrier to folks getting out. Please consider adding snow removal on sidewalks and in alleys as a city responsibility. It doesn't work to fine people who physically can't do it! I doubt it would add much in taxes per individual.	7/17/2018
3899	6	/policies/pedestrian-oriented-building-and-site-de	Re:Eliminate off-street parking minimums throughout the City. It is naive to think that the marketplace will determine appropriate parking for a neighborhood when eliminating parking minimums for new housing construction and new businesses. Developers will relish being allowed to build without providing parking on the property. One new 4 plex on an existing residential lot could easily add another 6-8 cars parking on the street. Look at Uptown north of 36th St (and many of those buildings have some off street parking). New restaurants in the neighborhood are already causing parking headaches for the people living nearby. Look at the parking problems that Red Cow and other nearby restaurants at 50th & France have caused for homeowners.	7/17/2018
3900	0.1	/topics/land-use-built-form/	Interior 3 pretty much only shows up in south Minneapolis. Is the city seriously interested in decimating its turn of the century beautiful housing in favor of multi story, multi lot buildings like the 2 1/2 story, ugly brick apartment buildings on the early 70's. What will happen is this: developers will buy , not houses, but land - as cheap as possible. They will build as cheap as possible. They will charge as much as possible. Now you will have multi unit ugly buildings that are not affordable. At the very least put in tough requirements for materials & designs that do not look like brick, nor cement etc monoliths . that require some green space (setbacks); that respect the sunlight needs and esthetics of the neighbors. Folks should not have to lose the housing value the raised by dint of their own hard work through the years, as a result of ugly , shoddy, development. Also, loosen codes to allow homeowners to rent rooms and/or part of their houses again.	7/17/2018
3901	4	/policies/access-to-commercial-goods-and-service	I find the strong emphasis on No Cars is a huge hindrance to elderly and handicapped citizens. This coming from a person who does not own a car but I do depend on cabs and rides to get where I need to be. Also removing so much neighborhood parking makes it difficult for others to come visit us. This causes more isolation of the elderly and handicapped. I can not host an family function in my home because my children and grand children who live in the suburbs have no where to park.	7/17/2018

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3902	1	/policies/access-to-housing/	<p>Density for density's sake seems to be an overarching principle. The need for affordable housing is laudable. Creating a glut of rental housing is a short term solution favoring developers. Rental housing is by nature transient housing and renters are victims of increasing housing costs of the ups and downs of the rental economy. Developers are almost universally absentee landlords and more interested in making profit from their renters than contributing to the neighborhood culture. from To make it affordable to enter the housing market is a nice idea but it does not guarantee that they will be able to stay and become engaged in the community and the development of its culture. We have already disrupted and displaced many from their communities by gentrification. The poorest cannot stay or afford to stay in places where they have little opportunity to afford to stay.</p> <p>Parking and movement of traffic remain important to consider as density increases. The Public transportation system is not up to speed to match the projected growth goals.</p> <p>The zones of the city outlined in the map are too neatly drawn. Within those blocks are many smaller neighborhoods with housing stock of differing quality, age or historical significance. There is a danger to disrupt these neighborhoods with structures that are out of scale with their neighbors. Presently in some neighborhoods "monster" homes further cut off sunlight with structures of greater height wedged next to smaller homes and yards. Green space and set-backs are sacrificed for density's sake or for creating structures with a higher selling point, but not always designed to fit into the street scape well or do not suggest that they are of any enduring quality. Areas near our lakes, river front and parks are increasingly surrounded abruptly by high-rise, high-density because of their closeness to the nearby natural amenities. They are not being designed to transition to the natural spaces but tend to form structural canyons that butt up to neighboring green space. There is too much room in this plan for greedy developers to destroy neighborhoods in the name of lofty housing ideals for the sake of their profit.</p>	7/17/2018
3903	1	/policies/access-to-housing/	a. Protect existing industrial/commercial zonings to allow for sustaining and growing arts production and small businesses, especially within the Northeast Minneapolis Arts District.	7/17/2018
3904	3	/policies/production-and-processing/	<p>Include Arts Production as a protected class for production processing areas.</p> <p>Revise f. Establish land use regulations to protect older industrial buildings for future production and processing uses (not Non-Production uses).</p>	7/17/2018
3905	5	/policies/visual-quality-of-new-development/	Require City funded projects to include up to two percent of the total construction or renovation budget to purchase or commission original artwork by local artists for the site.	7/17/2018
3906	31	/policies/creative-workers/	Provide Property Tax Abatement opportunities to existing Arts Production Buildings to preserve affordability of work space for artists and creative businesses.	7/17/2018
3907	38	/policies/affordable-housing-near-transit-and-job-	a. Maximize opportunities to create affordable housing near transit stations and along high-frequency transit corridors while preserving existing industrial production areas.	7/17/2018
3908	54	/policies/supporting-economic-growth/	<p>These action ignore the importance of existing infrastructure, community and production to continued economic growth.</p> <p>Add: improve existing properties and infrastructure.</p>	7/17/2018
3909	55	/policies/business-innovation-and-expansion/	Ignore importance of existing infrastructure, community and production to continued economic growth.	7/17/2018
3910	56	/policies/supporting-small-businesses/	Add: Preserve existing uses, assets and Art Districts.	7/17/2018
3911	83	/policies/people-with-disabilities/	<p>Add artists and arts related businesses to this section.</p> <p>TRANSPORTATION! The current model of using Metro Mobility is a wonderful first step but in practice, it is a horrible, inefficient, ineffective, maddening train-wreck of a solution. The routing software puts people who are 9 miles away from their destination on a magical 3-hour mystery tour that will take them tantalizingly close to their destination several times only to veer off unexpectedly to make another pickup or dropoff. The service is understaffed and overcommitted. There's no orderly addition of new riders (it's actually a surprise free-for-all for all involved). There's little or no access to online tools for most riders or most functions (seriously, it's the 21st century, come on!). Customer service is AWFUL. Minneapolis can lead the way, since the overwhelming majority of Metro Mobility "is" Minneapolis (clients, providers, etc.). Let's fix this for everyone!</p>	7/17/2018

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3912	1	/policies/access-to-housing/	<p>In the Lyndale neighborhood, where I am a 20 year resident and single family homeowner, we have a healthy mix of single family and apartments and condos. The density is appropriate as we are closer to main commercial corridors and downtown. Each Mpls neighborhood has a unique feel however. While I generally agree with increased density, I suggest putting a cap on 4 plexes by block - say 50% max. I am especially concerned that these blocks of multifamily units can spread over several lots without apparent restriction. Limiting larger spreads over several lots (maybe 2-3 lot max - 1 per block) to a cap. These large spreads will be what brings in the big developers to just put up more overpriced, overly-shiny units (see Uptown) that can downgrade the more human scale feel of the existing built environment in the interior areas. This would probably address the biggest fears of the single family homeowners in these interior zones. Putting some caps on this helps maintain housing variety and spreads the burden of potential negligent absentee landlords. Limiting overzealous development will also ensure more balance in housing stock while maintaining some historic architectural interest in the physical texture our built environment.</p> <p>N.B - Be careful not to shame and vilify in your plan language those who have invested in and cared for these city neighborhoods as homeowners. How about providing us with real "big city" transit so we don't have to use our cars and we can reduce our carbon footprint? Trust me...I'd rather park it. (we all can't ride bikes to work). How about passing along some grants or loans so we can build ADUs in our back yards? We aren't the ones made of money just because we happen to have been able to afford our .1 acre when it was affordable and nobody else wanted to live here.</p> <p>Please work with a more expediency to correct a huge mistake of the past: choking Nicollet off for a KMart. This has been sitting in limbo for an embarrassingly long period of time. Use eminent domain, or whatever is needed, to force rotation of this store once and for all to face a newly opened Nicollet and fill this up with mixed use residential and main floor commercial. Let a shiny new KMart be the anchor. But make it happen. Such a waste of prime real estate that huge surface lot. TONS of room for new housing!</p> <p>PS. Create a small food truck court to house the taco truck and more of the same to part of the parcel :-). Sot of a mini - outdoor business incubator area.</p>	7/17/2018
3913	70	/policies/ecology-and-habitat/	<p>There needs to be a designation of areas that have high water tables such as parts of Linden Hills and a corresponding modification of building codes to prevent the drainage of these freshwater aquifers into storm sewers, sidewalks, streets and other drainage areas throughout the summer and sometimes into the winter months. The codes, as they stand now, allow for the building of basements into water tables and underground running streams, in areas which were historically part of Bde Maka Ska for example.</p> <p>The depletion of these water reserves will affect the health of avian populations, canopy, local climate and the health of our lakes.</p>	7/17/2018
3914	49	/policies/educational-and-economic-access/	<p>July 17, 2018 Dear Minneapolis 2040 Drafters It's important to recognize the history of Minneapolis. Up through the Sixties, it had a vibrant Black middle-class. There was racism, of course, and there were people on the margins. But the economic and educational disparities between Blacks and Whites were far less than at the present moment. Central High School, an integrated school, was closed and razed in the late Sixties (ironically over the objections of many in the Black community). It's important to realize that this change has been driven by, among other factors, a large in-migration from other U.S. cities and from third-world countries. It is unfortunate that our community, our leaders, and our schools (especially our teachers) have been blamed and at times attacked for not solving the difficulties of serving people who have arrived here from, for example, Chicago, Illinois, Gary, Indiana, East Africa, and Latin America. We need to serve them as best we can. We must find long-term solutions. However, upzoning is not a solution. It is too easy to embrace short-term thinking that seems to answer a pressing needâ€”yet will not do the jobâ€”and worse will unleash a host of unintended consequences (loss of open and green spaces, crowding, congestion, further degradation of the city lakes from paved over land, and more). This plan is based in ideology and wishful thinkingâ€”greased by big development money that is eager to have a free hand in our neighborhoods.</p> <p>Sincerely, Erik F. Storlie 3217 Humboldt Avenue South Minneapolis, MN 55408</p>	7/17/2018

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3915	16	/policies/environmental-impacts-of-transportation/	(e) put toll booths on the freeways at city limits. If the feds won't let us do that, put them at the offramps to our city streets. use the funds to support non-car travel in the city.	7/17/2018
3916	0.2	/small-area-plans/	<p>July 17, 2018 Dear Minneapolis2040 Drafters I support the goals of racial equity and the creation of affordable housing. However, I see nothing in this plan that will achieve either. Rather our family-friendly R1 neighborhoods with lawns and open spaces will be exposed to the tender mercies of developers and the Zoning and Planning Commission, which approves 97% of variances now (ironically, allowing the bulldozing of 900 square foot two-bedroom homes all over the city to make way for monsterhousesâ€”destroying existing â€œnaturally occurringâ€ affordable housing). In fact, although zoned R1, the ECCO neighborhood is 70% rentersâ€”and their rents will be driven up by the Sons of Norway project, which projects rents 30% over existing levels. Minneapolis is a quilt of older neighborhoods and dense areas--with many areas, for example north of the Basilica, where apartment towers could be placed and neighborhoods developed with stores and services. Rather than encouraging folks to rent forever, we should think of how to bring back the urban homestead programs where ownership is developed. The old neighborhoods are like old-growth forest--easy to cut and impossible to replace once gone.</p> <p>Sincerely, Erik F. Storlie 3217 Humboldt Avenue South Minneapolis, MN 55408</p> .	7/17/2018
3917	1	/policies/access-to-housing/	<p>Regarding action step e.</p> <p>I'm not sure what you are trying to accomplish here. All cities should have areas that are zoned properly to include areas that are just single family. If you are hoping for a New York style (or Uptown Minneapolis for closer reference), I would suggest that those interested move there. The fastest way to have hardworking tax paying homeowners move is to put a 4-plex on a 40' x 127' lot. Parking will become a nightmare. If every block had 4 4-plexes on it with 2 cars per unit that is an additional 32 cars one a single block/street. If you don't think this will happen you haven't thought it through.</p> <p>Yes, I'm a bit angry about this. I chose our neighborhood specifically because there are limited multi family dwellings in our area. Over building multi-family housing creates transient areas with no ownership stake in the neighborhood. It causes short term rentals that don't allow for anyone to really create ties and lasting relationships. Crime will bump up with additional density. The larger selling will drown out any limited available sunlight and make gardening tough. We will end up fighting for parking in winter time especially on snow emergency days. This is a great way to get big companies buying up smaller properties and building as large a property as they can on very small city lots.</p> <p>If you think that density equals lower prices and affordability think about NYC, Paris, Hong Kong. Affordability is atrocious in those cities.</p> <p>Housing supply is currently low because no one is building anything that is available for sale. Just apartments that are overpriced due to all the resort like amenities that everyone wants.</p> <p>Basically if my council person backs this portion of the plan I will fight to see that they are not re-elected.</p>	7/17/2018

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3918	67	/policies/climate-resilient-communities/	<p>The development and conservation of our canopy cannot be overstated. It is priceless: worth a lot and should not be for sale. In other words, we need to preserve sooner than replace, if at all possible.</p> <p>Too many old trees are being cut down at the prospect of any threat, when maintenance, especially good hydration might save them. An old tree can stand the threats of global warming much better than a sapling and it will take more than a 100 years to replace some of the elms and ash that are being taken now for lumber and chip wood under the threat of Dutch elm disease or Emerald ash borer.</p> <p>Trees, such as these, standing over 70 to 100 feet high harbor species of all sorts, sometimes over 200 different kinds. How long will it take a sapling planted today to replace a towering old tree, as the earth becomes more and more hostile to every living thing? Not only this, what of the difference an old tree can make of the climate under its boughs? The temperature difference can be 10 degrees or more and the air quality is phenomenal. Anyone who has stood under an ancient white pine can testify to the difference.</p> <p>I hope the city of Minneapolis protects the canopy we already have as they build for a better future.</p>	7/17/2018
3919	17	/policies/complete-streets/	Not sure about this. I hope that people over 50 were involved as I feel this will limit mobility of the older generation.	7/17/2018
3920	20	/policies/transit/	How about improving safety and the feeling of safety on public transportation. We need to have a method to keep non paying people off of the light rail. They are very scary at night. I've never felt more uncomfortable than on the light rail system in Mpls/St. Paul late night. Other cities don't seem to have that problem, but they all have turnstiles and ways to keep people out that ate non-paying.	7/17/2018
3921	33	/policies/affordable-housing-production/	How about working on programs that teach individuals how to create a personal plan that will allow them to grow in their job and make more money in order to keep up with raising rates. Personal life choices are a huge factor leading to why people don't have enough to pay for housing.	7/17/2018
3922	15	/policies/transportation-and-equity/	<p>Concerning transportation equity, a big issue, it would make sense to make this available to all, paid for through taxes. No one should be denied a ride and the options should be many. In fact, we need to make it so easy and so much better than driving that everyone will opt for public transportation.</p> <p>As it stands now, the buses are uncomfortable, jerky and can be extremely unpredictable depending on the route. The light rail from and to St Paul takes, practically speaking, as long as the bus ride. If one bus is missed or doesn't arrive, there may not be another for an hour, leaving one with no option but to get to work late and possibly lose a job. Some people are handicapped, or carrying groceries or children, infirm or unprepared.</p> <p>What would all-around premier public transportation look like to address all kinds of passengers? What would the transports look like that everyone would want to take and no one would be denied, rich or poor? Wouldn't it serve us in the long term to make this happen sooner than later by starting to divert highway funds in increments to make public transportation the priority with low carbon, no carbon systems the goal?</p>	7/18/2018
3923	14	/policies/tree-canopy-and-urban-forest/	Siting and relocating transportation corridors with minimal loss to old growth urban forests and priority given to areas that have fertile soils and abundance of wildlife, plant and animal.	7/18/2018
3924	3	/policies/production-and-processing/	Just an observation that this seems to be limited to a business support approach. Its great to support things that create a livable wage, but a livable wage is also dependent on how much a person (or family) spends on living! I believe that this public policy should also focus on keeping costs under control for the public in general - that the city policies should consider keeping housing costs affordable, helping families keep heating and cooling costs down (through efficiencies), keeping food costs reasonable, keeping transportation costs affordable, and keeping things like internet access costs under control. It isn't all about wages, it is also about costs!	7/18/2018
3925	0.1	/topics/land-use-built-form/	<p>The property at 3801 Park Ave is currently zoned OR1 (Office/Residential). If I understand the plan correctly, this would be changed to a commercial zone. The change would be inappropriate for this neighborhood. The neighborhood worked very hard in the past to achieve the current OR1 and would not appreciate a change.</p> <p>Also, I feel that allowing 4-plexes in the proposed areas, for example where I live withing 4 houses of 38th and Park, not only does not achieve the desired goals, but would encourage national companies to buy what is now affordable housing, pool lots, and build either shoddy housing or something that would certainly not be affordable. This policy does nothing for the neighborhoods, and everything for the building speculators. Please, work for us, and not for them.</p>	7/18/2018
3926	30	/policies/arts-and-cultural-assets/	Guaranteed income for everyone. This will allow the time for creative talents of all our community members to be focused individually and uniquely, often to society's benefit, without being overly concerned about making money. Where there's time and freedom, there is creativity.	7/18/2018

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3927	10	/policies/street-grid/	<p>This also requires working with the surrounding cities and the county. Sometimes it also requires working with the state legislature. I think this policy should recognize that more.</p> <p>Also, the city needs to recognize that the most important key roads in Minneapolis are NOT controlled by Minneapolis. Any East/West travel seems to end up going into Minneapolis Parkways - which seems to be controlled by the Park Department (as a separate legal entity). I am most familiar with the southern half of Minneapolis in this regard. Based on personal experience, the City and the Park governments don't work well together! Time to face it and actually plan better in this area. (To the person reading this comment, pull out a map and look at getting around the city in the east/west direction and there are no streets that actually go all the way through - even Lake street hits a park area near the former Lake Calhoun! Going further south, 39th curves around Lake Calhoun and Harriet up to 36th street. And 38th goes over Interstate 35W, but it dead ends into the cemetery on one end. Speaking of 42nd, it does over Interstate 35W, but is then useless going west, as it hits Lake Harriet. Dropping down to 50th gets into Minnehaha Parkway. North/South is not easy either, as Penn hits Lake Harriet. Xerxes hits the former Lake Calhoun, France is blocked by a railroad (why doesn't that go through anyway? It would really solve some of the traffic issues on the Northwest corner of the former Lake Calhoun), Hennepin dead ends into a cemetery (forcing southbound traffic to the parkways at the former Lake Calhoun or King's Highway. The more one looks at the major roads, the more one sees the importance of the parkways in Minneapolis and, hence, the reason for my comments)</p>	7/18/2018
3928	1	/policies/access-to-housing/	<p>Hey - things are not working as the city thinks they are. Our Linden Hills neighborhood plan was ignored by the central city authorities and a higher than should have been multi-use building was forced into our business district (and it is ugly!). This policy seems to think such buildings will keep rent costs down - it had the opposite impact! All the rents on existing places jumped because the new building was charging a premium for their view, marble countertops, and exclusive building. Even the small basement apartments in old buildings saw a larger rent jump than had happened in years due to that new building. Now developers are "circling like vultures" looking to do more of the same and totally change our neighborhood into a mini-down town. When they build this way they are NOT looking to make things affordable, they are looking to make as much money as possible. It's like the city wants to make a deal with the devil! These things have NO individual control for the families that see their neighborhood - so we expect the city to help us out here and the city is selling us down the river!!!!</p> <p>Also, part of what makes housing unaffordable in existing neighborhoods are limits to increases in property taxes. The city has been very poor here - in a four year time period (around 2002 to 2006), our annual property taxes jumped from \$2000 to \$4000 to \$8000 to \$10,000. This is a big part of keeping the city affordable and the city shifted the tax burden onto families to keep businesses happy. Shift it back!</p>	7/18/2018
3929	28	/policies/msp-airport/	Who is going to bike to the airport? That seems really impractical. Not travelers, with luggage.	7/18/2018
3930	12	/policies/lighting/	Please note that some cities have started to use LED lights to save costs. The American Medical Association put out a warning that such lighting causes sleep issues and should be avoided. It is more complex than that, but the city needs to be aware of it!	7/18/2018
3931	21	/policies/freight/	Very good idea to invest in existing railroad and maximize usage.	7/18/2018
3932	40	/policies/homelessness/	<p>In order to prevent homelessness we need good education for all, opportunity for all and equity in housing and the job market; but it all starts with a good equitable education. Taxes for public education should be divided equally throughout the city so that no one needs to be bused to another neighborhood in order to have a good fighting chance. There should be no "best schools". All schools should be the best we can make them.</p> <p>Counselors should be available that recognize difficulties early on in a child's life so that help can be given. We need experienced teachers who are respected and allowed to do their best, not trained to tests and dogmatic views, teachers who are well versed in interpersonal relations as well as good academic skills with respect for diverse opinions and equity.</p> <p>Funds should be available for adequate resources at the most vulnerable and impressionable time in a person's life, childhood. Teachers should not have to buy supplies for their students. Texts should be available for every child. We will get more from each dollar by spending the bulk of these dollars when the potential for benefit is greatest.</p> <p>When our communities are diverse and equitable, our schools will be diverse and equitable and vice versa. When this happens, there will be less risk of homelessness and greater potential that communities will work together in solidarity for the betterment of those in the communities they love, making homes where homes are needed.</p>	7/18/2018

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3933	49	/policies/educational-and-economic-access/	<p>In order to prevent homelessness we need good education for all, opportunity for all and equity in housing and the job market; but it all starts with a good equitable education. Taxes for public education should be divided equally throughout the city so that no one needs to be bused to another neighborhood in order to have a good fighting chance. There should be no "best schools". All schools should be the best we can make them.</p> <p>Counselors should be available that recognize difficulties early on in a child's life so that help can be given. We need experienced teachers who are respected and allowed to do their best, not trained to tests and dogmatic views, teachers who are well versed in interpersonal relations as well as good academic skills with respect for diverse opinions and equity.</p> <p>Funds should be available for adequate resources at the most vulnerable and impressionable time in a person's life, childhood. Teachers should not have to buy supplies for their students. Texts should be available for every child. We will get more from each dollar by spending the bulk of these dollars when the potential for benefit is greatest.</p> <p>When our communities are diverse and equitable, our schools will be diverse and equitable and vice versa. When this happens, there will be less risk of homelessness and greater potential that communities will work together in solidarity for the betterment of those in the communities they love, making homes where homes are needed.</p>	7/18/2018
3934	33	/policies/affordable-housing-production/	Need to build affordable housing in downtown in addition to the luxury high rises, so people can live near their livable wage jobs.	7/18/2018
3935	17	/policies/complete-streets/	The problem I see is that this plan puts the slowest means of transportation as the highest priority. As such, it becomes a barrier to the free flow of goods and services. IE, it locks a person into their neighborhood for shopping and work, meaning that traveling to buy things or seek good employment is limited by transportation difficulties. People use cars to get around these barriers - and unless everyone turns to shopping and working online, cars will continue to be critical to peoples lives. I think walking and bike should be supported. I believe mass transit is critical (but as of yet not developed enough to be truly useful) and I hate the cost of a car. I, however, just don't think this policy statement fully reflex the complexity of the issue.	7/18/2018
3936	1	/policies/access-to-housing/	I have owned my small house in the Nokomis/Keewaydin neighborhood for almost thirty years. I grew up next door to a fourplex in the Powderhorn neighborhood. It would destroy the feel of the neighborhood to have fourplexes going up around here. I have chosen to stay here because I like the hominess of the area. A fourplex would take away privacy, add noise and parking problems. It would destroy the quality of my life, one that I purchased as a single parent, on a very limited budget. This house is all I have for retirement, and this plan threatens the quality of that retirement.	7/18/2018
3937	28	/policies/msp-airport/	I'm not sure what you mean by green, but hopefully it is to deal with water pollution caused by runoff from de-icing agents, and less killing of geese.	7/18/2018
3938	14	/policies/tree-canopy-and-urban-forest/	There should be more emphasis on saving trees rather than just cutting down all of one species, including the healthy trees. I've watched the ash trees be cut down, even when they seemed healthy, and had active nests in the tree. Also, sidewalks should be designed so that the roots aren't chopped up, making the trees more susceptible to storm damage.	7/18/2018
3939	54	/policies/supporting-economic-growth/	From what I have seen, Minneapolis is already all about business interests, to the detriment of the needs of citizens. There is always money available for big development - stadiums and office buildings and apartment complexes, but comparatively little for the people. I am opposed to the fourplex plan, but when I bought my little house in the Nokomis neighborhood, I did it with the help of a no interest loan from the city for first time home owners. That's the way that the government can help people.	7/18/2018
3940	0.1	/topics/land-use-built-form/	<p>Allowing dense development along Franklin Ave W into Lowry Hill and Kenwood will destroy the city's premier living area. Allowing greater density for the first few blocks along Franklin, where there already are apartment buildings, would be fine. Going beyond Emerson or Fremont would ruin the relative peacefulness of the neighborhood. There is some room for small multi-unit housing structures near the proposed light rail station, but even that poses a major threat to the city's most prestigious neighborhood.</p> <p>David Bjork, 1900 Mount Curve Ave</p>	7/18/2018
3941	5	/policies/visual-quality-of-new-development/	Minneapolis does not have a great reputation for supporting creative architecture that supports the existing and historic character of a neighborhood. Look at the North Loop. Most of the new buildings are pretty dismal . If there is development along Franklin Avenue, what is it going to look like and what is it going to do to the historic character of Lowry Hill? Keep the unattractive architecture and density along an already unattractive thoroughfare like Lyndale Avenue and Hennepin Avenue. Keep it out of my neighborhood, Lowry Hill .	7/18/2018
3942	80	/policies/development-near-metro-stations/	Keep the development out of Lowry Hill. Isn't anything sacred? You are already destroying the neighborhood by allowing light rail to travel through parkland. There are alternatives.	7/18/2018

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3943	1	/policies/access-to-housing/	Thank you got for this sensible approach to our lack of housing!	7/18/2018
3944	5	/policies/visual-quality-of-new-development/	No development in Lowry Hill. Protect one of the last remaining historic neighborhoods near downtown.	7/18/2018
3945	35	/policies/innovative-housing-types/	We have a very narrow neighborhood with modest single family homes that were once called "Starter Homes". During the recession many were gobbled up by absentee landlords and divided up into over-occupied rentals. Please consider the Land Trust idea to make modest homes affordable. The Land Trust owns the land and provides some money for improvements and the low-income person buys the house. It is a great path to home ownership and housing stability which is also good for the neighborhood. Tall high-rises and 4-plexes would overshadow existing homes, but affordable row-houses and shorter apartments with mixed use on the ground floor would be welcome in our community.	7/18/2018
3946	26	/policies/vision-zero/	Include train safety. We have a lot of students in our neighborhood who think nothing of taking a shortcut across the railroad tracks where there is no safety crossing. I know of 2 people who died crossing. One waited for the train to pass, but didn't see the one coming from the other direction. A young mother lost her life. The other was a recent high school graduate about to start college. I've seen people running back and forth across the tracks while laughing and throwing a cooler across and they have dumped mattresses and chairs there. Our neighborhood requested a fence on each side to prevent this. Instead one sign was placed that can only be seen if you are already half way across the tracks. Please prevent further tragedies.	7/18/2018
3947	35	/policies/innovative-housing-types/	I strongly support inclusionary zoning and making all Minneapolis neighborhoods accessible for people who want to rent or own their homes.	7/18/2018
3948	83	/policies/people-with-disabilities/	<p>First, make the Minneapolis Advisory Committee on People with Disabilities accessible remotely. Many of us can't get to or participate in person in meetings because of our disabilities. I'm working on this, but it is almost 2 years since I first requested access remotely.</p> <p>Second, start gathering statistics and data on residents with disabilities. How many of Minneapolis residents have a disability/ies but are still able to work gainfully? How many are receiving services? (Can be obtained from Hennepin County). How many people with disabilities are homeless? How many struggle to access the businesses they would like to patronize? How many opportunities are there to work? Breaking this down by neighborhood. Also tracking what Minneapolis housing/properties are accessible (physically AND chemically AND sensorily). Curb cuts. Snow removal on sidewalks (let's stop counting on our neighbors to do their duty because they JUST DON'T shovel and that's DANGEROUS for us let alone very disruptive to life. If my house was on fire and I can't get to my neighbors house because the sidewalks aren't shoveled....think about that for a sec.</p> <p>There are so many ways in which Minneapolis ignores people with disabilities, This is just the start of it. Can't remember if I submitted before, but I will again.</p> <p>Rebecca St. Martin (can't remember if I already submitted, but here is this, maybe again and maybe more...)</p>	7/18/2018

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3949	83	/policies/people-with-disabilities/	<p>First, make the Minneapolis Advisory Committee on People with Disabilities accessible remotely. Many of us can't get to or participate in person in meetings because of our disabilities. I'm working on this, but it is almost 2 years since I first requested access remotely.</p> <p>Second, start gathering statistics and data on residents with disabilities. How many of Minneapolis residents have a disability/ies but are still able to work gainfully? How many are receiving services? (Can be obtained from Hennepin County). How many people with disabilities are homeless? How many struggle to access the businesses they would like to patronize? How many opportunities are there to work? Breaking this down by neighborhood. Also tracking what Minneapolis housing/properties are accessible (physically AND chemically AND sensorily). Curb cuts. Snow removal on sidewalks (let's stop counting on our neighbors to do their duty because they JUST DON'T shovel and that's DANGEROUS for us let alone very disruptive to life. If my house was on fire and I can't get to my neighbors house because the sidewalks aren't shoveled....think about that for a sec.</p> <p>There are so many ways in which Minneapolis ignores people with disabilities, This is just the start of it. Can't remember if I submitted before, but I will again.</p> <p>Rebecca St. Martin (can't remember if I already submitted, but here is this, maybe again and maybe more...)</p>	7/18/2018
3950	23	/policies/coordinated-development-strategy/	<p>I do not think the current plan will decrease disparities. In fact, I think it will make them worse. All the development will drive up rentals. Even if you include inclusionary housing, you will be creating increases in rents, taxes, and housing prices that will displace the middle class. I am all for affordable housing but giving the city to profit minded developers is not the way to go.</p>	7/18/2018
3951	16	/policies/environmental-impacts-of-transportation/	<p>I do not believe you will be able to get rid of cars, the way this plan suggests. None of your photos show cars. Even Mayor Frey says we will have driverless cars. If you do not plan for cars along with bikes, mass transit, and pedestrian sidewalks, you are condemning this city massive congestion.</p>	7/18/2018
3952	36	/policies/innovative-housing-strategies/	<p>It is a travesty to even think about tearing down the beautiful, historic homes around the Minnehaha Creek area. We and our neighbors have vowed to fight this with every fiber of our being!</p>	7/18/2018
3953	67	/policies/climate-resilient-communities/	<p>The new Bader development is a perfect example of why I don't like this plan. The excessive size of the development will force old trees to be taken down, storm water runoff that threatens the lake, increased mortality of migratory birds from tall glass buildings, and loss of green space. Why? So developers can line their pockets. 150 affordable housing units is great, but it's not worth what we're losing in terms of green space.</p>	7/18/2018
3954	66	/policies/air-quality/	<p>Ban woodsmoke restaurants, exchange woodsmoke fireplaces for gas, and you will go much further in reducing particle pollution. Instead you focus only on cars. I drive a hybrid and next year I plan to get electric. We have solar energy panels on our house, so my transportation will be 100 percent clean. This is what the city should be offering, along with mass transit and bike lanes. The plan doesn't take into effect the reality of most peoples' lives.</p>	7/18/2018
3955	1	/policies/access-to-housing/	<p>To benefit the poor, I am thinking it would be a good idea to distribute public and NGO subsidized low income housing equally among all the neighborhoods of Minneapolis. Add subsidized housing to neighborhoods that have very little, and reduce concentrations of subsidized housing in neighborhoods.</p>	7/18/2018
3956	36	/policies/innovative-housing-strategies/	<p>I am against the levels of density that are being pushed in this city. Sierra Club in California just went against a density proposal because of noise pollution. The very group that has pushed this policy is now seeing the light. Many people don't want to live in tall buildings or without green space. The huge developments planned on West Bde Maka Ska are excessive and will kill the intersection necessary to get to 100 on excelsior, highway 7, and 5.</p>	7/18/2018
3957	35	/policies/innovative-housing-types/	<p>I am fine with cooperatives, and I have fine with duplexes and triplexes in current housing. I am against fourplexes in neighborhoods will all single family homes. I believe speculators will buy up houses and increase to fourplexes to make money. I believe this will destabilize neighborhoods, drive up rents, taxes, and displace long time renters.</p>	7/18/2018
3958	35	/policies/innovative-housing-types/	<p>Heather Worthington said last week that single family homes were not the way people are going to accumulate wealth in the future. CM Bender said many people don't want single family homes. They have also said we are growing from immigrant communities. Last night at the planning meeting a Somali family bought a parcel in NE so they could build six single family homes for their siblings. Each family has ten children! If immigrant communities are growing, they may indeed want single family homes.</p>	7/18/2018

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3959	18	/policies/walking/	Perhaps this is too granular for the comprehensive plan itself, but I do wish that the language of subsection f ("provide pedestrian connections...") were made more concrete, or supported by separately adopted city policy similar to Complete streets. For example, I'm thinking of several transit corridors with bus stops on two sides of the street (e.g., Franklin/Pleasant or Lyndale/27th) but without a marked crosswalk to allow transit users to easily use both stops. Some sort of policy mandating crosswalks (with either four way stop signs or lights) around transit stops would make for a much more transit and pedestrian friendly built environment.	7/18/2018
3960	5	/policies/visual-quality-of-new-development/	My problem with this plan is that is not what is happening the in the new developments. There is no pressure on architects to design interesting buildings. And there is no pressure on developers either. The precedent is all the look alike boring buildings in Uptown and around the U. They all the look the same, burnished something with two tones, square, symmetrical, uninteresting. Or glitzy high rises that belong at Southdale or Ridgedale. Sons of Norway combines Mall of America's entrance combined with ugly mismatched buildings. I believe the city is pushing through buildings that are destroying the beauty of our city. They've killed downtown, Nicollet, E Block, and now they're doing the same thing in every other neighborhood. Read the Harpers article on America Cities!	7/18/2018
3961	1	/policies/access-to-housing/	I think this is great, especially subsection e. If the structures will be built to the traditional lot sizes at similar scales, there's really no reason to mandate that a home has to be single-family, and allowing up to 4-units in such structures only makes sense.	7/18/2018
3962	1	/policies/access-to-housing/	I am against increased height along all transit corridors. Many of our transit streets are lined with single family homes. I do not think we should destroy neighborhoods that are functioning way.	7/18/2018
3963	16	/policies/environmental-impacts-of-transportation/	I very much appreciate subsection g of this policy. Building electric vehicle charging into new multi-unit developments, and perhaps even street parking spaces, will make zero-emissions vehicles much more accessible to renters. Coupled with incentives to add charging stations to existing apartments would also be helpful.	7/18/2018
3964	20	/policies/transit/	Would it be possible to add language encouraging the installation of permanent and clearly marked and enforced transit-only lanes along major corridors (e.g., Hennepin, Lyndale, University, etc.) in this policy? Or would that fall more under the Complete Streets Policy?	7/18/2018
3965	1	/policies/access-to-housing/	Please please please do not allow multi unit structures to be built within neighborhoods that are primarily single family units. For those who live in these areas, they do so to get away from high density and the traffic, parking issues, noise, crime and clutter that comes with it. We want peaceful neighborhoods. We also don't want slumlords and cheap housing that inevitably attracts crime and unkempt properties.	7/18/2018
3966	1	/policies/access-to-housing/	Please consider providing tax subsidies for buildings and homes that house artists. Consider more buildings zoned as work live for artists and allowing zoning for working studios in current residences. Artist create tons of wealth for this city. Consider dedicating a portion of all multi unit buildings to artist living.	7/18/2018
3967	1	/policies/access-to-housing/	This is a terrible idea. Changing historical homes and neighborhoods into commercial buildings might be good for developers but is terrible for the people of Minneapolis. This does not improve access to homes especially if they can all switch to condos. Make this stop.	7/18/2018
3968	80	/policies/development-near-metro-stations/	The Kenwood neighborhood never wanted the LRT. Increasing noise and busing in a historical neighborhood with family neighborhoods will only decrease home values, schools, and taxes as the people will all move.	7/18/2018
3969	5	/policies/visual-quality-of-new-development/	It is not a visual improvement to ruin historical homes and make high rises and condos. Ruins access to lakes and parks.	7/18/2018
3970	8	/policies/public-safety-through-environmental-de	It is not safe for children to live in areas with high traffic.	7/18/2018
3971	10	/policies/street-grid/	With no parking people will not get to access the areas.	7/18/2018
3972	1	/policies/access-to-housing/	Please do not change zoning to include building fourplexes or apartments in mostly single family home neighborhoods. As a longtime resident of Minneapolis, I am strongly opposed to this change. The architecture does not fit in with the current structures, next to smaller homes there will be a loss of natural sunlight (we are urban gardeners), loss of green space needed for bees, monarch's, and migrating birds, decrease in property value for current homeowner's, parking issues, increase in noise, traffic, crime, absentee landlords, tenants that have the ability to move and don't always invest long-term in the health of communities. Zoning might be really great for investors, but not for the fabric of neighborhoods and wouldn't be so naive to think the this will somehow translate into more affordable housing stock. Many of the less expensive lots that might be considered for investment might best serve first time homeowners. I could choose to live elsewhere if I wanted more density, I don't.	7/18/2018

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3973	1	/policies/access-to-housing/	<p>Please do not change zoning to include building fourplexes or apartments in mostly single family home neighborhoods. As a longtime resident of Minneapolis, I am strongly opposed to this change. The architecture does not fit in with the current structures, next to smaller homes there will be a loss of natural sunlight (we are urban gardeners), loss of green space needed for bees, monarch's, and migrating birds, decrease in property value for current homeowner's, parking issues, increase in noise, traffic, crime, absentee landlords, tenants that have the ability to move and don't always invest long-term in the health of communities. Zoning might be really great for investors, but not for the fabric of neighborhoods and wouldn't be so naive to think this will somehow translate into more affordable housing stock. Many of the less expensive lots that might be considered for investment might best serve first time homeowners. I could choose to live elsewhere if I wanted more density, I don't.</p>	7/18/2018
3974	47	/policies/housing-maintenance/	<p>Require all duplex landlords to live in their duplexes to ensure the property and grounds are well-maintained, safe, and habitable.</p> <p>Require all rental properties to be decreased to a lower tier (Tiers 1, 2 and 3) if landlords break housing regulations. For example, if they don't buy a license for a repair, they are moved from Tier 1 to Tiers 2 or 3. Or if they provide faulty CO2 detectors, and building inhabitants and surrounding households/building inhabitants are endangered when CO2 is released, they are demoted to Tier 2 or 3. Both of these examples come from the absentee landlord who owns the property next to my</p> <p>Require vacant, substandard, or condemned housing to be appropriated by the city after a period of one year, even if the owner is paying the mortgage. For example, across the street from my homesteaded duplex, a condemned house has been vacant for eight years or so. The elderly owner is now in a nursing home and gave instructions to continue to pay the mortgage. Before she moved into a nursing home, a group of 10 or so male transients and a female leader took over the building for several months with the elderly owner still living in the house. The male transients lived there, and the female leader did not. The owner seemed to have dementia and it was a dangerous situation for her. She has two adult children, whom she does not trust, and one of them might have allowed the male transients to live in the house in exchange for money. So I called the city and asked them to investigate the situation. After they investigated they told me they couldn't do anything because she wouldn't accept help. Is this how the city of Minneapolis treats our citizens with dementia? Shame on you. At some point, someone moved her to a nursing home, but the vacant, condemned house is still there, rotting away. Vacant, condemned houses are a liability to the city, a deterrent to tenants moving into my duplex and other rental properties, and bring the value down of all surrounding properties.</p>	7/18/2018
3975	1	/policies/access-to-housing/	<p>Protect existing industrial/commercial zonings to allow for sustaining and growing arts production and small businesses, and especially within the Northeast Minneapolis Arts District. The overall plan needs to address preservation of existing business and art spaces as well as areas for those places to grow and expand.</p>	7/18/2018
3976	3	/policies/production-and-processing/	<p>Add Arts Production as a protected class for production processing areas.</p> <p>d.&.e. Protect Production Areas - do NOT allow non-production in Production Areas.</p> <p>f. Protect older industrial buildings for future production and processing uses (not Non-Production uses).</p>	7/18/2018
3977	5	/policies/visual-quality-of-new-development/	<p>Require City funded projects to include public art which is purchased locally.</p>	7/18/2018
3978	29	/policies/creative-sector-economy/	<p>The policy doesn't acknowledge the importance of concentration and community to arts production.</p> <p>Protect and preserve the existing Arts Districts.</p>	7/18/2018
3979	30	/policies/arts-and-cultural-assets/	<p>The policy does not recognize existing arts infrastructure and community as critical to the local arts it calls to protect.</p> <p>Action: Protect the existing infrastructure of production space within the Northeast Minneapolis Arts District.</p>	7/18/2018
3980	31	/policies/creative-workers/	<p>This policy fails to acknowledge the importance of the existing infrastructure and community as "resources . . . to thrive".</p> <p>Action: Provide Property Tax Abatement opportunities to Arts Production Buildings to prevent the cost of space forcing artists out of the City.</p>	7/18/2018

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3981	38	/policies/affordable-housing-near-transit-and-job-	This policy doesn't recognize the importance of production zones as equally important. Add: Except in existing industrial production areas.	7/18/2018
3982	54	/policies/supporting-economic-growth/	This policy Ignores importance of existing infrastructure, community and production to continued economic growth. Action: Add improve existing properties and infrastructure Own a family resident in Linden Hills.	7/18/2018
3983	0.1	/topics/land-use-built-form/	Linden Hills is a family friendly community, with low vehicle traffic, tree shaded streets and larger lots with abundant green space. The proposed density changes are too broad for Linden Hills. The plan should reflect current density street by street. The plan should honor existing scale of housing and density. The plan should not set a precedence for future high density. 4 plex housing should be limited to current high density areas. 4 plex is not suitable for most existing residential streets in Linden Hills. Single family houses should be protected and not replaced by multi family dwellings. The plan should maintain existing lot/parcel green space. The plan should not increase density at the expense of green space. Building height should not exceed existing code. The plan should implement methods to mitigate increased traffic on now quiet residential streets. The plan should incorporate child friendly sidewalks: Eliminate right turn on red at high pedestrian/high bike traffic intersections. Aggressively enforce traffic existing laws against texting while driving, running red lights/stop signs and speeding. Increase parking setback at intersections to eliminate obstructed vision of drivers by parked cars and vegetation. Child friendly neighborhoods roads: Utilize woonerfs (shared streets where pedestrians and cyclists have legal priority over motorists) Slow traffic along sidewalks that children heavily use by constructing speed bumps, chicanes, curb extensions, and sharp curves. Reduce crosswalk distance using a median island or sidewalk extension. Create interactive crossing signals, e.g., sounds, colorful flags, and visual pattern changes Differentiate the land material among crossing areas and the rest of road. Aggressive ticket motorists who stop on/obstruct crosswalks at intersections. Child-friendly public transit: sheltered waiting areas that protect children from the natural elements. Grant passes that are affordable to children. Provide frequent routes and stops. Locate and direct routes and stops near locations that children relish or commonly utilize (playgrounds, parks, schools) Ensure child safety by not accelerating too quickly, traveling at a consistent speed, employing safe drivers/operators, and creating secure pathways that lead to routes and stops. Eliminate dangerous carbon emissions, toxic gasses, noxious fumes and noise from diesel buses. Switch to electric buses/streetcars from	7/18/2018
3984	55	/policies/business-innovation-and-expansion/	Ignores importance of existing infrastructure, community and production to continued economic growth. Action: Add preserving existing uses, assets and Art Districts.	7/18/2018
3985	56	/policies/supporting-small-businesses/	Name the arts and arts production as business and not just amenities Action: Add artists to this section (Support the development and growth of small business and artists.)	7/18/2018
3986	58	/policies/business-districts-and-corridors/	Name the arts as economic drivers. Action: g. Support the existing Arts Districts h. Develop programs & strategies specifically aimed at maintaining affordable rents for art studios and arts production space and minimizing displacement.	7/18/2018

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3987	81	/policies/social-connectedness/	This policy does not recognize the functional success of the mixed use neighborhoods in North East in achieving full social participation - there is no need to reinvent the wheel. Action: *Support the existing mixed used Northeast Minneapolis Arts District as an example of a socially vital community. *Preserve existing buildings.	7/18/2018
3988	1	/policies/access-to-housing/	I am opposed to allowing housing to be built in city park and in current green spaces. I am strongly opposed to having 3-unit and 4-unit dwellings without off-street parking allowed to be built in all single family home areas throughout the city. This will dramatically impair the beauty of our unique neighborhoods. New multi family homes will NOT increase affordability. It will put money into the pockets of the developers and contractors. The architectural style and poor quality of building I am already seeing within the city where developers purchase small story to a story and a half houses are not only ugly, don't fit into the neighborhood, but will be falling apart within 10-20 years. Parking must be included with all multi family dwellings! People are not going to give up their cars to walk, bike or use mass transit. This is Minnesota where 5-6 months of the year we have cold weather, snow and ice. Already parking is an issue in our neighborhoods. By not requiring parking to be part of the duplex, 3-unit or 4-unit buildings, you are going to ruin our neighborhoods further.	7/18/2018
3989	19	/policies/bicycling/	The focus on bicycle lanes and transportation ignores the obvious demographic of the aging baby boomer generation who can not get around on bikes, and also do not want to take public transportation.	7/18/2018
3990	17	/policies/complete-streets/	You do realize that by 2040 most cars will be electric. People love cars, and it seems crazy that the city is designing what they they think people should have, and not designing what people actually want.	7/18/2018
3991	0.1	/topics/land-use-built-form/	Not a fan at all. We bought a house on Washburn at 55th, thinking we were buying a nice home in a quaint neighborhood. As the plan currently exists, we could potentially be staring at an uptown across the street from us. Four-story multi-unit buildings are absolutely not what we were looking for in a new neighborhood to plant our roots. In fact, it is why we moved here FROM uptown! I can understand blanket upzoning actual corridors, like Xerxes, which is right next to us, with these larger buildings, many already exists on these streets. The plan needs significant work.	7/18/2018
3992	1	/policies/access-to-housing/	I completely agree with and support this policy as written	7/18/2018
3993	2	/policies/access-to-employment/	I completely agree with and support this policy as written	7/18/2018
3994	3	/policies/production-and-processing/	I completely agree with and support this policy as written	7/18/2018
3995	4	/policies/access-to-commercial-goods-and-services/	I completely agree with and support this policy as written	7/18/2018
3996	5	/policies/visual-quality-of-new-development/	I completely agree with and support this policy as written	7/18/2018
3997	6	/policies/pedestrian-oriented-building-and-site-design/	I completely agree with and support this policy as written	7/18/2018
3998	7	/policies/public-realm/	I completely agree with and support this policy as written	7/18/2018
3999	8	/policies/public-safety-through-environmental-design/	I completely agree with and support this policy as written	7/18/2018
4000	9	/policies/open-spaces-in-new-development/	I completely agree with and support this policy as written	7/18/2018
4001	10	/policies/street-grid/	I completely agree with and support this policy as written	7/18/2018
4002	11	/policies/skyways/	I completely agree with and support this policy as written	7/18/2018
4003	12	/policies/lighting/	I completely agree with and support this policy as written	7/18/2018
4004	13	/policies/landscaping/	I completely agree with and support this policy as written	7/18/2018
4005	14	/policies/tree-canopy-and-urban-forest/	I completely agree with and support this policy as written	7/18/2018
4006	15	/policies/transportation-and-equity/	I completely agree with and support this policy as written	7/18/2018
4007	16	/policies/environmental-impacts-of-transportation/	I completely agree with and support this policy as written	7/18/2018
4008	17	/policies/complete-streets/	I completely agree with and support this policy as written	7/18/2018
4009	18	/policies/walking/	I completely agree with and support this policy as written	7/18/2018
4010	19	/policies/bicycling/	I completely agree with and support this policy as written	7/18/2018
4011	20	/policies/transit/	I completely agree with and support this policy as written	7/18/2018
4012	21	/policies/freight/	I completely agree with and support this policy as written	7/18/2018
4013	22	/policies/downtown-transportation/	I completely agree with and support this policy as written	7/18/2018
4014	23	/policies/coordinated-development-strategy/	I completely agree with and support this policy as written	7/18/2018
4015	24	/policies/shared-mobility/	I completely agree with and support this policy as written	7/18/2018

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4047	55	/policies/business-innovation-and-expansion/	I completely agree with and support this policy as written	7/18/2018
4048	56	/policies/supporting-small-businesses/	I completely agree with and support this policy as written	7/18/2018
4049	57	/policies/cluster-strategy/	I completely agree with and support this policy as written	7/18/2018
4050	58	/policies/business-districts-and-corridors/	I completely agree with and support this policy as written	7/18/2018
4051	59	/policies/downtown/	I completely agree with and support this policy as written	7/18/2018
4052	60	/policies/intrinsic-value-of-properties/	I completely agree with and support this policy as written	7/18/2018
4053	61	/policies/environmental-justice/	I completely agree with and support this policy as written	7/18/2018
4054	62	/policies/contaminated-sites/	I completely agree with and support this policy as written	7/18/2018
4055	63	/policies/food-access/	I completely agree with and support this policy as written	7/18/2018
4056	64	/policies/food-businesses/	I completely agree with and support this policy as written	7/18/2018
4057	65	/policies/urban-agriculture-and-food-production/	I completely agree with and support this policy as written	7/18/2018
4058	66	/policies/air-quality/	I completely agree with and support this policy as written	7/18/2018
4059	67	/policies/climate-resilient-communities/	I completely agree with and support this policy as written	7/18/2018
4060	68	/policies/energy-efficient-buildings/	I completely agree with and support this policy as written	7/18/2018
4061	69	/policies/renewable-and-carbon-free-energy/	I completely agree with and support this policy as written	7/18/2018
4062	70	/policies/ecology-and-habitat/	I completely agree with and support this policy as written	7/18/2018
4063	71	/policies/soil-health/	I completely agree with and support this policy as written	7/18/2018
4064	72	/policies/sustainable-water-system-management/	I completely agree with and support this policy as written	7/18/2018
4065	73	/policies/stormwater-management/	I completely agree with and support this policy as written	7/18/2018
4066	74	/policies/integration-of-water-management-into-	I completely agree with and support this policy as written	7/18/2018
4067	75	/policies/waste-reduction/	I completely agree with and support this policy as written	7/18/2018
4068	76	/policies/new-parks/	I completely agree with and support this policy as written	7/18/2018
4069	77	/policies/park-access/	I completely agree with and support this policy as written	7/18/2018
4070	78	/policies/park-design-and-programming/	I completely agree with and support this policy as written	7/18/2018
4071	79	/policies/healthy-youth-development/	I completely agree with and support this policy as written	7/18/2018
4072	80	/policies/development-near-metro-stations/	I completely agree with and support this policy as written	7/18/2018
4073	81	/policies/social-connectedness/	I completely agree with and support this policy as written	7/18/2018
4074	82	/policies/aging/	I completely agree with and support this policy as written	7/18/2018
4075	83	/policies/people-with-disabilities/	I completely agree with and support this policy as written	7/18/2018
4076	84	/policies/public-safety/	I completely agree with and support this policy as written	7/18/2018
4077	85	/policies/access-to-health-social-and-emergency-s	I completely agree with and support this policy as written	7/18/2018
4078	86	/policies/healthy-food-in-institutions/	I completely agree with and support this policy as written	7/18/2018
4079	88	/policies/public-services-policy/	I completely agree with and support this policy as written	7/18/2018
4080	89	/policies/technology-in-the-city-enterprise/	I completely agree with and support this policy as written	7/18/2018
4081	90	/policies/technology-in-the-economy/	I completely agree with and support this policy as written	7/18/2018
4082	91	/policies/heritage-preservation-outreach/	I completely agree with and support this policy as written	7/18/2018
4083	92	/policies/identify-and-evaluate-historic-resources/	I completely agree with and support this policy as written	7/18/2018
4084	93	/policies/stewarding-historic-properties/	I completely agree with and support this policy as written	7/18/2018
4085	94	/policies/heritage-preservation-regulation/	I completely agree with and support this policy as written	7/18/2018
4086	95	/policies/heritage-preservation-financial-incentive	I completely agree with and support this policy as written	7/18/2018
4087	96	/policies/heritage-preservation-recognition/	I completely agree with and support this policy as written	7/18/2018
4088	97	/policies/heritage-preservation-legislative-advoca	I completely agree with and support this policy as written	7/18/2018
4089	1	/policies/access-to-housing/	This is a great idea and a great way to increase density	7/18/2018
4090	1	/policies/access-to-housing/	Protect existing industrial/commercial zonings to allow for sustaining and growing arts production and small businesses, and especially within the Northeast Minneapolis Arts District.	7/18/2018

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4091	3	/policies/production-and-processing/	<p>It is very important to add Arts Production as a protected class for production processing areas.</p> <p>Protect Production Areas - do not allow non-production in Production Areas.</p> <p>Protect older industrial buildings for future production and processing uses (not Non-Production uses).</p>	7/18/2018
4092	5	/policies/visual-quality-of-new-development/	<p>Encourage developers to use local artists for their architectural elements. Supply them with information about artists in the NE Minneapolis Arts District.</p> <p>Require City funded projects to include public art which is purchased locally.</p>	7/18/2018
4093	29	/policies/creative-sector-economy/	<p>Protect existing Arts Districts by creating policies that keep artists in their studios- this happens by building the creative economy so artists can sell their work locally AND keeping their property taxes reasonable.</p>	7/18/2018
4094	30	/policies/arts-and-cultural-assets/	<p>Protect the existing infrastructure of production space within the Northeast Minneapolis Arts District.</p>	7/18/2018
4095	31	/policies/creative-workers/	<p>I would like to see the city provide Property Tax Abatement opportunities to Arts Production Buildings to prevent the cost of space forcing artists out of the City.</p>	7/18/2018
4096	38	/policies/affordable-housing-near-transit-and-job-	<p>Affordable housing is great and so is a mixed use living area but please protect industrial "maker/artist" space- especially in the NE Minneapolis Arts District.</p>	7/18/2018
4097	54	/policies/supporting-economic-growth/	<p>Neighborhood revitalization money was very helpful to us when e bought our first house. I hope this program will continue. These are the programs that help improve existing properties and infrastructure- which is a GREEN way to grow.</p>	7/18/2018
4098	55	/policies/business-innovation-and-expansion/	<p>When creating these policies it's important to preserve the existing uses, assets and Art Districts.</p>	7/18/2018
4099	56	/policies/supporting-small-businesses/	<p>Don't forget to add artists to this section. True that most artists are Small businesses but if we don't identify them this way they could be lost in the process.</p>	7/18/2018
4100	69	/policies/renewable-and-carbon-free-energy/	<p>Is it possible to look at renewable energy as a way to redistribute wealth? Such as, encouraging ownership through use of Co-ops.</p>	7/18/2018
4101	1	/policies/access-to-housing/	<p>I am totally against this blanket zoning change to take the small affordable homes in the Windom neighborhood. This would allow someone (most likely outside developers) to buy up our early 20th century quality built homes that have character, tear them down to jam cheaply made, box like mulit-plex units onto very small city lots. This will not only effect the Windom neighborhood but many of the Mpls neighborhoods that actually have a lot of the affordable single family homes. It's completely unfair to think most people want to live in apartment type housing. If so, I would have bought a condo. I have a single family home because I don't want shared walls, no control over my interior or exterior decor/maintenance and minimal to no green space to spend time in. This zoning plan needs to be re-done. How about working w/each neighborhood to see what changes would work best for that area. The reason everyone wants to move to Mpls is because of those of us who've maintained and made better all these diverse types of neighborhoods we support. To change this to one big cookie cutter city will be the downfall of Mpls.</p>	7/18/2018
4102	58	/policies/business-districts-and-corridors/	<p>Specify artists when you develop these strategies. Affordable studio and commercial space is very important to artists and they can't loose their space to a business that can pay more for rent. Artists will be pushed out of the city if they can't afford their studio rent. Add Artists whenever you talk about small businesses- they are the same in many ways but have specific needs.</p>	7/18/2018
4103	11	/policies/skyways/	<p>I'm glad to hear the plan is trying to address. I realize that not all skyway connections/plazas can be the crystal court...but putting in restrictions on new build and a set of rules for what kind/where new skyways can be build is a great first step. Hopefully we can recover/salvage the skyways...but not at the expense of the street!</p>	7/18/2018
4104	0.1	/topics/land-use-built-form/	<p>I oppose the plan to densify southwest Minneapolis where I live. The major appeal of these neighborhoods is open space and lack of density. For that, we residents put up with aircraft noise, traffic congestion and higher taxes and rates of crime compared with nearby suburbs. The city's plan to dump more people and housing units into these neighborhoods will tip the balance -- the negatives will overshadow the positives of living here -- and trigger a new era of urban flight. The state of Minnesota should have long ago permitted cities to grow by annexing suburbs and creating better-planned metro areas with mixtures of high-density and modest-density housing. Instead we allow our metro region to sprawl out of control. Now, Minneapolis proposes to backstab those urbanites who refused to join the last round of flight to the suburbs -- the people like me who for 32 years, through the crack epidemic, Murderapolis and the Great Recession, stayed put to support city schools and invest in their city. What a lousy way to treat the people who help make Minneapolis great.</p> <p>Dave Shaffer 5040 Logan Av. S</p>	7/18/2018

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4105	81	/policies/social-connectedness/	Much of these goals are being met in the NE Arts District - it's important to use the arts to bring people together across cultural lines and ART can do that. Support the spaces in the Arts District and increase the spaces in the Arts District by encouraging or requiring new buildings that go up to have community space that shows, sells or teaches art.	7/18/2018
4106	5	/policies/visual-quality-of-new-development/	Relative to "g": Concern to preserve as vital and coordinate with new development "distinct" characteristics of communities, e.g. immigrant history and rich arts community of Northeast. Equitable standards but not one size fits all.	7/18/2018
4107	33	/policies/affordable-housing-production/	The affordable housing option is a nice theory. This plan says nothing about how this will be accomplished. Where does it say that all those developers who will be replacing already affordable single family homes with multi-plexes are required to make them affordable? No developer is going to do that, for them it is all about the bottom line. Without specific rules in place and a definite way for the city to enforce it, it won't happen. We all know forgiveness is easier to get in this city than permission. How many people will be forced out of the city or forced to live in the suburbs because very few of these thousands of new residences will truly be affordable? This needs to be re-worked and viable and enforceable plan needs to be created!	7/18/2018
4108	29	/policies/creative-sector-economy/	This is good. To which I would add: work with existing/developing COMMUNITY arts organizations to maximize integrative development.	7/18/2018
4109	1	/policies/access-to-housing/	Please protect existing industrial/commercial zonings to allow for sustaining and growing arts production and small businesses, and especially within the Northeast Minneapolis Arts District.	7/18/2018
4110	3	/policies/production-and-processing/	<p>Add Arts Production as a protected class for production processing areas. Art will always be around, we need sculptors and painters.</p> <p>I find your declaration about older industrial areas a bit inaccurate. "Some areas that have been historically industrial are not well-suited to support new production and processing businesses because the existing building stock does not meet the needs of modern production businesses..." This is a bias!!!</p> <p>d.&e. Protect Production Areas - do not allow non-production in Production Areas. And allow enough space for those areas to function.</p> <p>f. Protect older industrial buildings for future production and processing uses (not Non-Production uses). Tax breaks and lower interest rates.</p>	7/18/2018
4111	30	/policies/arts-and-cultural-assets/	Significant phrase: "Focus on the rich and diverse character of the City's neighborhood and corridors" and action terms: "build upon" and "partner" Work with infrastructure/organizations already in place and to supplement/develop community to bring under represented sectors into the plan.	7/18/2018
4112	5	/policies/visual-quality-of-new-development/	Set aside a percentage of building costs to be used for art, to be included with the building process and to be purchased or commissioned from local MN artists.	7/18/2018
4113	29	/policies/creative-sector-economy/	Sustain and guard the already existing arts districts and arts areas now existing. Tax breaks and lower interest loans.	7/18/2018
4114	31	/policies/creative-workers/	Protect artists in already existing resources (e.g. studio buildings re-purposed from previous industrial life) from being priced out of a "burgeoning" market with tax abatements or other acts of sustainability.	7/18/2018
4115	1	/policies/access-to-housing/	We do not agree with the plan to build 4 family units in our neighborhoods. This will destroy our neighborhoods rich culture. It will drive up crime and there will be a loss of what we all love about our areas that we live in.	7/18/2018
4116	30	/policies/arts-and-cultural-assets/	Protect the existing infrastructure of production space within the Northeast Minneapolis Arts District. Also encourage homeowners to pass their homes to an artist. Offer low interest building and buying loans to the artists.	7/18/2018
4117	1	/policies/access-to-housing/	I support this housing plan. As an underemployed resident who has no wishes for a single-family home (nor sees a way of affording one), having access to housing throughout the city at affordable rates will help me thrive in Minneapolis. I especially like increased use of mixed housing types in new neighborhoods to meet these goals, and to reduce historic racial and economic disparities.	7/18/2018
4118	31	/policies/creative-workers/	Provide Property Tax Abatement opportunities to Arts Production Buildings to prevent the cost of space increase, thus forcing artists out of the City. Artists will always be needed and will always need space because colleges and universities gain accreditation by having an art program on their campus. Art is required!	7/18/2018
4119	1	/policies/access-to-housing/	more housing is fine but protect commercial/industrial properties that are in use by artists and small businesses esp. in the Northeast Arts district	7/18/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

4120	0.1	/topics/land-use-built-form/	This plan is really smart - I appreciate the building guidelines based on use, and overall increase in allowance of housing density. I do hope that it makes space for low-income housing as well.	7/18/2018
4121	5	/policies/visual-quality-of-new-development/	require city funded projects to include public art purchased locally	7/18/2018
4122	13	/policies/landscaping/	Insuring that there is a diversity of tree species will make sure that disease or pest issues don't wipe out considerable amounts of the city urban forest (ie, Emerald Ash Borer). Make sure that no one species (including maples!) takes up more than 10% of the urban forest population. This plan looks great.	7/18/2018
4123	29	/policies/creative-sector-economy/	Protect existing arts districts	7/18/2018
4124	38	/policies/affordable-housing-near-transit-and-job-	Affordable housing is AFFORDABLE. Creative solutions must be incorporated with financial institutions. NOT everyone along the building pathway needs to add 20% to make a profit. Which means cost is \$44. add 10% plus another 20% and then another 20% and another 10% and we have the price set at \$100. or even \$200. higher than cost!	7/18/2018
4125	54	/policies/supporting-economic-growth/	Improve existing infrastructure too.	7/18/2018
4126	30	/policies/arts-and-cultural-assets/	Protect the existing infrastructure of production space in NE arts district	7/18/2018
4127	55	/policies/business-innovation-and-expansion/	Preserve existing uses, assets and Art Districts.	7/18/2018
4128	14	/policies/tree-canopy-and-urban-forest/	Having plans for how to retain mature trees and properly deal with construction as it relates to trees would be great. Choosing varieties that can deal with the challenges of urban situations would also be valuable. You may want to consider working with the Master Gardener Volunteers to help provide education and training on tree care for private landowners, as these volunteers aim to help people via horticulture create sustainable environments. And, making sure that there is increased diversity so that no one species makes up a considerable amount of the urban tree canopy would be important to prevent considerable loss when it comes to pests and disease, and improve overall health of the urban forest.	7/18/2018
4129	31	/policies/creative-workers/	provide property tax abatement opportunities to arts production buildings to keep the cost of space from forcing artists out of the city	7/18/2018
4130	56	/policies/supporting-small-businesses/	Name the arts and arts production as business and not just amenities. Add artists to this section (Support the development and growth of small business and artists.)	7/18/2018
4131	71	/policies/soil-health/	Will this plan also include guidelines for construction that aim to maintain proper soil health? And any aim towards public education so that private landowners can also work towards improving soil health? I think it's great that you'll be creating a soil health plan - it's vital to our ecosystems functioning well!	7/18/2018
4132	38	/policies/affordable-housing-near-transit-and-job-	except in existing industrial production areas	7/18/2018
4133	58	/policies/business-districts-and-corridors/	g. Support the existing Arts Districts h. Develop programs & strategies specifically aimed at maintaining affordable rents for art studios and arts production space and minimizing displacement.	7/18/2018
4134	2	/policies/access-to-employment/	This seems a good first step. Also allow small home-based businesses out of any residence by right.	7/18/2018
4135	2	/policies/access-to-employment/	Transit is only one way to get to jobs; we need to focus on walking and biking as well.	7/18/2018
4136	2	/policies/access-to-employment/	We need to require parity in transportation. access support for employers: if employers want to provide free parking to their employees, they need to be required to not just offer bus passes, but provide benefits of an equivalent value to the cost of the parking space to all non-drivers, while also making the costs of parking clearer.	7/18/2018
4137	81	/policies/social-connectedness/	Social Connectedness: Why is there No recognition of the functional success of the mixed use neighborhoods in North East in achieving full social participation - no need to reinvent the wheel. Suggested Comment: *Support the existing mixed used Northeast Minneapolis Arts District as an example of a socially vital community. *Preserve existing buildings.	7/18/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

4138	80	/policies/development-near-metro-stations/	<p>The idea of tucking parking under and behind buildings is a great idea. However in all these plans to add high density housing all over the city, they are not required to provide any off street parking. We all know a builder will save as much money as possible by not providing parking. It is completely short-sighted to think that making small neighborhoods that provide everything a person could need w/in walking, biking or bus distance and no cars or parking will be needed. How do you get from S Mpls to Ham Lake to visit family for a Sunday morning brunch? How do you get from N Mpls to Savage for a family celebration dinner? Even w/multiple bus rides you still will need a car to get to the end destination in so many cases. Most of us do not live our whole lives within one small area. Sometimes you have no control over where your doctor, family or job is and many times that is outside your immediate living area.</p> <p>I bought my house on a bus line as I did not own a car when I bought my house. I don't feel I should lose my home and neighborhood because I chose to buy near a bus stop which is now going to be allocated for high density homes and not for single family homes. For the city to decide the 25 years of blood, sweat, tears and so much money I put into home improvements to make my neighborhood and the city a better place is now going to be discounted for a new high density apartment type of life style with minimal if any green space and no off street parking is ridiculous.</p> <p>Keep in mind as the population ages, bike riding and walking often become more difficult not to mention any injuries or physical limitations (at any age) that can make it difficult for many to get around w/o a vehicle.</p> <p>If the zoning, parking and affordability issues that have been blatantly missing from this 2040 plan are not reworked you could see a mass exodus from the city. That will be those people who are responsible for making the city such a wonderful place to live. If you destroy all the different types of housing in all the different types of neighborhoods, you will destroy the city.</p>	7/18/2018
4139	1	/policies/access-to-housing/	<p>I am concerned about an overload of street parking with action steps "d" and "e". There is no mention of having off-street parking for a duplex or fourplex in residential neighborhoods with currently single family housing. Congested parking will REDUCE livability GREATLY. Public transportation for all will not be available by 2040 and unrealistic for everyone. I think this has the consequence of pushing people out to the suburbs to get away from congestion.</p>	7/18/2018
4140	1	/policies/access-to-housing/	<p>Yes! Please increase the mix of housing types throughout the City and most especially on transit corridors. As a Ward 13 resident, I fully support a mix of housing in all residential areas.</p>	7/18/2018
4141	75	/policies/waste-reduction/	<p>Action Steps a. & e.: Creating an opt-in organics program will get far less participation than an opt-out. It is the same for organ donors in countries around the world, opt-out programs have 80-90% participation, opt-in only have 15-20% participation. We are lazy, signing up is just too much work! Also, people want to keep up with their neighbors, if we think our neighbors are also doing their share to reduce then we want to do so as well, so the more green bins on the streets the better. I would also say the same for the recycling program, if we switched it so trash came every other week and recycling came weekly, it would force people to recycle more than waste. I find it hard currently, in a house of 4 residents, to not have recycling overflowing at the end of those two weeks. People could always opt-in to a program where trash is collected weekly but could pay a fee for the additional cost to the environment and city workers. Either buy-in to zero waste goals with effective policy or don't do it at all. Environmental and waste management issues are far too pressing to be one foot in and one foot out.</p>	7/18/2018
4142	23	/policies/coordinated-development-strategy/	<p>I am against allowing multi-unit housing in currently single-family unit zoned areas around Lake of the Isles. This jewel box neighborhood is a treasure and draws many residents and visitors. We should preserve the natural beauty and architectural beauty of the area. Let's not destroy what draws residents and visitors to the neighborhood.</p>	7/18/2018
4143	10	/policies/street-grid/	<p>The city should be looking for ways to foster freeway caps as part of its efforts to reconnect the street grid.</p>	7/18/2018
4144	6	/policies/pedestrian-oriented-building-and-site-de	<p>I love the new walk-up/walk-out apartment units in newer buildings throughout the city. I don't think most of these are particularly active use (usually people are not sitting outside and often shades are pulled on windows), they make the streetscape more interesting and particularly human. I think developers should be able to increase FAR and height in projects that provide walkouts. It would also be great to see more walkouts with larger stoop/deck areas that are slightly raised which could encourage use of the space and make the street even more interesting.</p>	7/18/2018
4145	35	/policies/innovative-housing-types/	<p>Can't agree with this enough. City desperately needs to construct missing middle -- housing that would have been today's NOAH had we not banned it in the 70s. Need fourplexes in all parts of the city (especially affluent neighborhoods that have traditionally fought multi-family development), conversion of parking lots to housing, and municipally funded transit options. Would also be interested in learning about possibility for TIF money towards inclusionary zoning. Why not have more affluent tenants of a housing development subsidize the rent of their poorer neighbors through their tax dollars?</p>	7/18/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

4146	6	/policies/pedestrian-oriented-building-and-site-de	As an avid walker, I fully support points "n" and "o": Discourage the establishment of and minimize the size of surface parking lots. Prohibit the establishment of new drive-throughs and gas stations.	7/18/2018
4147	6	/policies/pedestrian-oriented-building-and-site-de	<p>RE: "Eliminate off-street parking minimums throughout the City."</p> <p>We are absolutely OPPOSED to this goal. Quite the opposite, we need to INCREASE the number of off-street parking required for new developments. As an independent consultant with a small business, it is critical that I be able to reach my clients and that means finding parking. I travel all over the metro area and I need to park a car for business.</p> <p>The lack of parking in Minneapolis hinder business and creates a huge problem for growth. Paid parking, street or off-street, is a necessary part of growth. Letting large developers off the hook so they need not provide parking for residents or workers is irresponsible and short-sighted. It has created disasters for other cities.</p> <p>WE CAN NOT eliminate off-street parking requirements for new development.</p>	7/18/2018
4148	6	/policies/pedestrian-oriented-building-and-site-de	<p>RE: "Eliminate off-street parking minimums throughout the City."</p> <p>We are absolutely OPPOSED to this goal. Quite the opposite, we need to INCREASE the number of off-street parking required for new developments. As an independent consultant with a small business, it is critical that I be able to reach my clients and that means finding parking. I travel all over the metro area and I need to park a car for business.</p> <p>The lack of parking in Minneapolis hinder business and creates a huge problem for growth. Paid parking, street or off-street, is a necessary part of growth. Letting large developers off the hook so they need not provide parking for residents or workers is irresponsible and short-sighted. It has created disasters for other cities.</p> <p>WE CAN NOT eliminate off-street parking requirements for new development.</p>	7/18/2018
4149	0.1	/topics/land-use-built-form/	<p>"Discourage the establishment of and minimize the size of surface parking lots.</p> <p>Prohibit the establishment of new drive-throughs and gas stations.</p> <p>Prohibit the establishment of new auto repair facilities and other auto-oriented uses in areas designated Community and Destination Mixed Use on the Future Land Use Map.</p> <p>Mitigate the impacts of auto repair and other auto-oriented uses on the pedestrian environment through building and site design requirements."</p> <p>I find this anti-car policy ridiculous. I am in favor of transit, specifically light rail or non bus-focused transit. However, we need to accommodate those who need to use a car. We want a city that is transportation friendly for all citizens, including those with mobility issues, families with children, and seniors, who need cars to get around. Stop this lopsided approach to land use and make this plan more accommodating for car use in smart ways.</p>	7/18/2018
4150	10	/policies/street-grid/	In reconnecting broken parts of the street grid, like at the Kmart, the city should always prioritize people. Car circulation should always be a last consideration, after pedestrians, bicycles, and transit have been accommodated.	7/18/2018
4151	18	/policies/walking/	<p>RE: Improve safety for people walking when crossing streets; focus on crosswalks, lighting, and visibility</p> <p>We need MARKED pedestrian crossing on all city intersections. And we need education for bicyclists and drivers about what the laws are regarding pedestrian right of way and safety.</p>	7/18/2018
4152	19	/policies/bicycling/	<p>We need MANDATORY licensing of bicyclists in the city, with education and testing, similar to driver licensing.</p> <p>Reckless, law-breaking, rude bicyclists are a hazard to this city and are a danger to pedestrians, drivers, and other bicyclists who follow laws. In Minneapolis, we have done a lot to create safe places for bicycling, but it is irrelevant when you have careless, daredevils who run lights, ignore the right of way, blow through intersections, hit pedestrians, drive between car lanes, cut off other riders, and are a threat to others on the streets. Something must be done to make is safe for everyone.</p>	7/18/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

4153	26	/policies/vision-zero/	<p>We need to limit speed by design. Our streets permit vehicle users to move at speeds that kill people, and the number one way to stop this is to slow the drivers by designing in a way that prevents killer speed.</p> <p>We also need to eliminate death road designs like Lyndale Ave S between Franklin and Lake. This section of street should be either a 4 lane to 3 lane conversion, or, if the political will is to keep it as a death thoroughfare, it should become a median divided street with HAWK signaled crossings and pedestrian refuges at all crossings. Left turns could be eliminated.</p>	7/18/2018
4154	15	/policies/transportation-and-equity/	<p>It should be made clear in the comp plan that prioritizing pedestrians first and bicycles and transit users second (and car drivers last) is a policy of equity. Cars are expensive, destructive, and wasteful, and giving cars priority anywhere in our city causes disproportionate harm to low income and people of color (who live in multi-family buildings on polluted corridors, who live near highways and other car congested corridors, and who rely on human power and transit to get to where they need to go).</p>	7/18/2018
4155	17	/policies/complete-streets/	<p>Critical area permits should be priced based on land value. Pricing parking permits at an appropriate level can help to fund enforcement efforts and street maintenance.</p>	7/18/2018
4156	7	/policies/public-realm/	<p>The Arts in Public Places program is extremely cumbersome to apply for and implement and very time consuming. The last project we did with the city took over 150 hours of staff time, which was almost matched with volunteer time. Most neighborhood's don't have the luxury of spending staff time (or volunteer time) in this way. As stated in the report filed to the City on this project:</p> <p>"Because we had done the project before we had a good handle on the tasks and timeline needed to accomplish it. What was cumbersome about the project was the increased amount of city paperwork and process involved in it. The grant application to Public Works was essentially duplicated by the Arts Commission but the project needed to be presented with a different focus because the two groups have different goals. This took an additional 15 hours, or the equivalent of over \$500 in organizational staff time. It was also incredibly nerve wracking needing to present a project that had received funding based upon its merits as a graffiti-prevention project with an artistic element, as an artistic project with full credentials as a practicing artist. We knew that if the arts commission did not like the images or project we would not be able to proceed and it felt unfair that they were given this power over a graffiti-prevention project. We also incurred the unexpected cost of permitting each utility box. Luckily we found other cuts to make in our budget to make up for this unexpected expense.</p> <p>The timing of this funding is also very awkward and pretty short to complete a project including all the graffiti tracking requirements. From approval of the grant to completion, taking into accounts the limited dates that the Arts Commission meets, it is almost impossible to complete a project of this scale. "</p>	7/18/2018
4157	53	/policies/quality-of-life/	<p>Stop marketing yourself and just do it. I feel like the City spends so much time talking about how great it is instead of just rolling up it's sleeves and doing the work.</p>	7/18/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

4158	75	/policies/waste-reduction/	<p>a: Being in the Food Business, I see massive opportunities for donating, and Composting food, especially at the multiple Food Shows we do at the Mpls convention center and other Mpls locations. (I cringe at how much food gets wasted!)</p> <p>b: I think Mpls has been doing a great job of educating people on recycling, single sort seems to be very successful, but maybe take a closer look at separating cardboard/paper from the mix as this would really clean things up for the haulers. I believe people are starting to come around to organics Composting, but some additional education is still in order! As I drive down my alley, I see 3 to 4 Organic Compost bins, maybe a bin-sharing program would be something to consider as long as all residents had proper BPI Certified Bags. (I'm thinking of something like a Big sticker on my bin "OK TO USE MY BIN...") you get the picture, that way the bins could be better utilized, and people would have an alternative to stopping by the city Organics bins located at the various parks... make it easy:)</p> <p>f: There are State programs that allow cities/counties/state facilities to purchase BPI Certified Liners/Bags/Bins at discounted rates, these need to be leveraged!</p> <p>g: There are some Multi- Residential Composting systems out there that could quickly and easily shift Apartment/Dorm/Condo residents to the "Composting Lifestyle" and deal with the "Yuk Factor" as well!</p> <p>J: If businesses (And Residents) could save \$ by diverting their Organic waste that would likely be a good incentive!</p> <p>k: Refer to f above, But beyond that, EVERY School in Minneapolis should have an aggressive Organics Composting Program, very simply by having a bin lined with a BPI Certified Liner, Good signage, and a good schedule (every 2 days?)for pick up, you could Divert thousands of pounds of material to the RIGHT Stream!</p> <p>m: This is Super Important... as an example, I was attending an event at Minnehaha Park recently, and was happy to see Sea salt restaurants Compliance with the Compostable container ordinance, but then, the products were thrown away in the PLASTIC lined Bins with no Compostable Bins/Cans in sight:(</p> <p>Being in the Food Business, and working with products such as Compostable Liners/Bags/Bins, and Compostable containers, I may have a different take on things, but I believe the Goal of 50% of residents getting into Composting is very attainable! Thanks, Mpls Resident: Troy Rognrud 612-807-3932</p>	7/18/2018
4159	15	/policies/transportation-and-equity/	<p>The transportation goals and priorities in this plan are OFFENSIVE in its preference for young, single, able-bodied citizens over those who depend on a car for transportation. It focuses on strategies that are beneficial for those who work in one location without needed to bring anything with them.</p> <p>It blatantly discriminates against anyone with mobility issues. (I've seen people in wheelchairs stuck in the sidewalk ramps in the winter unable to move.) This plan makes getting around even harder for those who already struggle.</p> <p>It makes it impossible for seniors to meet their own needsâ€”driving them out of the city because they won't be able to carry groceries, get to a doctor appointment, and making them dependent on taxis or car-sharing services to get what they need.</p> <p>It drives families with young children into the suburbs, where they can use a car for transportation easily and economically. These transportation policies are so anti-family it is shocking.</p> <p>It makes it impossible for mobile businesses to do their work. We can't make deliveries, meet clients, etc. because this plan prohibits parking and car use.</p> <p>This can not be implemented as it is. It is drastically flawed and one-sided.</p>	7/18/2018
4160	7	/policies/public-realm/	<p>We need as much public art as possible. Minneapolis is very uneven in its public art execution.</p>	7/18/2018
4161	70	/policies/ecology-and-habitat/	<p>it is not clear if steps like this...</p> <p>"Discourage use of pesticides and herbicides and encourage organic practices to improve and maintain soil health and healthy habitat and ecosystems." And this....</p> <p>"Eliminate use of neonicotinoids, pesticides that are harmful to bee pollinator populations."</p> <p>...refer to the City working on City properties or apply to rules that the City will place on what is sold within the City from local stores and used by residents. If it doesn't go as far as banning use and sale of certain chemicals within the city an only applies to use BY the City, then it does not go far enough.</p>	7/18/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

4162	1	/policies/access-to-housing/	Why should we not encourage ways to make home ownership attainable for more people. By removing single family homes I exchange for more multi unit buildings, we are making it much less attainable for people in the future. We should make sure we are zoning in order to preserve smaller single family homes- especially in the neighborhoods furthest from the city. This upzoning everywhere is serious mistake!	7/18/2018
4163	22	/policies/downtown-transportation/	"Manage the supply and design of parking downtown in a manner consistent with objectives for walking, bicycling, and transit users." I could not disagree with this more. NO. We need to manage the supply and design of parking to better accommodate a growing city, mandating off-street parking for all new residential and commercial development so that tenants and guests have off-street parking. This is a must-have. "make transit more convenient for users traveling through and within Downtown..." Comprehensive, extended light-rail and/or subways systems throughout the Downtown metro are needed. NOT MORE BUSES. Think 21st century, not 20th century transportation!	7/18/2018
4164	72	/policies/sustainable-water-system-management/	This "step" listed should be a Goal onto itself: "Carry out steps toward meeting the MPCA's "swimmable, fishable, fixable" water quality standards."	7/18/2018
4165	16	/policies/environmental-impacts-of-transportation/	Everything possible should be done to clean the chain of lakes and the Mississippi River. It is our responsibility.	7/18/2018
4166	1	/policies/access-to-housing/	good - do more to incentivize public transit by improving the network and allow people to live car free	7/18/2018
4167	19	/policies/bicycling/	sounds good to me.	7/18/2018
4168	84	/policies/public-safety/	Design bikeways to support biking--stop designing bikeways as a traffic calming device as a way to "use up" excess road space and try and slow car traffic down.	7/18/2018
4169	51	/policies/healthy-pre-k-development/	Should add action step: Get the police to stop shooting people. Improve police training, specifically in deescalation tactics and how to deal with people who are in crisis (people dealing with mental illness).	7/18/2018
4170	26	/policies/vision-zero/	Set up a network of child care facilities in the lower income areas that match the Kinderberry Hill curriculum - they focus on hard and soft skills. Ensure the staffing expertise is equivalent as well. Give the inner city kids the same foundation the kids in the suburbs are receiving. The goal should be to get 90%+ of the kids in the program by age 6 months. Set the kids up for success early. If we truly believe this is important then put the money up to support top-tier child care/development.	7/18/2018
4171	36	/policies/innovative-housing-strategies/	POTENTIAL SOURCE OF FUNDING: Why is MN paying close to twice as much for prisoners than surrounding states? Cut off the gravy train and reinvest in the kids.	7/18/2018
4172	0.1	/topics/land-use-built-form/	Remove enforcement measures that reinforce racial disparities. Tackle racial disparities in police enforcement throughout the city and improve officer training including bias awareness and mental health training.	7/18/2018
4173	6	/policies/pedestrian-oriented-building-and-site-design/	Figure out a model to reduce the strain of rising property taxes for low and fixed income residents. Look at other cities to see if there are models out there with a good balance between supporting tax collection and not forcing people out of their homes or forcing heirs to sell due to the deferred tax burden.	7/18/2018
			Making the city greener and adding affordable housing are admirable goals. However, I strongly oppose the current plans to do so. Specifically referring to the area where I own my home near 50th and Bryant Ave S, I am vehemently opposed to this plan. This seems more than anything else like a cash grab for developers at the expense of the residents. I have strong doubts that adding 4-plexes, condos and three-story apartments in this area of Minneapolis will add any kind of affordable housing. How about parking and other infrastructure - sewers, bridges, etc - be addressed? These neighborhoods have existed the way they are for decades. To suddenly start shoehorning in new, massive buildings will not only look unappealing, I cannot imagine the streets and sewers can support four times the population. These are the same points I've read over and over again, so I'm just one more opposition voice. I hope this plan fails, and fails miserably.	7/18/2018
			Elimination of off-street parking will lead to crowded parking conditions which puts pedestrians and bicyclists at risk by reducing visibility at crossings. Prioritize measures that remove need for car use through better public transit infrastructure. If you truly want people to reduce car ownership/dependence work against cultural stigma of not owning a car.	7/18/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

4174	1	/policies/access-to-housing/	How is public transit going to improve (and it needs to) in light of the on-going lack of legislative support? I bought where I did (near one of the transit corridors) over 40 years ago in part because of ready access to the bus. There is far less service today than there was then. To plan assuming better is dreaming.	7/18/2018
4175	17	/policies/complete-streets/	<p>YES! Let's make pedestrian friendly spaces. But this disregards those requiring automobiles. I was on crutches for 10 months, and was disadvantaged enough, without making the availability of parking, and use of an individual car more difficult - especially in Minnesota's winters.</p> <p>Furthermore, the anti-car stance greatly disadvantages those who want to age in place and can not walk or ride a bike to local stores. Our neighborhood is wonderful for its diverse ages and abilities and people with weird jobs that don't put them on a fixed bus route on a daily basis.</p>	7/18/2018
4176	54	/policies/supporting-economic-growth/	<p>We need policies that support SMALL businesses. Such as:</p> <ul style="list-style-type: none"> -a Business Diversity Ordinance that can ensure that independent, neighborhood-serving businesses don't get crowded out by chains. - economic development and incentive programs targeted at local, small businesses instead of big, international corporations. -improve the reach and impact of Target Market programs which is not getting much support. -require development projects to reserve a portion of their first-floor space for small storefronts and for locally owned, small businesses <p>- add language to specifically support WOMEN-owned businesses to all your policies that address inequalities and discrimination.</p>	7/18/2018
4177	1	/policies/access-to-housing/	Yes! Let's allow more types of housing across the city! Diversify the stock!	7/18/2018
4178	56	/policies/supporting-small-businesses/	I could not agree more with these!!! Yes!!!	7/18/2018
4179	6	/policies/pedestrian-oriented-building-and-site-de	To eliminate parking space requirements is nonsense. Absent significant improvements to the transit system, the idea that people will not have cars is a fantasy. In any event, people leave the city frequently for areas not served by transit. Eliminating off street parking requirements will only make street parking far worse than it is today. I have already mostly given up on Uptown for just that reason.	7/18/2018
4180	3	/policies/production-and-processing/	Add some prioritization and incentives for local and small businesses that are women-owned and diversity-focused to these policies.	7/18/2018
4181	1	/policies/access-to-housing/	I cannot believe that the this plan is being considered to allow MORE non owner occupied properties in our neighborhoods!!! Also, to allow old homes that can not be replicated to be torn down in favor of cheap multi family rental properties. I think after 32 years it may be time for my family to leave the city and I can bet money that others will follow!	7/18/2018
4182	0.1	/topics/land-use-built-form/	<ol style="list-style-type: none"> 1. The draft 2040 Plan's proposed heights are significantly too high, threatening affordability, opportunities for individual ownership, and quality of the urban fabric. 2. The Policy language of the proposed 2040 Plan remains dangerously open-ended and unenforceable while Built Form Plan heights are precisely defined. This will lead to irresponsible profit-oriented development. 3. The proposed 2040 Plan fails to adopt existing neighborhood plans, with their site-based expertise, or to explicitly recognize the role of neighborhood organizations in providing advice and recommendations regarding future development. 4. The draft 2040 Plan threatens the unique and historic character of neighborhoods by its "broad brush" approach. 5. The draft 2040 Plan limits the amount of parking required by new developments to untenable levels, without adequate transit infrastructure in place to realistically support bike / walk ideals. 6. Flaws in the proposed 2040 Plan will continue to compromise our city for decades to come. Time should be taken to substantially improve the Plan before it is approved. Let's take a lesson from the damages done by inadequate highway planning 60 years ago (which are still being remedied today). 	7/18/2018
4183	58	/policies/business-districts-and-corridors/	Support institutions that contribute to the success of women and racially-diverse, locally owned small businesses.	7/18/2018
4184	0.1	/topics/land-use-built-form/	As a homeowner on a street with proposed zoning for six story apartment buildings, this plan will effectively remove all the equity in my home. If MPLS 2040 is approved and my property value decreases as is estimated to only the value of the land, I intend to appeal my current exorbitant property tax rate. My neighbors and I should only be paying taxes on the value of the land.	7/18/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

4185	0.1	/topics/land-use-built-form/	Your MPLS 2040 plan does NOTHING to further your goals. It is a blatant attempt to line the pockets of developers. There is no plan to allow for diversity. In fact, this plan will decrease diversity due to exorbitant rental rates that will need to be charged for all the rental properties you will develop. The lack of parking in your plan is short sighted. Removing mature trees and building for height will destroy the park system and remove all desire for people to live here.	7/18/2018
4186	0.1	/topics/land-use-built-form/	Your MPLS 2040 plan does NOTHING to further your goals. It is a blatant attempt to line the pockets of developers. There is no plan to allow for diversity. In fact, this plan will decrease diversity due to exorbitant rental rates that will need to be charged for all the rental properties you will develop. The lack of parking in your plan is short sighted. Removing mature trees and building for height will destroy the park system and remove all desire for people to live here.	7/18/2018
4187	0.1	/topics/land-use-built-form/	Your MPLS 2040 plan does NOTHING to further your goals. It is a blatant attempt to line the pockets of developers. There is no plan to allow for diversity. In fact, this plan will decrease diversity due to exorbitant rental rates that will need to be charged for all the rental properties you will develop. The lack of parking in your plan is short sighted. Removing mature trees and building for height will destroy the park system and remove all desire for people to live here.	7/18/2018
4188	1	/policies/access-to-housing/	<p>YES, increase the density in south Minneapolis along Hennepin, Lyndale, Lake Street and other transit corridors. Ease laws on mother-in-law apartments and conversions of 3rd floor, garages, basements into dwellings.</p> <p>But NO to destroying the single family neighborhoods, and beautiful housing stock that are the fabric of our unique city. In East Isles, we already have a very mixed housing stock with apartments, duplexes, etc.</p> <p>This is a RADICAL redesign of our city and undermines the investments of all who chose their home because of its current aesthetics and neighborhood feel.</p> <p>From discussions with a private developer in Seattle, this drive towards density has not worked anywhere but in Auckland, NZ where those responsible for transit, housing, parks, traffic, etc. ALL came together to build and implement a plan that was well communicated and worked on all counts.</p> <p>We chose Mpls, for its old, single family neighborhoods and homes. Destroying this housing stock and replacing it with new, cheaper materials that are often filled with toxins is ill-advised.</p> <p>Public health concerns: I am currently recovering from surgery brought on, in part, from the air and noise pollution brought on by construction on two sides of my home for the past 3.5 years. Construction can lead major health problems. I'm one of 4 in the immediate neighborhood who had serious upper respiratory problems exacerbated by the construction.</p>	7/18/2018
4189	8	/policies/public-safety-through-environmental-de	i support & agree with this policy & it's action steps.	7/18/2018
4190	31	/policies/creative-workers/	<ul style="list-style-type: none"> -increase the requirement for developers to install artworks on all residential projects and commercial projects as part of their developments, using local artists approved by the City. -Incent organizations to commission local artists -Address the ina 	7/18/2018
4191	9	/policies/open-spaces-in-new-development/	I support & agree with this policy & its action steps.	7/18/2018
4192	29	/policies/creative-sector-economy/	Agree!	7/18/2018
4193	5	/policies/visual-quality-of-new-development/	<p>Tearing down high quality, single family homes in favor of 2-4 plexes will greatly degrade the aesthetics of our wonderful neighborhoods. With minimal guidelines, and the current expense of wood, developers will almost certainly use cheaper, less attractive materials - even if they do use interesting architectural designs, which hasn't appeared to be the situation for the housing along the Greenway.</p> <p>Destroying these homes is reminiscent of the rush in the 50's and 60's to destroy neighborhoods in order to take advantage of Federal funding to build affordable housing. The fabric and unique character of our city would be ripped apart.</p> <p>A healthy design review process, by neighbors and community volunteers, is a must.</p>	7/18/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

4194	1	/policies/access-to-housing/	Protect existing industrial/commercial zonings to allow for sustaining and growing arts production and small businesses, and especially within the Northeast Minneapolis Arts District.	7/18/2018
			dd Arts Production as a protected class for production processing areas.	
4195	3	/policies/production-and-processing/	d.&.e. Protect Production Areas - do not allow non-production in Production Areas.	7/18/2018
4196	5	/policies/visual-quality-of-new-development/	f. Protect older industrial buildings for future production and processing uses (not Non-Production uses).	7/18/2018
4197	29	/policies/creative-sector-economy/	Require City funded projects to include public art which is purchased locally.	7/18/2018
4198	30	/policies/arts-and-cultural-assets/	Protect existing Arts Districts	7/18/2018
4199	31	/policies/creative-workers/	Protect the existing infrastructure of production space within the Northeast Minneapolis Arts District.	7/18/2018
4200	38	/policies/affordable-housing-near-transit-and-job-	Provide Property Tax Abatement opportunities to Arts Production Buildings to prevent the cost of space forcing artists out of the Cit	7/18/2018
4201	0.1	/topics/land-use-built-form/	Except in existing industrial production areas.	7/18/2018
4202	54	/policies/supporting-economic-growth/	I think the comp plan is a great start, bring on the density! I think adding higher density at old streetcar stops, typified by existing businesses in an otherwise residential neighborhood, would also be good.	7/18/2018
4203	93	/policies/stewarding-historic-properties/	improve existing properties and infrastructure	7/18/2018
4204	55	/policies/business-innovation-and-expansion/	Great	7/18/2018
4205	56	/policies/supporting-small-businesses/	BUT neighborhoods, including around the lakes, have historic value and intrinsic worth as well.	7/18/2018
4206	58	/policies/business-districts-and-corridors/	East Isles is a mixed use, diverse community, and unique nation-wide in being a neighborhood that is close to downtown and lakes.	7/18/2018
4207	81	/policies/social-connectedness/	Destroying highly functioning neighborhoods (with apartment buildings, multi-family units, etc) with beautiful housing stock is very ill-advised.	7/18/2018
4208	1	/policies/access-to-housing/	dd preserving existing uses, assets and Art Districts.	7/18/2018
4209	1	/policies/access-to-housing/	Add artists to this section (Support the development and growth of small business and artists.)	7/18/2018
4210	33	/policies/affordable-housing-production/	g. Support the existing Arts Districts h. Develop programs & strategies specifically aimed at maintaining affordable rents for art studios and arts production space and minimizing displacement.	7/18/2018
			Support the existing mixed used Northeast Minneapolis Arts District as an example of a socially vital community.	7/18/2018
4208	1	/policies/access-to-housing/	Preserve existing buildings.	7/18/2018
4209	1	/policies/access-to-housing/	Why should we not encourage ways to make home ownership attainable for more people. By removing single family homes I exchange for more multi unit buildings, we are making it much less attainable for people in the future. We should make sure we are zoning in order to preserve smaller single family homes- especially in the neighborhoods furthest from the city. This upzoning everywhere is serious mistake!	7/18/2018
4210	33	/policies/affordable-housing-production/	Why should we not encourage ways to make home ownership attainable for more people. By removing single family homes I exchange for more multi unit buildings, we are making it much less attainable for people in the future. We should make sure we are zoning in order to preserve smaller single family homes- especially in the neighborhoods furthest from the city. This upzoning everywhere is serious mistake!	7/18/2018
4210	33	/policies/affordable-housing-production/	I don't believe this plan of more big buildings is actually going to create more affordable housing, much less housing equity. Thus far they are in "prime" locations identified by developers and benefit said developers and the property owner who sells the land/building. These fast and large developments are short sighted, increasing density and cost to areas and homeowners. They are also not providing affordable rent or addressing rent or living environment inequities. Address social justice issues, living wages, health care costs and affordable housing if you want to address these things. Stop building giant condos under the guise of "equity." Its BS and will not be looked back upon in a positive light. You are doing the exact opposite of what you propose.	7/18/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

4211	35	/policies/innovative-housing-types/	I would like to know the success of the Hiawatha Corridor. I also would like to see more creative use of existing structures e.g, downtown high rises with low occupancy, development of industrial properties rather than tearing up a neighborhood. This smacks of soviet style socialization of housing. Are you going to reimburse me for the loss of equity in MY home when a 4 plex goes up next door? This plan is an ill conceived disaster. We are better than this.	7/18/2018
4212	1	/policies/access-to-housing/	We need to preserve areas for single family homes as well. Not everyone wants to live in a multi unit housing. There is no mention of ways to preserve this as an option. There should be incentives for updating and preserving smaller single family homes. Too many of these type of housing stock are torn down for much larger homes. This definitely affects affordability.	7/18/2018
4213	39	/policies/fair-housing/	How is this condo boom and plan to increase it actually addressing housing disparities? Its not.	7/18/2018
4214	70	/policies/ecology-and-habitat/	I would like to see some specific details about long-term planning and visioning around the Mississippi River and it's role in the public and ecological realm. There is talk about restoring some of the natural history on the river, particularly on the Minneapolis/Saint Paul border, but there doesn't seem to be a vision to work from or a clear champion from the public sector to lead this effort. Given its prominence in the City and the opportunities that exist, there should be specific policies around the river's future and I'm not talking about the existing park land adjacent to the river, but the river itself. To that point, it seems like DNR should be mentioned in here somewhere.	7/18/2018
4215	40	/policies/homelessness/	Then address livable wages and livable rents/cost of living. Building more condos and luxury buildings are not going to alleviate any this, but rather will continue to exacerbate disparities.	7/18/2018
4216	1	/policies/access-to-housing/	Why does the city OWE the Met Council, an unelected body a draft plan of anything? I would like to know the success of the Hiawatha Corridor and the level of affordable housing built in to that plan. Will the city reimburse me for the loss of equity in my home when a 4-plex goes up next door? When I read the 97 points in the draft, I thought it read like a "brain-storming" session of people who are taken with their own ideals. Who care if only 2 people live in a home? Maybe they worked hard for the space? This plan smacks of a socialist land grab where Minneapolis will look like East Berlin. So stupid. I have been to the meetings and Heather et. al are very condescending to the attendees. Why is that?	7/18/2018
4217	73	/policies/stormwater-management/	I find some of the specifics of this policy to be very nuanced, like "L", while others are very general. This implies some kind of high priority on the specific action steps. In that sense, there should be a specific policy about stormwater management being incorporated into public rights-of-way when streets are reconstructed. I would recommend an ordinance similar to the City of Milwaukee's: https://city.milwaukee.gov/ImageLibrary/Groups/ccClerk/Ordinances/Volume-1/CH120.pdf Hopefully, this would lead to more applications of stormwater management that look like this along our city streets: https://www.google.com/maps/@43.0446994,-87.9243907,3a,75y,308.19h,71.25t/data=!3m6!1e1!3m4!1sfaO8skpz3D_ur1imD5l-kw!2e0!7i13312!8i6656	7/18/2018
4218	10	/policies/street-grid/	Include a goal to reduce stormwater run-off into our waterways by an aggressive figure (I don't know exactly what a target should look like).	7/18/2018
4219	11	/policies/skyways/	I support & agree with this policy & its action steps.	7/18/2018
4220	68	/policies/energy-efficient-buildings/	Action Steps a. & e.: Tax breaks for geothermal and solar energy on residential and private properties, tax penalties for those without beginning in the year 20___. Use money from those energy tax penalties to fund geothermal and solar projects in low-income neighborhoods.	7/18/2018
4221	68	/policies/energy-efficient-buildings/	Action Steps a. & e.: Tax breaks for geothermal and solar energy on residential and private properties, tax penalties for those without beginning in the year 20___. Use money from those energy tax penalties to fund geothermal and solar projects in low-income neighborhoods.	7/18/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

4222	6	/policies/pedestrian-oriented-building-and-site-de	<p>Step (k), "Eliminate off-street parking minimums throughout the City" is too drastic. Though I am sympathetic to the ultimate goal of reducing dependence on cars, the immediate negative consequences will be harmful to overall goals that I share, and it is irresponsible for city officials to implement a simplistic policy that will have such adverse impact on most neighborhoods.</p> <p>Some further explanation: I see this rule, and many of the themes of the plan in general, as an understandable reaction to frustration with the inability of society to provide affordable housing and public transport. But completely dropping off-street parking requirements, without any funding for transit or housing support, and hoping that somehow it will ultimately work out is just disruption -- like tossing a grenade into a building -- is just not responsible. Many working-class people will still have to drive to keep employment, and increasing demand on on-street parking will be disastrous for emergency vehicles, etc. And it's one of many well-intentioned positions in the plan that have clearly been co-opted by development interests...</p>	7/18/2018
4223	6	/policies/pedestrian-oriented-building-and-site-de	<p>Step (k), "Eliminate off-street parking minimums throughout the City" is too drastic. Though I am sympathetic to the ultimate goal of reducing dependence on cars, the immediate negative consequences will be harmful to overall goals that I share, and it is irresponsible for city officials to implement a simplistic policy that will have such adverse impact on most neighborhoods.</p> <p>Some further explanation: I see this rule, and many of the themes of the plan in general, as an understandable reaction to frustration with the inability of society to provide affordable housing and public transport. But completely dropping off-street parking requirements, without any funding for transit or housing support, and hoping that somehow it will ultimately work out is just disruption -- like tossing a grenade into a building -- is just not responsible. Many working-class people will still have to drive to keep employment, and increasing demand on on-street parking will be disastrous for emergency vehicles, etc. And it's one of many well-intentioned positions in the plan that have clearly been co-opted by development interests...</p>	7/18/2018
4224	1	/policies/access-to-housing/	<p>Protect existing industrial/commercial zonings to allow for sustaining and growing arts production and small businesses, and especially within the Northeast Minneapolis Arts District.</p>	7/18/2018
4225	1	/policies/access-to-housing/	<p>I've lived in Bryn Mawr for 20+ years and loved every part of it. It's sense of community, it's small town feel, it's access to downtown, it's access to parks and lakes, it's access to public transportation. It is called a neighborhood within a park because we are surrounded by Theodore Wirth and Cedar Lake. The core of Bryn Mawr is made up of single family homes and a few duplexes.</p> <p>I myself have been in the process of converting our duplex into a single family home. When I applied for the permit, the city advised me to think carefully because of zoning, I can not easily convert it back into a duplex in the future should I change my mind.</p> <p>I also live within a couple blocks of a major Metro Transit route.</p> <p>Now the City is saying that they want to change the zoning so that someone can build one or more four-plex housing on all sides of me. I live amid cute smaller bungalows, that any developer can afford to buy up and build monstrosities. This is simply a crime perpetrated by the city looking for more tax dollars from the residential base.</p> <p>The city has done a terrible job of promoting and developing a commercial and corporate base in downtown Minneapolis to help support the city's growth with a strong tax base. Instead, the companies have flex the city for more tax friendly suburbs, leaving many buildings vacant. Who assumes this loss in tax base? The resident's of Minneapolis, that's who. Now the city is just looking for ways to get more residents into the city to foot the bill, without any thought as to what makes the Minneapolis neighborhoods what they are.</p> <p>I have had to struggle with the Minneapolis School District for years as they have tried to redraw lines and cut school budgets to offset the losses that the city has lost in tax base. You've allowed people to sit on the school board that don't even live in Minneapolis. What do they care about the school district? They are not vested in it. I've fought that battle because I love the neighborhood that I live in. Now the city wants to destroy the neighborhood as well. I believe there are people involved in this decision making process that also do not live in the city neighborhoods that are being affected. What do they care?</p> <p>All I can say is that I urge you to rethink this short-sighted plan and consider all that Minneapolis has to offer it's residents may be lost when you create high-density neighborhoods.</p> <p>Erik Wilson 232 Sheridan Avenue S. Minneapolis, MN 55405 612-414-2552</p>	7/18/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

4226	1	/policies/access-to-housing/	1) Go slow on the migration of multifamily dwellings radiating from downtown, along transit corridors. Be careful not to get too far ahead of demonstrated demand. Encourage gradual contiguous growth along these corridors instead of leapfrogging developments. 2) Eliminate proposals to allow fourplexes throughout the city; instead, relax zoning regulations to permit owner-occupants to have more tenants who are not family members. Take care to maintain the aesthetic characteristics of residential neighborhoods.	7/18/2018
4227	3	/policies/production-and-processing/	Add Arts Production as a protected class for production processing areas. d&E. Protect Production Areas-do not allow non-production in Production Areas. f. Protect older industrial buildings for future production and processing uses (not Non-Production uses.)	7/18/2018
4228	1	/policies/access-to-housing/	I agree that we should link public transit and bike infrastructure to locations of higher density housing, and let's invest in even more high quality transit options!! I love the high frequency bus service, the A-line, all the protected bike lanes, and so let's make sure more people can have access to them! Love it!	7/18/2018
4229	6	/policies/pedestrian-oriented-building-and-site-de	Reconsider whether elimination of minimal off-street parking, e.g, for restaurants, would simply increase congestion and user frustration. Keep in mind that many city restaurants and bars are metro-wide destinations and depend on auto users as well as transit users.	7/18/2018
4230	2	/policies/access-to-employment/	YES YES YES YES, cannot agree strongly enough!! At the same time we need to be mindful of the changing nature of work and the way people need to access places to get work done. The fact that the new Amazon warehouse is in Shakopee is a huge missed opportunity regionally IMHO. Let's think about employment and housing nodes in a network, as the old hub-and-spoke model may be going by the wayside...	7/18/2018
4231	11	/policies/skyways/	Good that you are not joining the anti-skyway hue and cry. They are an important local adaptation to our climate, and add a lot of synergy to the downtown. Connect the HCMC complex to the main skyway system ASAP.	7/18/2018
4232	5	/policies/visual-quality-of-new-development/	Require City-funded projects to include public art which is purchased locally.	7/18/2018
4233	3	/policies/production-and-processing/	Love the concept here - just need to be mindful of how these things get laid out and the infrastructure in place too as more residential/ped/bike people are in closer quarters with manufacturing/truck traffic to move goods around.... Have to make sure safe paths are the most appealing for people and that we don't hamstring the companies that need easy/convenient truck traffic aren't pushed out and away.	7/18/2018
4234	29	/policies/creative-sector-economy/	Protect existing Arts Districts.	7/18/2018
4235	17	/policies/complete-streets/	.. but don't think you are going to eliminate automobile use just by making it more difficult. I am a daily transit user but I recognize the difficulty of living in this metro area and performing routine activities such as grocery shopping, medical appointments, child transportation, etc., without using a car.	7/18/2018
4236	4	/policies/access-to-commercial-goods-and-service	YAY! LOVE IT! I think that walkable mixed use neighborhoods are the best, and we have all too few of them, so let's do it!	7/18/2018
4237	19	/policies/bicycling/	I am waiting for Nice Ride to expand to the city limits, but by the time it happens I may be retired and no longer use the service.	7/18/2018
4238	20	/policies/transit/	I strongly support this, thanks!	7/18/2018
4239	30	/policies/arts-and-cultural-assets/	Protect the existing infrastructure of production space within the Northeast Minneapolis Arts District.	7/18/2018
4240	1	/policies/access-to-housing/	The 2040 plan should be changed to preserve single family homes and expand the used housing stock as "starter homes" for families in all parts of the City especially where "arts district" designations or arts-maker spaces are needed like all of Northeast and North Minneapolis. NO tear downs of single family or duplexes for four plexes.	7/18/2018
4241	24	/policies/shared-mobility/	Waiting for nice ride to expand to the rest of the city (see previous comment)	7/18/2018
4242	1	/policies/access-to-housing/	Policy 43 - Support existing home owners in affording and maintaining their homes. Place a cap on property taxes for those who have owned their homes for 20 yrs or more. Recently a former Mpls resident (not retired) told me he had lived in Mpls for 40 yrs and was forced to move to a suburb due to rising property taxes. This is especially important for the elderly, the disabled, people of color, indigenous people and those with low-incomes.	7/18/2018
4243	28	/policies/msp-airport/	And quieter. Encourage increased use of regional airports, with good transit connections to them from MSP and from other major transit hubs.	7/18/2018
4244	50	/policies/access-to-technology/	Improve the user experience on all city digital websites to make more user-friendly. Continue to support and grow open data projects	7/18/2018
4245	3	/policies/production-and-processing/	Add language to expand and maintain the current arts and maker spaces through the City for the expansion of arts, ideas, businesses at the humane and local level. Stop development gold diggers in the neighborhoods.	7/18/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

4246	3	/policies/production-and-processing/	dd Arts Production as a protected class for production processing areas. Regarding Action Steps d & e: Protect Production Areas - do not allow non-production in Production Areas. Regarding Action Step f: Protect older industrial buildings for future production and processing uses (not Non-Production uses). Keep Minneapolis a livable space for people and animals. Stop corporate takeover.	7/18/2018
4247	31	/policies/creative-workers/	Provide Property Tax Abatement opportunities to Arts Production Buildings to prevent the cost of space forcing artists out of the city.	7/18/2018
4248	5	/policies/visual-quality-of-new-development/	I agree that we should be requiring more of developers in terms of the streetscape and public realm improvements they provide (I say this as a market rate developer myself). Let's make design quality an important piece of approving projects. However, I think it is difficult to figure out the right mechanism to do this - we don't want the "faux historical" look that so many new urbanist projects have gotten, etc. etc. So I encourage you to design whatever system comes out of this very carefully so that great design and public realm is given a boost and a strong platform of support, but cannot be prescribed, or we will end up with compromised faux historic stuff....And PLEASE require more sidewalk/public realm/streetscape stuff of developers. That's what has more of an impact on the people who experience it than whether or not the building is a story taller. Give height, but ask for greatness on the ground floor in return.	7/18/2018
4249	29	/policies/creative-sector-economy/	Require City funded projects to include public art which is purchased locally. Not like the monstrosity of the downtown public library that Minneapolis residents are paying 500,000 in bonds while we bankrupted the library system and gave it to Hennepin County. SHAME on Rybak government for giving away our jewels to the developers. SHAME FREY government if he extends these give away policies to housing and small businesses.	7/18/2018
4250	0.1	/topics/land-use-built-form/	I am opposed to allowing fourplexes to be built wherever a developer wants to put them. I think other options to increase housing supply are better than creating a complete land grab. For instance, on 44th and Nicollet, there used to be a garden store. Now a landscaping company has purchased the property and now it has become a big parking lot for their trucks. A nice four or five story building could have been built there. What an opportunity- it's right on the bus line and would provide a lot more housing than building a few fourplexes here and there. Plus it would improve the streetscape. I can't say the same thing for tearing down cared-for vintage homes and building a modern box. I haven't been very impressed with the quality of construction for recently built homes.	7/18/2018
4251	30	/policies/arts-and-cultural-assets/	Protect the existing infrastructure of production space within the Northeast Minneapolis Arts District. Artists saved NE Minneapolis from being demolished once before and now we have to fight the BEND OVER forces of destruction.	7/18/2018
4252	33	/policies/affordable-housing-production/	Eliminate four-plex (Frey-plex?) options in traditional single-family home areas. Instead, allow owner-occupants more leeway to rent to non-family tenants. Consider Mpls commitment to affordable housing in a larger metro context, i.e. using hypothetical numbers, if the metro needs 10% of its housing to be in the "affordable" category, Mpls's commitment to affordable housing should not exceed an extra 25%, meaning no more than 12.5 percent of its housing stock is required to be in the "affordable" category.	7/18/2018
4253	6	/policies/pedestrian-oriented-building-and-site-de	YES YES YES YES YES. Cannot agree more with this priority list. Cars are responsible for the erosion of the public realm, huge environmental damage and the decay of public health due to our sedentary lifestyles. Don't let the car-lovers dissuade you! The market also proves this out - where the most expensive places to live in cities? The walkable neighborhoods! That's where people want to be!	7/18/2018
4254	31	/policies/creative-workers/	Provide Property Tax Abatement opportunities to Arts Production Buildings to prevent the cost of space forcing artists out of the City.	7/18/2018
4255	31	/policies/creative-workers/	Provide Property Tax Abatement opportunities to Arts Production Buildings to prevent the cost of space forcing artists out of the City. Without the artists in Minneapolis we would just be a cold Fridley. If you want to destroy our city keep the 2040 Plan. It is a plan for the uber wealthy to make uber money.	7/18/2018
4256	1	/policies/access-to-housing/	I support all these action steps. And especially in the Minneapolis lakes neighborhoods, such as Kenwood that are currently almost entirely single family dwellings - allow for more small multi-family units.	7/18/2018
4257	38	/policies/affordable-housing-near-transit-and-job	Except in existing industrial production areas. A city that makes nothing is worth nothing. Keep industrial production areas free of housing so we can build things to sell to others in this town. We can't eat the service economy. Who ya going to serve, you got to serve somebody, why not serve the people.	7/18/2018
4258	58	/policies/business-districts-and-corridors/	Support the existing Arts Districts Develop programs & strategies specifically aimed at maintaining affordable rents for art studios and arts production space and minimizing displacement.	7/18/2018

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4259	7	/policies/public-realm/	Yep - I think you can require more of developers in this area (meaning public realm improvements) too. Especially in the already-established desirable neighborhoods. If you don't make it a condition, there are very few who will do it voluntarily - sad, but true. If you establish this now, land prices will adjust accordingly, so new transactions going forward will account for this additional cost in developing it. Sticks it a little bit for the people who already have sunk costs in their land values, but those have been going up anyway, so not that many people will get caught in between.	7/18/2018
4260	81	/policies/social-connectedness/	Support the existing mixed used Northeast Minneapolis Arts District as an example of a socially vital community. Preserve existing buildings.	7/18/2018
4261	54	/policies/supporting-economic-growth/	improve existing properties and infrastructure Without saving and improving infrastructure our 1929 sewer system will fail under the increased density. MPLS doesn't have the money to become NYC. STOP the developer give-a-way at the expense of the residents.	7/18/2018
4262	4	/policies/access-to-commercial-goods-and-service	Yes, to complete neighborhoods! Especially in the food-desert inner city neighborhoods.	7/18/2018
4263	8	/policies/public-safety-through-environmental-de	Yes - this should already come out of the pedestrian oriented approach though, so just make sure it doesn't get onerous to add in the public safety review piece. If you do the walkable high quality streetscape approach to new development it should be fine.	7/18/2018
4264	38	/policies/affordable-housing-near-transit-and-job	Except in existing industrial production areas.	7/18/2018
4265	30	/policies/arts-and-cultural-assets/	Protect the existing infrastructure of production space within the Northeast Minneapolis Arts District.	7/18/2018
4266	9	/policies/open-spaces-in-new-development/	Yes - all good, but let's make sure we develop a good, flexible framework so that it encourages high quality design, otherwise we end up with useless windswept plazas sometimes....	7/18/2018
4267	34	/policies/affordable-housing-preservation/	Also, preserve the solid middle-class and professional class owner-occupied housing stock that helps make Minneapolis the beautiful city that it is. Although I don't ever expect to own a nice house near one of the lakes, I greatly appreciate those who are willing to buy, occupy, and maintain those homes. The same goes with equal force to the average (say, the 20th to 90th income percentile) home and homeowner. Don't force ourselves to re-learn a lesson we learned 30-40 years ago: we will not promote racial equity or a vibrant urban environment by driving the middle class out of the city.	7/18/2018
4268	10	/policies/street-grid/	YES YES YES YES.	7/18/2018
4269	55	/policies/business-innovation-and-expansion/	Add preserving existing uses, assets and Art Districts. Small businesses start in garages and basements. We need to keep the small spaces for the little people to invent things. Don't displace the creative business owners and artists.	7/18/2018
4270	30	/policies/arts-and-cultural-assets/	Protect existing Arts Districts.	7/18/2018
4271	1	/policies/access-to-housing/	Zoning changes should not precede anticipated circumstances but should respond to actual demand. As just one example, Franklin Avenue west of Hennepin should not be zoned as a high-frequency route until it actually becomes a high-frequency route. As another example, permitting fourplexes any where without considering parking, relying on market forces to address parking issues is misguided and will not be effective. What supports this newly expressed confidence in the wisdom and charity of real estate developers? And with fourplexes the wisdom of amateur real estate developers? Again, zoning laws shouldn't be adopted to lead change but to permit naturally occurring change. Whatever the flaws of historic decisions, we now own the consequences and must adopt policies in light of current realities rather than as if we were starting with a new city. We have serious housing issues that must readdressed, but we also have unique neighborhoods near the central city that make Minneapolis a very attractive place to live. We need to maintain those while addressing our issues not addressing those issues at the expense of what makes us unique. Moreover, believing that any of our serious housing problems would be meaningfully addressed by four-plexus anywhere is not supported by others' experiences.	7/18/2018
4272	1	/policies/access-to-housing/	Protect existing industrial/commercial zonings to allow for sustaining and growing arts production and small businesses, and especially within the Northeast Minneapolis Arts District.	7/18/2018
4273	11	/policies/skyways/	As a relative newcomer to Minneapolis, I find the total lack of consistent signage and aids to navigation (beyond an almost illegible map) to be a huge missed opportunity for the skyways. I know it costs \$\$, but maybe figure out a publi-private partnership framework to get it done/maintained?	7/18/2018

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4274	3	/policies/production-and-processing/	Add Arts Production as a protected class for production processing areas. Regarding Action Steps d & e: Protect Production Areas - do not allow non-production in Production Areas. Regarding Action Step f: Protect older industrial buildings for future production and processing uses (not Non-Production uses).	7/18/2018
4275	5	/policies/visual-quality-of-new-development/	Require City funded projects to include public art which is purchased locally.	7/18/2018
4276	58	/policies/business-districts-and-corridors/	Regarding Action Step g: Support the existing Arts Districts. Regarding Action Step h: Develop programs & strategies specifically aimed at maintaining affordable rents for art studios and arts production space and minimizing displacement. Look at Jackson Flats at 18 1/2 ST NE and Jackson St NE. See how affordable housing can be done right. Encourage this not tear downs.	7/18/2018
4277	35	/policies/innovative-housing-types/	.. but don't throw out the distinctive and beneficial local architecture and single family housing patterns. Affordable housing has to be balanced against having a city that remains attractive to the middle and professional classes.	7/18/2018
4278	19	/policies/bicycling/	Biking is fine, but why not have the lanes on streets that run parallel to the main routes? It might make for easier co-existence between bikes and motor vehicles. Throttling Portland and Park Avenues with bike lanes was not very helpful, in my opinion.	7/18/2018
4279	54	/policies/supporting-economic-growth/	Improve existing properties and infrastructure.	7/18/2018
4280	12	/policies/lighting/	Yes - please incorporate the latest on impacts to wildlife, etc. too when rethinking this.	7/18/2018
4281	1	/policies/access-to-housing/	I don't agree with allowing fourplexes in established single family neighborhoods. It would be a mistake and irreversible. I would like the city to look at restricting AirBNB rentals first. Right now, in Kingfield alone, there are 122 whole homes (I excluded single rooms/suites) available for rent. That's an insane amount. Just think if local families were able to purchase or rent these homes instead of out-of-towners. That would alleviate a lot of the housing pressure!	7/18/2018
4282	5	/policies/visual-quality-of-new-development/	Require City funded projects to include public art which is purchased locally. Build new structures to reflect a distinctive identity.	7/18/2018
4283	36	/policies/innovative-housing-strategies/	see previous comments and reservations about a policy that promotes affordable housing ahead of other urban concerns.	7/18/2018
4284	29	/policies/creative-sector-economy/	Protect, maintain and nurture existing Arts Districts.	7/18/2018
4285	30	/policies/arts-and-cultural-assets/	Protect the existing infrastructure of production space within the Northeast Minneapolis Arts District.	7/18/2018
4286	31	/policies/creative-workers/	Provide Property Tax Abatement opportunities to Arts Production Buildings to prevent the cost of space forcing artists out of the City.	7/18/2018
4287	38	/policies/affordable-housing-near-transit-and-job-	Except in existing industrial production areas.	7/18/2018
4288	54	/policies/supporting-economic-growth/	Improve existing properties and infrastructure	7/18/2018
4289	13	/policies/landscaping/	With all the sidewalk renovations going on, it is a bummer to not see more integrated raingardens into tree pits, etc. Why not set up a framework similar to Seattle's green streets program and get all new construction to comply with it? More expensive in the short term, and requires a fresh perspective from public works, etc. BUT green infrastructure has MUCH better long term value than Grey infrastructure and you get the doubled impact of better pedestrian experience, improves property values, etc.	7/18/2018
4290	55	/policies/business-innovation-and-expansion/	Add preserving existing uses, assets and Art Districts.	7/18/2018
4291	56	/policies/supporting-small-businesses/	Add artists to this section (support the development and growth of small business and artists).	7/18/2018
4292	81	/policies/social-connectedness/	Support the existing mixed used Northeast Minneapolis Arts District as an example of a socially vital community. Preserve existing buildings. Don't turn everything into UPTOWN. UPTOWN hates what the developers have done to it. UPTOWN is a rape ridden, concrete and fake brick facade of a real space that is not suited to families or artists or Minneapolitans. WE DON'T want to be NYC. What makes Minneapolis a good place to live is the lack of UPTOWNS in rest of Minneapolis. WE want MAKE not FAKE.	7/18/2018
4293	58	/policies/business-districts-and-corridors/	Just as with 56, name the arts as economic drivers.	7/18/2018
4294	55	/policies/business-innovation-and-expansion/	Add preserving existing uses, assets, and Arts Districts.	7/18/2018
4295	58	/policies/business-districts-and-corridors/	Regarding Action Step g: Support the existing Arts Districts. Regarding Action Step h: Develop programs & strategies specifically aimed at maintaining affordable rents for art studios and arts production space and minimizing displacement.	7/18/2018
4296	14	/policies/tree-canopy-and-urban-forest/	Please make this as user-friendly as possible (ie it would be great if a small business owner can just seamlessly add new tree pits and know what species and size to use without extensive consultation and design fees, etc.)	7/18/2018
4297	81	/policies/social-connectedness/	Support the existing mixed used Northeast Minneapolis Arts District as an example of a socially vital community. Preserve existing buildings.	7/18/2018
4298	1	/policies/access-to-housing/	Why are we only discussing fourplexes outside the city's downtown core? What's wrong with 6 homes on a single lot, or 20? We need more housing, let's allow that housing to be built anywhere, especially in highly sought-after locations like Ward 13. More mixed-use would help create more walkable neighborhoods too.	7/18/2018

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4299	37	/policies/mixed-income-housing/	Don't create a city with a patchwork of 3 or 4-story walkups. Preserve architectural integrity where neighborhoods are thriving (in other words, don't achieve equity through a leveling process). On the other hand, give owner-occupants more leeway to rent to non-family members.	7/18/2018
4300	5	/policies/visual-quality-of-new-development/	Policy 5. while the city may not dictate the architectural style of new bldgs, the city can and should set standards for developers - zoning regulations and changes in zoning regulations will have an impact on the aesthetic quality and personality of the neighborhood. My neighborhood is made up of bungalows - each one distinctive in it design - with lawns and gardens that reflect the creativity and individuality of the individual owners. This is the PERSONALITY of this neighborhood. when these bungalows are destroyed and structures are built that do not fit in with the neighborhood are built, it affects the aesthetics of the neighborhood and the quality of life for the residents.	7/18/2018
4301	39	/policies/fair-housing/	I am pleased to see the city reaffirm its support for fair housing opportunity.	7/18/2018
4302	15	/policies/transportation-and-equity/	Agreed - this is super important and great. HOWEVER, we also need to change the (seemingly very Minnesotan) attitude about public transportation and create a system where public transit is the BEST way to get around, regardless of whether or not you have the money for a private vehicle. I feel like today it is largely seen as a means of last resort for those that don't have other options - let's change that around and make it the PREFERRED way to get around! YEAH!!!	7/18/2018
4303	42	/policies/expand-homeownership/	All are good ideas	7/18/2018
4304	56	/policies/supporting-small-businesses/	Add Artists to this section(Support the development and growth of small business and artists.)	7/18/2018
4305	43	/policies/housing-displacement/	Help lower income homeowners stay in their homes thru property tax relief and income-adjusted mortgage assistance.	7/18/2018
4306	16	/policies/environmental-impacts-of-transportation/	YES - let's be a leader, we are ideally situated to show the country how to do it! And please think carefully about how to design systems of entitlements/approvals that facilitate innovation in this area. i.e. - what if a developer wants to build a lower parking ratio but the bank won't finance it unless more parking gets built - can the City provide a credit guarantee to support the lower parking ratio? Crazy idea probably, but we need to think big to be a leader!	7/18/2018
4307	17	/policies/complete-streets/	Yes yes yes yes. But City should try and communicate and outreach more about why this is important, and how it actually makes streets safer for drivers too, and how maybe cars are going to be going slower on a given street now, but that maybe that was the whole point in the first place! I feel like the naysayers are always thinking about this in terms of the bikers being supported (only) and the dialogue needs to be more inclusive.	7/18/2018
4308	47	/policies/housing-maintenance/	This includes avoiding the tear-down of single family homes to build multiple family dwellings (and its opposite, teardowns for substantially upgrading the home)	7/18/2018
4309	18	/policies/walking/	YES. Also - can the City support innovative ways of clearing sidewalks in winter too? Like what about integrating snowmelt systems into new sidewalks that get built that are powered by renewables (i.e. sewer heat recovery or solar thermal, or district energy, etc. etc.) Making the regulatory framework for that easier and perhaps funding some pilots? Holland, MI apparently has a system that is tied to a power plant near their downtown - can it use wate heat from somewhere or maybe the MERC?	7/18/2018
4310	58	/policies/business-districts-and-corridors/	g.Support the existing Arts Districts. h.Develop programs &strategies specifically aimed at maintaining affordable rents for art studios and arts production space and minimizing displacement.	7/18/2018
4311	19	/policies/bicycling/	Keep on going!! Proud that we are a national leader in this area, but let's not rest on our laurels ere - can always expand!	7/18/2018
4312	19	/policies/bicycling/	If we are to reduce our reliance on cars, we cannot prioritize bicycles over transit. We need more people using transit and that requires reduction in transit travel time, not increases in travel time due to congestion caused by under-used bike lanes, such as those on 26th and 28th in south Minneapolis. Let's improve transit and remain flexible to respond to future circumstances like driverless vehicles, and in no case should we lock in inflexible, 100 year-old technology like rail.	7/18/2018
4313	20	/policies/transit/	Yep - be open to innovation (ie embrace welcome and support things like Bird scooters, etc.) and mobilize citizens and business leaders to support the expansion and maintenance of a robust system. Prioritize putting it in the right corridors though, over the "easy to get land approvals" corridor. i.e. I don't want to object to any transit investments, but it would make much more sense to e running one of the light rail lines down Hennepin, Lyndale or Nicollet instead of through Cedar Lake area.... Minneapolis should be focused not just getting suburban commuters into the core, but how people can get around within Minneapolis.	7/18/2018
4314	81	/policies/social-connectedness/	Support the existing mixed used Northeast Minneapolis Arts District as an example of a socially vital community. *Preserve existing buildings.	7/18/2018

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4315	21	/policies/freight/	Yeah, this is important, but hard to make the argument to have freight impeding the growth of passenger transit... Dunno how to make a constructive comment, but I feel like the freight companies seem to have all the power here and that seems like a narrow use.	7/18/2018
4316	22	/policies/downtown-transportation/	Yes - I think the curbside issue will need to be looked at very carefully, as more and more private companies take space once seen as public... I'd rather see street parking usurped for these things (i.e. Uber/Lyft dropoff zones that are safer, more bike parking where cars used to park rather than taking sidewalks from pedestrians, etc.)	7/18/2018
4317	23	/policies/coordinated-development-strategy/	Yes - only District systems are going to provide the leaps forward in energy and water efficiency we need. If left to individual building developments we can only get so far.	7/18/2018
4318	24	/policies/shared-mobility/	Yes - thinking carefully about streetscape/curbside impacts is key. Don't get caught flat-footed!	7/18/2018
4319	20	/policies/transit/	Agree with focussing on outcomes not modes. For example, what is the positive outcome of spending \$2 billion dollars to run a railroad (100 year-old technology) through two miles of unoccupied park land where no one will get on or get off? Spend money on technology with flexibility to adapt to changing circumstances, like driverless vehicles.	7/18/2018
4320	25	/policies/innovations-in-transportation-and-infras	Yes - please try and build a reputation as a place that encourages experiments and innovation and support that (rather than seeming overly regulatory and hidebound).	7/18/2018
4321	26	/policies/vision-zero/	yep - use data and encourage innovation, make sure people understand this is a priority.	7/18/2018
4322	1	/policies/access-to-housing/	I am a longtime Minneapolis resident, owning and living in a duplex in a diverse neighborhood. I support efforts to diversity neighborhoods (demographically and in terms of housing types). I, however, urge consideration of the effects of multiple-unit housing structures on community building and social capital. We live on a bus route in a neighborhood that is primarily single-family homes, but also includes a number of duplexes and one 4-unit building. In our 30-plus years in the neighborhood, we have never gotten to know the residents in the 4-plex, whereas we are friends with the neighbors in the duplexes and single family homes. It seems like owners of single family homes and duplexes are more likely to be out mowing the lawn, shoveling snow, and working in the garage, and this provides opportunity to build friendships and community. In our observation, the rental residents in the 4-unit building come and go and do not become part of the community. I am not opposed to rental property... I was a renter for many years but made no lasting connections in my rental communities. I would like to see every opportunity for people to build social capital and engagement in their community.	7/18/2018
4323	25	/policies/innovations-in-transportation-and-infras	Avoid inflexible 100 year-old technology like street cars and rail, light or otherwise.	7/18/2018
4324	6	/policies/pedestrian-oriented-building-and-site-de	Policy 6. I am generally in agreement with these goals and action steps. Kudos to Minneapolis for being one of the most bike friendly cities in the U S. However, putting bike paths on busy streets without adequate separation between bikes and motorized vehicles is unsafe - especially as traffic increases with increase in electric (eg silent) cars and buses. Also, it seems impractical and unwise to rule out repair stations for hybrid or electric vehicles. Having adequate set-backs for buildings will contribute to pedestrian safety and more green spaces. The buildings that have recently been built in my neighborhood have unfortunately received waivers from the city regarding these kind of set-back requirements.	7/18/2018
4325	19	/policies/bicycling/	As an avid cyclist, I support efforts to encourage cycling as a safe and viable means of transportation. I think Minneapolis is moving in the right direction in this area, and can learn about other innovative ways to protect and serve cyclists and pedestrians from cities in Europe who are far ahead of the US in this regard. I recently lost a dear friend to a bike-vehicle accident in St. Paul. Please consider innovations (e.g., adjusted signal light timing) to protect cyclists at intersections, which is where most bike accidents occur.	7/18/2018
4326	4	/policies/access-to-commercial-goods-and-service	Keep residential single/bungalows/ family homes strong; keep larger multi family units on borders or high traffic routes and nodes. Preserve Minneapolis neighborhoods. Local streets are stressed by increasing occupancy rates.	7/18/2018
4327	7	/policies/public-realm/	Policy 7.Public Realm.This policy is vague and under-developed.However, since it purports to address "Climate change" - I submit that residents should be rewarded for generating less trash. Those who compost or live alone may require trash pick-up only once per month, yet we receive a mere \$2 credit on our water bill - while our water bills have increased over the yrs, the \$2 credit remains the same. I propose encouraging residents to generate less trash by providing smaller trash AND RECYCLING carts - and giving them a \$10 credit on their bill. Also, ban plastic bags, food containers, and drinking straws - and do it NOW.	7/18/2018

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4328	59	/policies/downtown/	I haven't noticed promotion of any public safety strategies downtown. I have been down town nearly every week day for 45 years. Clusters of people hanging out and obstructing pedestrian access to our sidewalks are inhibiting to pedestrians regardless of race, age or gender of the cluster members, and we have now eliminated anti-loitering laws and authorized public consumption of marijuana. How does a police officer deal with these groups? I feel safer on the streets of Manhattan than I do on Hennepin Avenue downtown. I understand that enforcement of laws cannot be perceived as racially biased, but the answer to that cannot be no enforcement. This is a big issue. Nicollet Mall, for a variety of reasons is a shell of its former self, and one contributing issue is perception of public safety.	7/18/2018
4329	35	/policies/innovative-housing-types/	Zoning needs to respect neighborhood boundaries. Keep commercial concentrated to business nodes. Honor previous neighborhood plan goals that respect a blending of zoning.	7/18/2018
4330	34	/policies/affordable-housing-preservation/	This is important.	7/18/2018
4331	49	/policies/educational-and-economic-access/	We want to do more than eliminate racial disparities in access to education. We want to improve the educational opportunities for everyone. Open enrollment is not helping our public schools in Minneapolis even though it may be helping individual students avoid underperforming Minneapolis schools. We need to put more resources into our public schools.	7/18/2018
4332	28	/policies/msp-airport/	Prioritize improved bicycling access to the airport. You must be kidding! Spend that money on our schools.	7/18/2018
4333	33	/policies/affordable-housing-production/	Good. Caution regarding bigger quad homes built on blocks of single family in residential. Keep bigger units to major streets which border the neighborhoods, or keep to major nodes.	7/18/2018
4334	0.1	/topics/land-use-built-form/	Why aren't there any single-family only zoned areas? Most single-family homeowners have worked really hard all their lives to be able to afford to live in these areas. And our taxes reflect our investment in our neighborhoods, such as the East Isles neighborhood. We pay a heavy tax to live here & appreciate our neighborhoods. Anyone, from anywhere is able to move to these areas if they can afford to purchase a home here. I see no ethnic or racial bias about that policy. One of the great things I love about Minneapolis is that everyone uses the park systems. There are ALL walks of life, economic income levels, ethnicities, ages, etc. represented when I walk around the lakes area. It is open to EVERYONE to enjoy & so many people utilize it. Of course there are going to be wealthier areas of ANY city & that's ok, those people can afford to live there. What the city can & should do is work to improve all areas within the city, as currently zoned. I realize there needs to be some expansion, but eliminating single-family neighborhoods city-wide is not fair to those who have worked really hard to be able to move & live in those areas.	7/18/2018
4335	48	/policies/data-driven-decisions/	This makes sense, but how do you square it with your decision to let developers decide where and how to build four-plexes everywhere? No appoint in collecting and analyzing a lot of data if you are not going to use it to make decisions.	7/18/2018
4336	1	/policies/access-to-housing/	I am concerned about allowing 4 plex units throughout the city without regard to neighborhood input. This issue was discussed at the Windom Park CIA meeting and the issue of refining to R3 was rejected for several reasons. Some reasons include parking, especially during winter, traffic congestion, and the reason many of us moved here to begin with; we like the neighborhood feel. We need to promote more home ownership which most renters want.	7/18/2018
4337	37	/policies/mixed-income-housing/	Yes!	7/18/2018
4338	9	/policies/open-spaces-in-new-development/	Policy 9. Open spaces. A large percentage of our city's open spaces should be open green spaces if they are going to utilize climate sensitive design principles. With the pressures of increasing population and climate change, urban planners need to realize that solutions that benefit the non-human environment also benefit humans - we have a symbiotic relationship. Every tree helps fight global warming, reduces the amount of greenhouse gases in the atmosphere, and helps cool the city in warm weather. Trees and other vegetation are natural solutions for addressing storm-water run-off, erosion, and air pollution. Today we cannot listen to the news without hearing of another natural disaster - including devastating floods in cities that have paved over their green spaces, infestations of destructive insects, and colony-collapse among the bee population. More trees results in less flooding, more birds that eat unwanted insects, and better air quality. Lets help the MN Pollution Control Agency to reduce their spraying for mosquitoes by having more trees and birds. Community gardens and backyard gardens improve people's physical and mental health, as well as providing low-cost healthy food. The greenery along our roadways reduces the stress of rush-hour commuting. Private green spaces are important. In Victoria Australia, the Planning Minister has called for garden areas in new developments. Green spaces around private dwellings encourage social interaction, decreasing the dangers of alienation and social isolation in urban environments.	7/18/2018
4339	50	/policies/access-to-technology/	Fix IT Tech was a great idea - and why was it not fully supported in the past is beyond me. In the ways that our world is changing, there will be too many that will NOT have access. Got to make sure that this does not happen.	7/18/2018

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4340	82	/policies/aging/	I know that the how will come later, but it will be interesting to see what happens.	7/18/2018
4341	10	/policies/street-grid/	<p>Policy 10. Adding new streets seems in conflict with Policy 6 which has the stated goal of putting pedestrians and bicyclists first and cars last. "Consider relinquishing the City's ownership over vacations as a last resort, in order to preserve the network of city streets and arterials."</p> <p>- This sounds like a 'cave-in' to demands of developers.</p> <p>While living on a corner places greater demands on me as a home owner, I support the maintaining of sidewalks - they provide a place for people to walk, walk their dogs, and a safe place for children to walk or ride their bikes and trikes. I do not believe in the present system of making the home owners on corner lots pay for the entire cost of PUBLIC sidewalk replacement.</p>	7/18/2018
4342	14	/policies/tree-canopy-and-urban-forest/	<p>I don't see any real "requirement" here for new developments to work around trees rather than to cut them down. In fact, the phrases "retain mature trees, replace lost trees" suggests that if a developer wants more space and cuts down a tree, all they have to do is "replace" the "lost" tree -- "lost" to "progress," I guess.</p> <p>If I walk 2 blocks in every direction from my house, I calculate that we have lost 30-plus trees since 2005. The elms have been cut down due to dutch elm disease (save for the few that are inoculated). The ash trees are being cut down even though it is cheaper to inoculate them). Rows of locust trees were cut down near 31st and Franklin. And maple after maple seems to be dying, no matter their size, age, or location.</p>	7/18/2018
4343	17	/policies/complete-streets/	I love that the city is prioritizing transit. Anecdotally, I have heard people talk about how they wish they could use the bus and hope it increases frequency to allow for flexible schedules. I would support street infrastructure that would facilitate better transit.	7/18/2018
4344	1	/policies/access-to-housing/	We strongly oppose rezoning of neighborhoods to provide increased density. A few people, developers and sales agents will make money, while the people who have paid property taxes for years will see the neighborhoods that they love change.	7/18/2018
4345	80	/policies/development-near-metro-stations/	I am excited for the light rail expansions and the dense, mixed use development that will come along with it. I hope the city prioritizes LRT.	7/18/2018
4346	1	/policies/access-to-housing/	I support increasing housing options within neighborhoods, including adding apartments, duplexes, 3-unit and 4-unit dwellings to neighborhoods that currently are primarily single-family homes.	7/18/2018
4347	14	/policies/tree-canopy-and-urban-forest/	<p>Policy 14 Tree Canopy and Urban Forest: Improve the tree canopy and urban forest.</p> <p>This policy and these Action Steps demonstrate the wisdom of City Planners. The concern is that they will be shoved aside by the pressures of short-sighted, corporate, economic considerations.</p>	7/18/2018
4348	84	/policies/public-safety/	It is unfortunate to have a vision for the city of Minneapolis that cannot explicitly name "police brutality" as a real problem -- and one that can be addressed through very feasible accountability and harm-reduction mechanisms (disciplinary re-set, police liability insurance, re-establishing a robust civilian review, banning "warrior" trainings, etc). It is impossible to "build trust" across power disparities when the more powerful party is not held accountable.	7/18/2018
4349	15	/policies/transportation-and-equity/	<p>POLICY 15 - Transportation and Equity: Ensure that the quality and function of the transportation system contributes to equitable outcomes for all people.</p> <p>This should be one of the priorities for City Planners. One should not have to take 3 buses and spend an hour going to work when they live only about 8 miles from where they work.</p> <p>The city should find a way to make it easier for low-income people to purchase long-term bus passes.</p>	7/18/2018
4350	16	/policies/environmental-impacts-of-transportation/	Fix the damage done by freeways. Cap them or remove them.	7/18/2018
4351	16	/policies/environmental-impacts-of-transportation/	Require larger employers to have (and execute on) travel demand management plans before allowing them to expand private parking facilities.	7/18/2018
4352	0.1	/topics/land-use-built-form/	I'm glad to see upzoning in Lowry Hill East. I believe it will be positive for the city to remove restriction zoning which prevents our city from being able to respond to changes in market pressures. I'm hoping these changes will stay in the final draft and allow the Wedge to grow as a community.	7/18/2018
4353	30	/policies/arts-and-cultural-assets/	People will not want to utilize the culture opportunities and arts offered by the city if it is difficult of move about in the city. If it is a hazard to get to the activities. This difficulty will be due to the goal of limiting parking and narrowing the streets. I have attempted to ride the train downtown to a baseball game and I had to drive from Minneapolis to the suburbs to find parking to take the light rail to the Twins Game, what a joke.	7/18/2018
4354	25	/policies/innovations-in-transportation-and-infras	I hope that autonomous vehicles are not used as an excuse to not develop LRT. Light rail solves so many problems that autonomous vehicles cannot.	7/18/2018

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4355	16	/policies/environmental-impacts-of-transportation/	<p>POLICY 16 - Environmental Impacts of Transportation: Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.</p> <p>Sitting in rush-hour traffic increases emissions from autos. Encouraging businesses to stagger their operating hours or to allow employees to tele-commute would reduce this problem.</p> <p>For those who may be elderly or handicapped, providing adult tricycles or electric bikes would be a welcome addition.</p>	7/18/2018
4356	76	/policies/new-parks/	<p>I was surprised when I moved here that there is no major park along the river. Minneapolis was built because of the river, and a public space where everyone is welcome to enjoy it would be the envy of cities around the country.</p>	7/18/2018
4357	1	/policies/access-to-housing/	<p>Composting compulsory.</p>	7/18/2018
4358	55	/policies/business-innovation-and-expansion/	<p>I am particularly concerned that Minneapolis has become service industry centric, with job growth primarily in restaurants and other low-skill fields. The action steps above sound swell, but what about steps that support our existing high-skill employers like Valspar, Honeywell, Coloplast, and Graco? I tried without success to find any listing of manufacturers based in Minneapolis. That, of itself, is telling.</p>	7/18/2018
4359	19	/policies/bicycling/	<p>POLICY 18 - Walking: Improve the pedestrian environment in order to encourage walking as a mode of transportation</p> <p>See Policy 6 feedback:Kudos to Minneapolis for being one of the most bike friendly cities in the U S. However, putting bike paths on busy streets without adequate separation between bikes and motorized vehicles is unsafe - especially as traffic increases with increase in electric (eg silent) cars and buses</p> <p>For some of us, it is difficult to place our bikes on the front of buses or on the hooks of the light rail. It would be helpful if a remedy could be found for this.</p> <p>Encourage and support bike repair shops - especially those that offer low-cost services.</p> <p>Provide access to adult tricycles.</p>	7/18/2018
4360	3	/policies/production-and-processing/	<p>I noted some concerns in connection with policy 55 about the city's efforts with regard to existing manufacturers that I echo here. These actions steps address a few concerns, but not the real or perceived antagonism to those businesses which provide real, skilled jobs. I'm thinking specifically of the City's battles with Graco. It strikes me as short-sighted at best not to work closely with such an employer, not to roll over to every demand, but in partnership to further a shared goal of more skilled, living wage jobs accessible to all residents.</p>	7/18/2018
4361	33	/policies/affordable-housing-production/	<p>The goals are good, but this will require raising revenue, and the methods of doing so (bonds, taxes, laws requiring a percentage of units to be affordable) should be addressed here.</p>	7/18/2018
4362	52	/policies/human-capital-and-a-trained-workforce/	<p>The 2040 plan is written from a management rather than labor perspective. This is not surprising, as private business has consumed public governance. As such, it is framed in the typical language of neoliberal capitalism, which ignores the structure of the economy, the labor market, and corporate business practices, preferring to focus on worker education. Workers can compete for, or have "access" or "opportunity" to get jobs that pay living wages. In this game, the "meritocracy," sure, anyone can have a living wage; but not everyone can have a living wage.</p> <p>Goal #4 (Living Wage Jobs) states "To achieve the goal of ensuring residents access to a living-wage job, the City of Minneapolis will invest in education and skills training so residents, especially low-income residents, residents of color and indigenous residents, have opportunities to prepare for and participate in Minneapolis's growing economy."</p> <p>In this rendering, it's "the economy" that workers must conform to, which they might be able to thrive in if they get enough education. But getting an education is not the only way that workers can have a better chance of landing a living-wage job. Where's the support for a \$15/hour minimum wage? Where's the paid parental leave? Where's the acknowledgement of wage theft? The support for unions? The focus of the 2040 plan is on the individual worker rather than economic policy. And it lets business off the hook.</p>	7/18/2018

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4363	18	/policies/walking/	<p>I've got a big action step you've missed entirely--enforce current city regulations on snow removal! I walk all over my neighborhood, both for pure recreational purposes and to shop at nearby stores. In the winter, I'm literally risking my life. This problem is more acute for the elderly, but it affects all of us. I remember vividly taking a fall on an icy sidewalk when I was pregnant with our son.</p> <p>On a year round basis, could we please not allow development to block sidewalks? In NYC, they manage to construct dozen story towers without shutting off sidewalks, but here in MPLS we routinely allow builders to shut off all street side access. Stop letting them do that!</p>	7/18/2018
4364	41	/policies/tenant-protections/	Maybe we need rent stabilization?	7/18/2018
4365	20	/policies/transit/	<p>POLICY 20 - Transit: Increase the frequency, speed, and reliability of the public transit system in order to increase ridership and support new housing and jobs</p> <p>In coordinating Urban development with surrounding areas, Minneapolis should have more 'spokes' to the suburbs, so that as population pressures increase on the city, people have the option of living in out-lying areas. It would also provide those living in the city to take public transport to their jobs in the suburbs, and provide suburbanites a way to get into the city for sports and cultural events. I gave up going to my grandson's 6 o'clock baseball games in Eagan because it took me over an hour to drive from south Minneapolis to Eagan - a distance of 15 miles.</p>	7/18/2018
4366	19	/policies/bicycling/	Enough already! I spent last fall trying to get back and forth to Abbott NW (for medical treatment for lymphedema, so don't tell me I could have biked there!) on 28th and 26th streets to find them jammed with cars, but with bike lanes where I rarely saw a single bicycle. We've gone too far and are favoring a mode of transportation that is closed off from large chunks of our population, including families with infants or multiple children, those with disabilities, the elderly, those with jobs that do not favor a disheveled or sweaty appearance, those whose school or work requires transporting equipment or bulky items. The bike policy seems to focus solely on the young, childless, privileged, and able--a white boys frat, if you will.	7/18/2018
4367	67	/policies/climate-resilient-communities/	Aging Infrastructure in general needs to be addressed. We cannot add this amount of density with our current infrastructure. That should all be updated first before we even look at increasing density.	7/18/2018
4368	85	/policies/access-to-health-social-and-emergency-s	Traffic around Children's Hospital and Abbott Northwest Hospital is very difficult and made more difficult by ongoing construction. Do there need to be so many bike lanes around the hospital? Most hospital staff and patients get to the hospital via cars, buses, taxi, metro mobility, ambulance, etc. I believe that road access to these hospitals could be significantly improved without additional bike lanes.	7/18/2018
4369	20	/policies/transit/	Terrific steps, but steps that need to be taken BEFORE increasing density in most areas of the city. Also, mass transit does not address real issues families and the elderly face for point to point transportation needs.	7/18/2018
4370	13	/policies/landscaping/	How does the increased density and allowing construction of four-plexes throughout the city tie to this goal, when it seems that such development will decrease our pervious surface space? We may not be paving paradise to put up a parking lot, but it's close. We need to increase our green space, not decrease it!	7/18/2018
4371	11	/policies/skyways/	I think it is important to not discourage the development of skyways for mixed use and residential buildings. While I appreciate the goal of encouraging street use as indicated in item g, having additional means to connect residential and mixed use buildings downtown allows for development of a more vibrant city life in all seasons. Additionally, if more downtown residents have the option to walk from their apartment/condo in a climate controlled environment, this will further city goals for a healthier population, reduce vehicle traffic in downtown during winter and inclement weather, reduce pollution as a result of decreased vehicle emissions, and increase mobility for residents that may have difficulty traversing sidewalks in the winter due to snow obstructions or ice.	7/18/2018

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4372	0.1	/topics/land-use-built-form/	<p>Land Use Built Form</p> <p>Allowing 6 story structures on Nicollet and Chicago Avenues south of Lake Street and 3 story buildings on the other side of these blocks is an awful idea that will destroy the character of the neighborhoods along these streets. Advocating 4 story buildings along Lyndale, Bryant and Xerxes Avenues south of Lake Street and 50th Street isn't much better.</p> <p>Alternative: I recommend that buildings along Nicollet and Chicago Avenues be limited to a maximum of 3 stories ("Corridor 3" status) and the other side of the block remain zoned for single family homes only. To help with population growth, I recommend that the city should only zone for 6 story buildings along Nicollet Avenue where the block is currently commercial in character and acts as a transportation node, such as Nicollet and 46th Street and Nicollet and 54th Street. These Corridor 3 buildings and strategically located Corridor 6 buildings need to provide their own off-street parking. To think that many people are going to abandon cars for public transportation is naive. If the city really does need tall residential buildings (those more than 3 stories tall) they should be developed closer to where the jobs are, not in single family residential areas. Have developers build affordable housing in downtown (rather than million dollar apartments) and near current industrial and retail areas.</p> <p>Objections: I have several reasons for my objection to zoning for 6 story buildings along Nicollet Avenue adjacent to where I currently live. 1) City Hall is in Effect Playing Bait & Switch - My wife and I did a great deal of research and searching where to live in the Twin Cities nearly 33 years ago. We decided to remain in Minneapolis because we wanted sidewalks, boulevard trees, access to wonderful parks and libraries, easy access to downtown, convenient bus routes and a diverse population of people. In return for these amenities, which I'm now calling the "bait", we were willing to live near Nicollet Avenue and 50th with its airplane noise and congestion from street traffic and the traffic associated with Justice Alan Page School and Washburn High School. They seemed like a small price to pay in order to live in a beautiful neighborhood within the city. If we knew that the city would some day zone our block for 6 story apartment buildings and 3 story apartments on our street, we would never have settled here. 2) Discourages Maintaining & Investing in Home - We have spent well over \$200,000 dollars over the years for improvements to our home as well as many tens of thousands of dollars in maintenance to our home. All our neighbors on Belmont Avenue have also spent large sums to keep their homes and our neighborhood looking beautiful. If there is a possibility that someone is going to put up a 6 story building behind me on Nicollet Avenue or a 3 story building next to me on Belmont Avenue, I probably won't continue to invest in improvements to my home. For example, we are considering putting up solar panels to reduce our use of electricity generated from natural gas and to charge</p>	7/18/2018
4373	80	/policies/development-near-metro-stations/	It makes sense to concentrate housing and commercial development near metro stations rather than allowing for 6 story structures along entire transit corridors in parts of the city that are distant from downtown.	7/18/2018
4374	33	/policies/affordable-housing-production/	There are noble goals but where are the specifics? Policies to have affordable housing should have been in place prior to the draft plan being released. I don't see anything discussing renovating houses that were once affordable but are not in need of repair so cannot be rented. What about forcing the slum land lords to clean up their affordable housing?	7/18/2018
4375	23	/policies/coordinated-development-strategy/	POLICY 23 - Coordinated Development Strategy: Coordinate the development of housing, businesses, and infrastructure in geographic areas where a district-wide approach has the greatest opportunity for achieving Minneapolis 2040 goals.	7/18/2018
4376	34	/policies/affordable-housing-preservation/	Minneapolis needs better public transportation to and from the suburbs. Where are the specifics for these action steps? It is hard to support a plan that is so vague.	7/18/2018

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4377	0.1	/topics/land-use-built-form/	<p>Land Use Build Form</p> <p>Allowing 6 story structures on Nicollet and Chicago Avenues south of Lake Street and 3 story buildings on the other side of these blocks is an awful idea that will destroy the character of the neighborhoods along these streets. Advocating 4 story buildings along Lyndale, Bryant and Xerxes Avenues south of Lake Street and 50th Street isn't much better.</p> <p>Alternative:</p> <p>I recommend that buildings along Nicollet and Chicago Avenues be limited to a maximum of 3 stories ("Corridor 3" status) and the other side of the block remain zoned for single family homes only. To help with population growth, I recommend that the city should only zone for 6 story buildings along Nicollet Avenue where the block is currently commercial in character and acts as a transportation node, such as Nicollet and 46th Street and Nicollet and 54th Street. These Corridor 3 buildings and strategically located Corridor 6 buildings need to provide their own off-street parking. To think that many people are going to abandon cars for public transportation is naive.</p> <p>If the city really does need tall residential buildings (those more than 3 stories tall) they should be developed closer to where the jobs are, not in single family residential areas. Have developers build affordable housing in downtown (rather than million dollar apartments) and near current industrial and retail areas.</p> <p>Objections:</p> <p>I have additional reasons (additions to an earlier submittal) for my objection to zoning for 6 story buildings along Nicollet Avenue adjacent to where I currently live.</p> <p>5) Congestion - We already are pressed for street parking during the school year. Much of the streets are already parked up by faculty and students of Washburn High School and the faculty at Justice Alan Page. The principal at Washburn High School went as far as to suggest to the Tangletown Neighborhood Association that perhaps residence could rent their home parking area to teacher's cars. Nicollet and 50th Street are already busy and noisy and it will become worse if we have additional residents from 6 story apartments with ground floor businesses.</p> <p>6) Overwhelming City Resources - Additional residents are going to put added pressure on the city schools, parks and libraries. Does the plan call for more schools, parks and larger libraries? I don't imagine the larger tax base is going to cover these additional costs.</p> <p>7) Property Values - It's pretty obvious and certain that 6 story apartment buildings along Nicollet Avenue are going to have a negative effect on the property value of my home and those of my neighbors.</p>	7/18/2018
4378	35	/policies/innovative-housing-types/	<p>Please provide us with examples of cities in the US that have expanded housing to increase density and affordability that has been successful. San Francisco, Portland and Seattle all "blew it" with their plans. Yes they created more density but not affordability and those cities are now almost unlivable.</p>	7/18/2018
4379	33	/policies/affordable-housing-production/	<p>Bullet "B" needs clarification. I am 71 years old and plan to live in our two story house until I die. I support having programs that can retrofit people's houses with chair lifts, 1st floor bathrooms, etc. At meetings, I have heard there is the belief that people want to move out of their large homes and into 4-plexes on their same block to stay in their community. This is not true! My friends who are downsizing are moving to condos or apartments that are already in Minneapolis or the inner rings of suburbs. They drive because our mass transit system is so bad and they are doing fine.</p>	7/18/2018
4380	33	/policies/affordable-housing-production/	<p>If the population of MPLS is projected to increase from 420K to 460K by the year 2040, which is only 10% growth, well short of 1950s population, why would it make sense to dramatically increase density by allowing 4-plexes (or more) throughout the city's properties that are currently single-family? The numbers don't add up. This is a risky move. Maybe it will make housing more affordable, although the experts disagree with that. Also possible is that some neighborhoods will end up with significant vacant property. I don't think vacant property has been good for Baltimore or Detroit, and it would not be good for our city either.</p>	7/18/2018

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4381	6	/policies/pedestrian-oriented-building-and-site-de	Re Step k: It is simply unrealistic to eliminate off-street parking minimums, unless you also prohibit vehicle ownership by City residents. An alternative is to require one off-street parking space for every two living units in new or remodeled residential developments - still unlikely to be sufficient, but a step toward the astonishingly unreasonable stated goal of giving walking first priority as a means of transportation. Unreasonable, because there is NO ONE - children, young adults, mid-life adults, elderly, disabled, et cetera, who never needs a form of transportation other than walking. And some residents will never be able to travel any distance, no matter how short, without the use of motorized transportation.	7/18/2018
4382	26	/policies/vision-zero/	POLICY 26 - Vision Zero: Eliminate fatalities and serious injuries that are a result of crashes on City streets by 2027 Eliminating traffic fatalities will require solutions that reflect the causes of those traffic fatalities - drunk driving, distracted driving, driving while under the influence of drugs, poorly maintained streets (e.g. a motorist or bicyclists swerving to avoid a chug hole), etc. Research should reveal where and why most traffic fatalities occur - eg. there have been a number of fatalities at the intersections of the light rail with cars or bicyclists. Persons who have lost their DL due to drunk driving should be kept off the streets	7/18/2018
4383	27	/policies/transportation-partnerships/	POLICY 27 - Transportation Partnerships: Create and seize opportunities to leverage funding opportunities with regional partners or others making investments in the city. When partnering with private investors or developers, the city needs to keep in mind that the goals of these private partners may not be compatible with the goals of the city or the welfare of the residents. The focus of private investors is economic and often short-term. The focus of the city includes goals that are social, cultural, and environmental.	7/18/2018
4384	3	/policies/production-and-processing/	G) if the areas are relatively large, make sure walking in particular isn't just safe/easy/comfortable to the area, but through it as well. Encourage other uses, including housing, in the same areas in order to keep non-peak commute times safe and comfortable with reliable transit access.	7/18/2018
4385	3	/policies/production-and-processing/	Consider prioritizing and focusing on manufacturing and processing of already existing goods; innovation in not just recycling and reuse, but in distribution and collection are growing "new" fields that offer huge GHG reductions for consumers and can dovetail with technological and systems innovation.	7/18/2018
4386	28	/policies/msp-airport/	POLICY 28 - MSP Airport: Support and take an active role in strategies to make MSP International Airport more modern, efficient, connected, and environmentally sound. The noise (and possibly air) pollution from planes taking off from the MSP airport has adversely affected the quality of life for many south Minneapolis residents for decades. It is time for the city to do something about this.	7/18/2018
4387	18	/policies/walking/	Thank you. Susan Perry wrote this week about SUVs causing pedestrian deaths. https://www.minnpost.com/second-opinion/2018/07/investigative-report-suvs-are-major-factor-rise-pedestrian-deaths	7/18/2018
4388	30	/policies/arts-and-cultural-assets/	POLICY 30 - Arts and Cultural Assets: Support economic development, global competitiveness, and city livability by promoting local arts and cultural assets Even with cuts to education funding, we need to continue to recognize the value of music and art in our public schools, as well as in our greater community	7/18/2018
4389	33	/policies/affordable-housing-production/	No where is there a requirement that housing creators (aka developers) include a minimum percentage of affordable units within their developments. Without such a requirement, this entire policy is worthless rhetoric. If you really want to create affordable housing throughout the City, create minimum requirements for EVERY development.	7/18/2018
4390	69	/policies/renewable-and-carbon-free-energy/	renewable natural gas is a misnomer! Delete Action Step d	7/18/2018
4391	33	/policies/affordable-housing-production/	POLICY 33 Affordable Housing Production: Produce housing units that meet the changing needs of Minneapolis residents in terms of unit sizes, housing types, levels of affordability, and locations. the city could work with groups such as Habitat for Humanity.	7/18/2018
4392	17	/policies/complete-streets/	While this sounds amazing, We live in a climate that is not conducive to biking over half of the year. Plus, many residents have families and need automobiles to get around. This plan is biased against this demographic.	7/18/2018

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4393	51	/policies/healthy-pre-k-development/	<p>I'm all in favor of helping children who are born into poverty. It's complicated, I know. I don't know if are interested in this article about children in poverty / single parents, etc. but it goes into detail about this. http://www3.uakron.edu/schulze/401/readings/singleparfam.htm</p> <p>Why isn't there a bullet point in the action steps that would help break the cycle of children in poverty -- and I am talking about helping prevent teen pregnancies, multiple pregnancies to single mothers (any demographic, black, white, native). Obviously having a child is a choice and God-forbid we judge someone for getting pregnant. These action steps should support family planning and contraception to any woman who is in need. Education for young women to help prevent pregnancies. Back up the bus! Break the cycle. And, definitely support the children we have with items C, D and F.</p>	7/18/2018
4394	0.1	/topics/land-use-built-form/	<p>I agree that Minneapolis needs to invest in its future and we need to invest in infrastructure to support that growth. My concerns center around the parking challenges that will result from the proposed increased density and the negative impact of multi-dwelling buildings that become rental properties (likely with remote landlords) in areas that are currently single family homes. We see on a block to block basis how rental units negatively impact those blocks - properties are not well maintained by their absentee landlords and there is not a "bonding" of rental tenants compared to those invested in their homes. Also how will the education system /school infrastructure be upgraded to account for the new students? It's great to have high traffic corridors for those traveling through, but not for those who have to live there.</p>	7/18/2018
4395	42	/policies/expand-homeownership/	<p>We need homes for people to buy. This plan currently encourages upzoning which will result in tearing down homes to construct numerous multi unit buildings further reducing they housing stock. We should be advocated for preserving smaller single family homes to provide that mix of housing.</p>	7/18/2018
4396	34	/policies/affordable-housing-preservation/	<p>POLICY 34 - Affordable Housing Preservation: Preserve existing housing using targeted, priority-based strategies. Housing becomes unaffordable when existing home owners are forced out of their homes by rising property taxes. The city needs to place a cap on property taxes for those who have lived in their home for 20 years or more.</p> <p>Also, the city could incentivize landlords of rental properties to keep their rents at affordable levels by creating a dB with the names of landlords willing to participate. Include in that dB, the names of contractors, plumbers, and electricians who are willing to provide quality services at reasonable prices for landlords who are in the participating dB. the incentive for landlords would be that it would be less costly for them to maintain their properties.</p>	7/19/2018
4397	1	/policies/access-to-housing/	<p>Expansion of housing options by upsizing houses to 4-places everywhere doesn't account for the public infrastructure needed to account for 4 times the people on the same amount of space. It will need to be done a little more deliberately than just drawing two lines across the map. Residents who worked hard to afford nice homes in quiet neighborhoods are unlikely to look kindly on the argument that 4 unit buildings towering over them on all sides is necessary and progressive when the only housing being built is upscale luxury condos that don't address disparities at all.</p>	7/19/2018
4398	1	/policies/access-to-housing/	<p>In NE Minneapolis, a rent control should be put into place (and tax benefits for landlords as well) or we will risk losing the artists who live, work and pay rent there now.</p>	7/19/2018
4399	1	/policies/access-to-housing/	<p>I don't see concrete steps involved to ensure that more housing density will lead to increased availability of any level of affordable housing.</p>	7/19/2018
4400	30	/policies/arts-and-cultural-assets/	<p>Northeast Minneapolis will not last another 10 years without rent control and tax breaks for landlords. None of the above will do a thing to help artists.</p>	7/19/2018
4401	26	/policies/vision-zero/	<p>I support Vision Zero as a part of the plan. I would like to see enforcement de-prioritized as a strategy to accomplish Vision Zero. Enforcement is inequitable. Enforcement exacerbates racial disparities. We also have other strategies, like improved infrastructure, that will be more effective to achieve this goal.</p>	7/19/2018
4402	42	/policies/expand-homeownership/	<p>POLICY 42 - Expand Homeownership: Improve access to homeownership, especially among low-income residents and people of color.</p> <p>Expanding home ownership is good in that people usually take pride in and care for property that they own, especially when they realize that it may be a long-term investment - they should be educated and cautioned regarding taking out ARMs or Adjustable Rate Mortgages.</p>	7/19/2018

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4403	15	/policies/transportation-and-equity/	Including Vision Zero is an important policy to include to achieve equity in transportation. However, it should not include enforcement. Please eliminate priorities on enforcement.	7/19/2018
4404	26	/policies/vision-zero/	Vision zero is a great plan - I believe safety can be improved and through design! Use this policy to transform the physical space.	7/19/2018
4405	26	/policies/vision-zero/	I would like to express concern about the racial bias inherit in using human enforcement to enforce vision zero goals	7/19/2018
4406	6	/policies/pedestrian-oriented-building-and-site-de	I support pedestrian oriented building and site designs! I want to see more folks able to access more resources in their neighborhoods by walking right in from the sidewalk. I also support removing parking requirements city wide, as well as prohibiting new drive thrus and gas stations. I would like to see more policy about limiting surface parking lots.	7/19/2018
4407	6	/policies/pedestrian-oriented-building-and-site-de	Could you please provide more information on how to eliminate danger of curb cuts and walking past parking lots.	7/19/2018
4408	6	/policies/pedestrian-oriented-building-and-site-de	I believe this is a very important policy within the city of Minneapolis. Making an environment that makes pedestrians more visible is a good thing and I support this.	7/19/2018
4409	6	/policies/pedestrian-oriented-building-and-site-de	Thank you for including this policy. It is important for making walking safe and enjoyable for people. It needs more detail for how to discourage surface parking lots, like possibly charging a large stormwater fee at the time of construction for increasing hard surfaces.	7/19/2018
4410	26	/policies/vision-zero/	Please weight consideration to designing better bike and pedestrian infrastructure that make people safer and preventing deaths rather than enforcement since enforcement is a proven method used to adversely affect people of color and also isn't effective in changing behavior.	7/19/2018
4411	1	/policies/access-to-housing/	Goal #2 More residents and jobs. I'm disappointed that the Metropolitan Council and the City of Minneapolis feel that it's urgent to accommodate a larger population in the Twin Cities. I would like to see local government advocating and leading in the area of maintaining a sustainable population, in other words, advancing the idea of zero population growth through education. I don't believe we're going to solve the adverse effects of man-induced climate change and other forms of environmental degradation simply through technological means. We need to maintain a sustainable world human population and the role of local government in this endeavor is crucial particularly with the people we have currently at the federal level in Washington D.C. While it can be argued that it is good environmentally to pack more people in cities rather than converting farm and undeveloped rural land into housing and commercial enterprises, it would be even better if we also educate people to understand the importance of limiting the number of their children to 2 or 3. I'm cynical enough to believe that the desire of the 2040 plan to address population growth is largely driven by pressure from corporations and other forms of business to have an oversupply of workers so they can limit wages and benefits and by politicians who want a bigger tax base.	7/19/2018
4412	19	/policies/bicycling/	I would love to see greenways and protected bikeways specifically mentioned in the plan as ways to encourage biking and walking as options in the city.	7/19/2018
4413	6	/policies/pedestrian-oriented-building-and-site-de	Would prohibiting new gas stations also prohibit the construction of charging centers for electric vehicles, which would discourage a new technology fighting climate change	7/19/2018
4414	6	/policies/pedestrian-oriented-building-and-site-de	This seems odd to require windows to allow seeing into all buildings. I can imagine buildings such as a church or daycare that don't want people looking in. Or perhaps I'm building a factory that needs more space without windows. Are their areas of the city where that is allowed?	7/19/2018
4415	18	/policies/walking/	I am thrilled to see the focus on walking. I would like to see details around winter sidewalk maintenance. It is very difficult for folks to walk in the winter, and impossible for some folks who live with disabilities or use mobility devices.	7/19/2018
4416	6	/policies/pedestrian-oriented-building-and-site-de	This seems odd to require windows to allow seeing into all buildings. I can imagine buildings such as a church or daycare that don't want people looking in. Or perhaps I'm building a factory that needs more space without windows. Are their areas of the city where that is allowed?	7/19/2018
4417	19	/policies/bicycling/	Minneapolis is a great bicycling city, I feel that the protected bike lanes need to mentioned specifically along with the neighborhood "Greenway Trails" including removal connection barriers.	7/19/2018
4418	83	/policies/people-with-disabilities/	Winter sidewalk maintenance is critical for ensuring access to the city for people with disabilities. Add winter sidewalk maintenance with a priority network that is run by the City.	7/19/2018

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4419	83	/policies/people-with-disabilities/	I would like to see a plan for winter sidewalk maintenance included - folks living with disabilities have a very difficult time getting around in the winter - for some folks it is impossible to leave their homes.	7/19/2018
4420	17	/policies/complete-streets/	There is no mention of creating greenways to make safe biking or walking and no mention of creating protected bikeways (sharrows are not effective protection). There is also no acknowledgement of a plan for winter sidewalk maintenance. Please include these things!	7/19/2018
4421	19	/policies/bicycling/	Bikeway designs using parked cars to "protect" cyclists from moving traffic are inappropriate and should be eliminated from any and all guidance toward picking styles of bikeway. Vehicle passengers unused to traffic outside their doors are too dangerous for cyclists	7/19/2018
4422	77	/policies/park-access/	I fully support this Policy and action plan. Would encourage an action step that involves winter safety plans for walking and biking.	7/19/2018
4423	1	/policies/access-to-housing/	I strongly oppose the building of multi-family units on single-family Lots in neighborhoods that were never designed to carry such a load. Alleys are not designed to carry additional Vehicles. Streets are not designed to accommodate additional parking. Could easily add an additional 6 vehicles per lot. Streets are not designed to accommodate this and mass transit is not an option that is viable in our neighborhood. This plan is idealistic but not realistic.	7/19/2018
4424	18	/policies/walking/	I fully support this Policy and action plan. Would encourage an action step that involves winter safety plans for walking and biking.	7/19/2018
4425	19	/policies/bicycling/	I fully support this Policy and action plan. Would encourage an action step that involves winter safety plans for walking and biking.	7/19/2018
4426	83	/policies/people-with-disabilities/	I fully support this Policy and action plan. Would encourage an action step that involves winter safety plans for walking and biking.	7/19/2018
4427	19	/policies/bicycling/	As a bicyclist I hate the bump out intersections because they eliminate the bike lane at the intersection and they narrow the intersection so much that larger vehicles turning end up in the oncoming lane and as a bicyclist I end up having to jump out of the way. The narrower Nicollet is also like this. I have to drag my bus up onto the sidewalk to get out of the way of the buses turning	7/19/2018
4428	46	/policies/healthy-housing/	<p>POLICY 46 - Healthy Housing: Proactively address health hazards in housing and advance design that improves physical and mental health.</p> <p>The city should require investors and developers to use quality building materials - that are ecological, non-toxic, and low-maintenance. One of my neighbors suffers from asbestosis from having worked with insulation before he retired. While asbestos has been outlawed, we still have legal materials that may adversely affect human health and the environment. For example, vinyl siding, when heated to high temperatures or burned, emits dioxin - a highly toxic carcinogen. The city needs to be aware of the various building materials and their advantages and disadvantages, when approving new developments.</p> <p>Installation of solar panels on buildings should be encouraged. Those who have solar panels should be protected by regulations that make it illegal to erect a building to the south that blocks out the sun from the building with solar panels.</p>	7/19/2018
4429	47	/policies/housing-maintenance/	<p>POLICY 47 - Housing Maintenance</p> <p>Place a cap on property taxes for those who have owned their homes for 20 yrs or more.</p>	7/19/2018
4430	1	/policies/access-to-housing/	Tearing down existing homes to build denser housing will destroy our Uptown neighborhoods and drive out residents. There is already a healthy blend of single homes, multi-plex, apartments, etc., with a healthy blend of races, ages, orientations. The existing density has however, created a parking disaster. More density will bring more cars, with no where to park. I will remind the planners that we have winter here in Minneapolis and it is just too cold to walk very far, so residents own cars. Creating zoning where you can build basically anything, will drive down property values. Our homes are our long term investment. As an aging single-family home dweller, I am insulted by your plan to ship me off to a multi-family so that some one young can take over my home. Simply, NOT acceptable! If you want young people with families, fix the horrible school system so residents don't have to move to the suburbs when the kids reach school age.	7/19/2018
4431	1	/policies/access-to-housing/	I am strongly opposed to rezoning single family home lots to multi-unit. This policy favors developers and completely undermines single family home owners who moved herewith the not unreasonable expectation that they would live in a neighborhood zoned for houses.	7/19/2018
4432	49	/policies/educational-and-economic-access/	<p>POLICY 49 - Educational and Economic Access: Increase equitable access to educational and economic opportunities</p> <p>Support our libraries as well as our schools - they provide vital functions in our community. Education is the life blood of a democratic society.</p>	7/19/2018

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4433	33	/policies/affordable-housing-production/	<p>I hear that eventually you hope to have more job in north Minneapolis.</p> <p>I think it is very important that the "affordable housing" be built closer to jobs- e.g. on the Bloomington border, near the Quarry shopping center, or, near some of the larger nursing homes.</p> <p>There are very few jobs in north Minneapolis, and the ones that are here seem to be filled by residents outside 55411. Coloplast did not live up to their hiring expectations</p>	7/19/2018
4434	50	/policies/access-to-technology/	<p>POLICY 50 - Access to Technology</p> <p>Libraries provide many people with access to the internet who would not otherwise be able to afford it - support our libraries.</p> <p>People in all communities, at all income levels need access to the internet - for educational purposes, employment, and to connect socially. We need internet neutrality - even as the federal government tries to take this away from us.</p> <p>Also, the city needs to ensure that residents will have choices when it comes to internet providers - there should not be a monopoly - especially when the ISPs are not regulated like the public utilities.</p>	7/19/2018
4435	1	/policies/access-to-housing/	<p>I like parts of the plan: more density in downtown and near transit areas, but am not keen on seeing 3 and 4 unit buildings in single family areas, mainly because landlords don't care that much about their properties other than collecting rent. The rentals in my neighborhood are weedfilled in the summer and rarely shoveled in the winter. One renter on my block was turning tricks. Who wants to put up with that? I think the quality of all housing will go down if this policy is passed.</p>	7/19/2018
4436	51	/policies/healthy-pre-k-development/	<p>POLICY 51 - Healthy Pre-K Development</p> <p>the greatest/most rapid brain development occurs the last month prenatally and the first year after birth. Children's brains continue to develop very rapidly during the pre-school ages. Children develop their attitudes toward school and toward themselves as learners during these early years. It is absolutely crucial that we support early childhood education. Some other developed countries are far ahead of us in this area - we can catch up.</p>	7/19/2018
4437	33	/policies/affordable-housing-production/	<p>If you truly want more affordable housing, build it near business areas, close to transit and shopping.</p>	7/19/2018
4438	34	/policies/affordable-housing-preservation/	<p>all good ideas...</p>	7/19/2018
4439	35	/policies/innovative-housing-types/	<p>too vague. what does that mean?</p>	7/19/2018
4440	45	/policies/leverage-housing-programs-to-benefit-c	<p>the city must be careful not to stick its fingers in too many pies: I think step B is overkill. Our citizens will need to stand up for what they want, or is the city the parent in chief?</p>	7/19/2018
4441	53	/policies/quality-of-life/	<p>POLICY 53 - Quality of Life</p> <p>Minneapolis has something that most other cities do not have - neighborhoods. Neighborhoods have personalities, they give people a sense of belonging and a sense of stability. When doing our urban planning we should be careful not to destroy neighborhoods - there will be many corporate and economic pressures to do so. We need access to clean water, clean air, good food, and a sense of belonging. Like Mr, Rogers taught us - neighborhoods are important to our quality of life.</p>	7/19/2018
4442	46	/policies/healthy-housing/	<p>for the most part, the city is about 50 years too late on this issue</p>	7/19/2018
4443	33	/policies/affordable-housing-production/	<p>Within this policy, part of affordability is utility income consumption. Take some pages from California. It is very possible to provide an affordable and super energy net zero house; very easy. I know. I live in one. It just needs to be a priority for many reasons. This must be in the plan because it reduces energy consumption and at the same time puts more money back in the hands of the homeowners.</p>	7/19/2018
4444	1	/policies/access-to-housing/	<p>Regarding the action steps cited above, specifically items 'd' and 'e' why should this be an 'all or none' zoning change? Because many of the goals in this housing plan are dependent on other branches of government to fulfill (developing transit options for instance), allowing an unfettered ability to convert 100% single family lots with up to four dwelling units, we may experience unintended consequences. I would advocate for a phased in approach whereby for example, a maximum of 20% of single family residential lots can be converted over the first 5 years of the plan so that impacts can be evaluated and correctional steps can be taken. Regarding high density proposals on public transit routes, I am particularly concerned about the proposed 30 unit high rise on the Calhoun Village site. This area is a traffic nightmare already and adding another 800+ units seems particularly problematic.</p>	7/19/2018

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4445	1	/policies/access-to-housing/	<p>The equity promised by communism sounded good in theory, too. The difference between the Soviet Union and Minneapolis is that the Soviets could erect walls to keep people from leaving.</p> <p>In case you don't understand what I am saying, let me be more direct: this plan is atrocious. I live here precisely because I can live in a place that feels like a small town.</p> <p>And have you ever been to New York City or Hong Kong? Densification hasn't made them more affordable; it has simply made them terrible places to live.</p>	7/19/2018
4446	47	/policies/housing-maintenance/	<p>Hey! Houses are EXPENSIVE and not for everyone, plus, homeowners and landlords need to be responsible. It would be great if landlords could do what is currently the law.</p>	7/19/2018
4447	33	/policies/affordable-housing-production/	<p>The equity promised by communism sounded good in theory, too. The difference between the Soviet Union and Minneapolis is that the Soviets could erect walls to keep people from leaving.</p> <p>In case you don't understand what I am saying, let me be more direct: this plan is atrocious. I live here precisely because I can live in a place that feels like a small town.</p> <p>And have you ever been to New York City or Hong Kong? Densification hasn't made them more affordable; it has simply made them terrible places to live.</p>	7/19/2018
4448	34	/policies/affordable-housing-preservation/	<p>Naturally occurring affordable housing is a dog whistle word. Why not put affordable housing around all parts of the city. It will raise everyone up. There are businesses everywhere in the city and all types of housing should be available for all income levels.</p>	7/19/2018
4449	38	/policies/affordable-housing-near-transit-and-job-	<p>The equity promised by communism sounded good in theory, too. The difference between the Soviet Union and Minneapolis is that the Soviets could erect walls to keep people from leaving.</p> <p>In case you don't understand what I am saying, let me be more direct: this plan is atrocious. I live here precisely because I can live in a place that feels like a small town.</p> <p>And have you ever been to New York City or Hong Kong? Densification hasn't made them more affordable; it has simply made them terrible places to live.</p>	7/19/2018
4450	68	/policies/energy-efficient-buildings/	<p>please consider how much it costs to force people into expanded building codes. There should be some measure of reason applied - if it double or triples the cost of the improvement...or the increased cost will cause the project to never break even (payback is longer than the operating life of the product)...then it should not be required.</p>	7/19/2018
4451	34	/policies/affordable-housing-preservation/	<p>Preservation of existing housing stock is like throwing money in a lake. Older houses use a lot more energy, have old foundations and will not be appropriate in the coming years. there has to be a better solution.</p>	7/19/2018
4452	1	/policies/access-to-housing/	<p>Larger units like 3 and 4 family need to be contained and restricted to major bus/transit lines. Bringing in a 4-plex next to single family homes will negativity effect the people currently owning and living their. Why would you do this? People live in neighborhoods for a reason. Why crowd them out, or do something that would decrease their investment ?</p>	7/19/2018
4453	0.1	/topics/land-use-built-form/	<p>Please do not fill West Broadway with low income housing like you did to Plymouth after the riots. Time for the rest of the city to bear their fair share of low income residents - and the complications many bring to the neighborhoods where they end up</p>	7/19/2018
4454	17	/policies/complete-streets/	<p>This is the first I've heard of this plan; don't you think it should be advertised to Mpls residents???</p> <p>When I worked at the U of M and DT Mpls, I did walk home when the weather was nice. It usually took about 90 minutes. Guess what the biggest problem was? No public toilets! This is a big deal for a woman, how are you going to solve it?</p>	7/19/2018
4455	95	/policies/heritage-preservation-financial-incentive	<p>should not be limited to low income properties. preserving our history all over the city should be the goal.</p>	7/19/2018
4456	18	/policies/walking/	<p>right. Don't forget the toilets.</p>	7/19/2018
4457	6	/policies/pedestrian-oriented-building-and-site-de	<p>People do drive cars. I am an avid bicyclist but I don't bike in winter and I don't do all my errands on a bike. This whole plan sounds pie in the sky. I notice all your pictures up top show lovely sidewalks in the summer, not the winter. Bicycles are great and I do ride all over but this plan just seems not realistic. If you want people to get rid of cars we need to GREATLY improve public transit, not assume everyone is going to bike.</p>	7/19/2018

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4458	59	/policies/downtown/	<p>POLICY 59 - Downtown</p> <p>Downtown Minneapolis has green spaces and great restaurants that make it a welcoming place. I believe the biggest barrier to people wanting to work, shop, or visit downtown is traffic and parking. Public transit serves some areas of the city well in this regard, but for other areas and the close-in suburbs, there could be improvements to public transport. Also, frequent construction barriers prevent people from wanting to go downtown.</p>	7/19/2018
4459	76	/policies/new-parks/	Please partner better with the Minneapolis Park Board. They are working on their North Side Master Plan and it's very different than what you're trying to do here. Talk to each other?	7/19/2018
4460	77	/policies/park-access/	please do not let the park board build a dome in North Commons Park.	7/19/2018
4461	1	/policies/access-to-housing/	it's good to have diversity in housing stock. I would like there to be more scrutiny in tearing down houses over 75 years old....let's not tear down all of our beautiful old homes for four-plexes.	7/19/2018
4462	16	/policies/environmental-impacts-of-transportation/	<p>Zero emission vehicles are still vehicles and will require parking facilities.</p> <p>Any thought to creating parking facilities on the periphery of downtown and then provide free, emission free shuttle service to downtown.</p>	7/19/2018
4463	34	/policies/affordable-housing-preservation/	Tiny houses could be a great starting point for people living in poverty. Should also assign a social worker to live in the tiny house neighborhood to assist while the tenants work, save and eventually move up and out into something not subsidized.	7/19/2018
4464	1	/policies/access-to-housing/	I am speaking from the perspective of a homeowner of a single family home on Fremont near the lakes and near the Rose Garden. These are historic homes with a lot of long term residents who are looking to retire in the city despite high taxes and despite not having children using the school systems they are paying into. These residents want to live in the city despite the taxes they pay because they want to live there and support the city they love. They happily do this. Many are city leaders and on boards of our nonprofits etc. If four buildings were put on a lot next to our home, for example, this would take over a million dollars or more out of the value of our home. This would destroy the value of our home. The same could happen to any of our neighbors. In retirement how could we handle such a loss. Should we stay in the city with such inherent uncertainty? What happens to the investment value of the homes in these historic neighborhoods? These homes were bought with the expectation zoning wouldn't change to create such an investment risk. It is unfair to ask certain people to take that sort of magnitude of loss just because they live in a more expensive home and caring about people in those homes isn't currently in fashion. I regret my prior support of this mayor. I am a democrat but not a socialist.	7/19/2018
4465	35	/policies/innovative-housing-types/	Tiny houses! Four per 40-foot lot near transit corridors. There are lots of empty lots within a few blocks of the 5 and 19 lines in north Minneapolis. also plan for a social worker to live in one of the houses so the tenants have easy access to services.	7/19/2018
4466	36	/policies/innovative-housing-strategies/	Tiny houses! four per 40 foot lot!	7/19/2018
4467	61	/policies/environmental-justice/	<p>POLICY 61 - Environmental Justice</p> <p>Our Atty General, Lori Swanson, has fought for environment justice - forcing companies to clean up the toxic chemicals they leave behind. I hope we recognize and support the Attorney General</p>	7/19/2018
4468	37	/policies/mixed-income-housing/	you should only issue 'so-many' permits for affordable housing per district per year. Most of it ends up in North Minneapolis...time for other neighborhoods to shoulder some of this burden.	7/19/2018
4469	20	/policies/transit/	we cannot be a great city without more light rail	7/19/2018
4470	1	/policies/access-to-housing/	<p>As a Minneapolis resident for 25 plus years my strong view is that the proposal would destroy the neighborhoods that make the city great. The fourplex plan will benefit developers and speculators. Single family homes will be destroyed and replaced. A neighborhood that is sprinkled with fourplexes will forever change its fabric and spirit and the value of the homes directly near the fourplexes, which is not only unfair to those homeowners, but potentially financially crippling. If the fourplexes are apartments our neighborhoods will become more transient. If they are condos the units will only be compelling options as long as they include the best amenities. At some point that will not be enough and the condos will fail because buyers will look to the next development with the most up to date amenities. The problems with this across the board plan are endless.</p> <p>You represent us, not a perceived future citizen. Who is this plan for-- the voters living in the city today, or some perceived future transient?</p>	7/19/2018

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4471	39	/policies/fair-housing/	Please protect landlords from low income tenants. They are often harder on rental units, unreliable for paying rent and if they trash the unit, aside from the small damage deposit - good luck getting any money in small claims to fix what the tenant left behind. For every pro-tenant policy, you should have a companion pro-landlord policy. For example....your idea to require all landlords to accept section 8 vouchers....fine....create a damage fund landlords can apply to for grants to remedy what was done to their property by allowing the section 8 renter to live there.	7/19/2018
4472	1	/policies/access-to-housing/	I feel we are being punished along Emerson and Fremont Avenues in north Minneapolis. The number 5 bus is dicey- I have frequently ridden it to work. Recently I was propositioned in graphic visual and verbal crude terms for sex by a man offering the change in his pocket (less than \$1) Recently, I sat on a seat that appeared wet, but I was carrying a lot of things to work, so I sat down. It turns out it was not water but rather urine. Frequently, people and the bus driver play "blink." The passenger wants to board without paying his fare. Yes, it is usually a "he." It is worst with the morning rush hour because the bus driver must decide whether to have the bus run even more late, or, reinforce to freeloaders that this is a good time to ride without paying their fare. So because I live on the #5 bus route, I get to have 6 to 8 story buildings destroying the sense of community I enjoy to permit the suburbanites to have a quicker and easier ride to downtown. I will have to walk farther, so, in actuality it will increase my transit time to downtown.	7/19/2018
4473	40	/policies/homelessness/	Tiny houses in sw minneapolis! Time for them to contribute toward solving this problem.	7/19/2018
4474	19	/policies/bicycling/	I support biking as a mode of transportation that should be encouraged. The selection process for bikeways (thinking specifically of the 26th and 28th street bike lanes)was extremely flawed. I don't understand this all or none approach to this and many other action steps. Why not have a trial period and then assess impacts? An example of this was in my neighborhood when different traffic calming methods were tried for a while and data was collected and analyzed for impact.	7/19/2018
4475	1	/policies/access-to-housing/	I hear that there is a lot of expense to be covered with the fixed rail transit. This benefits the suburbanites, not, the folks living in north Minneapolis. The Bottineau line avoids north Minneapolis, but will give a scenic ride to the suburbanites going through our park land. Putting high density housing on Emerson and Fremont Avenues north will cut up our neighborhood to allow the suburbanites easy access to downtown.	7/19/2018
4476	16	/policies/environmental-impacts-of-transportation/	The only way to reduce car use is to greatly improve public transit so that people can actually get to places in the city they need to go, not just downtown, in a timely manner that is cheaper than driving. More bus lines, that run much more frequently. Light rail is nice but too expensive. The enhanced bus lanes are a good way to go. More of them please.	7/19/2018
4477	41	/policies/tenant-protections/	Please add some bullets around how you're going to help landlords. A lot of them don't make tons of money on their property...and when you consider what's at stake and their only recourse is to keep the damage deposit...when they're trusting the tenant with a unit worth tens of thousands of dollars....you need to even things up and cover losses landlords incur by accepting section 8 vouchers.	7/19/2018
4478	16	/policies/environmental-impacts-of-transportation/	The only way to reduce car use is to greatly improve public transit so that people can actually get to places in the city they need to go, not just downtown, in a timely manner that is cheaper than driving. More bus lines, that run much more frequently. Light rail is nice but too expensive. The enhanced bus lanes are a good way to go. More of them please.	7/19/2018
4479	33	/policies/affordable-housing-production/	Part of why we lost affordable housing is that the city inspections have not enforced infractions to the worst landlords e.g. Mr Kahn. The city is responsible for his displaced tenants, the city should have never allowed those buildings to be so disgusting.	7/19/2018
4480	2	/policies/access-to-employment/	The policy seems positive but I don't see job opportunities similar to the job I have that has greatly helped our family. I have a job with a very large world-wide company in Eagan. There are no jobs on public transportation routes that would allow me the same opportunities. What I see in 2040 is the possibility of a lot of part-time or low-pay jobs, not jobs that can sustain a family. This is more distressing knowing that the new proposed housing is going to be very expensive. Some or many of us will continue to need our jobs in the suburbs that require use of an automobile and it's very clear that 2040 is discouraging automobile use.	7/19/2018

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4481	62	/policies/contaminated-sites/	<p>POLICY 62 - Contaminated Sites: Remediate contaminated sites to improve the environmental and economic health of the city and its residents</p> <p>The city should not put economic growth above access to clean water and air. It should not grant waivers to developers and companies who want permission to pollute our environment. Agreements with developers should include clauses making them responsible for engaging in ecological practices and making them fiscally responsible for any contamination they cause. The Minneapolis taxpayer should not have to clean up their messes.</p> <p>Our Atty General, Lori Swanson has fought for environment justice - forcing companies to clean up the toxic chemicals they leave behind. I hope we recognize and support the Attorney General.</p>	7/19/2018
4482	1	/policies/access-to-housing/	<p>I hear the sales pitch that 4-plexes will allow poor folks to own their own home and earn rental income off the other 3 units.</p> <p>I have a hard time believing a bank would lend that large amount of money to someone who has never owned a single family home before.</p> <p>These 4-plexes will be built by developers, and become the slums of tomorrow.</p>	7/19/2018
4483	16	/policies/environmental-impacts-of-transportation/	<p>In step e you mention fees as incentives. This should only be done cautiously as these can disproportionately affect poorer people unless the fees are somehow based on income.</p>	7/19/2018
4484	1	/policies/access-to-housing/	<p>I live in a neighborhood just north of Downtown. My neighborhood has a great sense of community. We frequently have get-togethers.</p> <p>If you put a series of high density housing on my block, I will have neither the space in my home, nor the budget to host a party including the number of families that will live in high density housing.</p> <p>Why do you have to break up our fragile but beloved neighborhood?</p> <p>If people want to live in anonymous large dense housing units, please put them on a commercial corridor, not a residential street like Emerson and Fremont.</p>	7/19/2018
4485	16	/policies/environmental-impacts-of-transportation/	<p>In step j you mention shared mobility. We had car 2 go and our tax structure made them leave. What are you changing to have options like this come back? People loved that option. They were all over my neighborhood.</p>	7/19/2018
4486	1	/policies/access-to-housing/	<p>I understand that the greatest housing need if for "ultra low income" households.</p> <p>To avoid the concentration of poverty that was experienced in the days of redlining, I would like have other neighborhoods step to the plate at allow some of these folks to live in neighborhoods with more jobs and more family mentors.</p>	7/19/2018
4487	63	/policies/food-access/	<p>POLICY 63 - Food Access:</p> <p>Promote community and backyard gardens. Contact your representatives at the federal level to advocate for adequate funding of the FDA - the agency that is supposed to be monitoring and enforcing the regulations regarding the safety of our food supply</p>	7/19/2018
4488	0.1	/topics/land-use-built-form/	<p>Interior 1 depictions are not attractive at all and wipe out any resemblance to the Interior 1 neighborhoods as they are today. Such drastic changes are not necessary and much more thought should have been given to other options. These proposed neighborhood designs will likely cause "family flight" to the suburbs. What will happen when the single people who can afford the new expensive housing start to have families and decide they want yards and SFHs? They will leave, in large numbers. Please do not move forward with this experiment.</p>	7/19/2018
4489	58	/policies/business-districts-and-corridors/	<p>I hear that Emerson and Fremont Ave North are being treated as a "corridor." We don't have the commerce for them to be considered a corridor, they are residential streets.</p> <p>We don't have the benefit of heavy rail, though I have heard that we need to share the added expense.</p> <p>I don't see that the rapid busses will cost more than the existing busses. Using the increased heavy rail costs as the reasons we need to have dense housing on Emerson and Fremont Avenues north doesn't seem believable to me.</p> <p>I would have liked the benefit of the Bottineau line in north Minneapolis, instead it skips us and gives a beautiful commute to the long-distance commuters coming to downtown.</p> <p>Put the dense housing near those who benefit.</p>	7/19/2018
4490	65	/policies/urban-agriculture-and-food-production/	<p>POLICY 65 - Urban Agriculture and Food Production</p> <p>Support farmers markets over redevelopment that squeezes out the farmers markets.</p> <p>Promote educational opportunities in which people who have vegetable gardens or are have chickens can teach others.</p>	7/19/2018

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4491	93	/policies/stewarding-historic-properties/	We have beautiful historic houses in north Minneapolis, especially in the Old Highland Neighborhood- Aldrich to Girard, Broadway to Plymouth. Please don't put high density housing mixed in with our beautiful homes. A better option, would be to come up with technical and economic support to allow folks to buy a beautiful old home and restore the gems that we have here at an affordable price.	7/19/2018
4492	93	/policies/stewarding-historic-properties/	We have beautiful historic houses in north Minneapolis, especially in the Old Highland Neighborhood- Aldrich to Girard, Broadway to Plymouth. Please don't put high density housing mixed in with our beautiful homes. A better option, would be to come up with technical and economic support to allow folks to buy a beautiful old home and restore the gems that we have here at an affordable price.	7/19/2018
4493	78	/policies/park-design-and-programming/	I felt totally surprised to find that North Commons has been undergoing a 2 year process to make recommendations for updates. I have lived here for 30 years and consider myself fairly well connected. I heard about the recommendations less than 2 weeks ago. I was told they surveyed the folks who go to North Commons. They should have surveyed residents to find out why they don't go there, and what amenities they would like to see there	7/19/2018
4494	71	/policies/soil-health/	Add a city composting site where people can pick up compost made from organic recycling and yard waste composting. Some cities even deliver it on the same trucks that pick up organic waste.	7/19/2018
4495	71	/policies/soil-health/	Stop planting city parks and lawns with Kentucky bluegrass. It doesn't benefit the environment.	7/19/2018
4496	71	/policies/soil-health/	Find ways to reduce use of road and sidewalk salt. This is terrible for our waterways and soil health. Work with the u of m extension people.	7/19/2018
4497	66	/policies/air-quality/	POLICY 66 - Air Quality: Improve air quality by reducing emissions of pollutants that harm human health and the environment. Minneapolis needs to continue to value clean air and clean water above all else for its residents. In China they wear face masks to go about outside in their big cities because they valued fast development over clean air. In Flint MI they poisoned their children with lead because they tried to save money when paying for their water. Minneapolis needs to put clean air and clean water as a number one priority.- to often clean air regulations are not properly enforced and especially the biggest polluters get away with polluting and taxpayers are left with the cost in terms of health and money. Minneapolis need to hold accountable both the small and the big polluters. The Federal government, under the current administration wants to gut the Clean Air Act - we need to enforce it locally as well as contacting our federal representatives - air does not stop at state boundaries.	7/19/2018
4498	65	/policies/urban-agriculture-and-food-production/	Step J doesn't belong in this section. That is about many more things than urban agriculture.	7/19/2018
4499	65	/policies/urban-agriculture-and-food-production/	Get rid of the city ordinance that forbids vegetables grown on boulevards. It's stupid. Mixing vegetables and flowers is beautiful and great for soil health and pest control. My vegetable garden provides more pollinator habitat and improves mot soil than anyone's grass.	7/19/2018
4500	65	/policies/urban-agriculture-and-food-production/	The city should implement a city wide Japanese beetle management policy. It's impossible to manage them yard by yard. Traps work but only if done in a large area. We need the city to get everyone to work together on this.	7/19/2018
4501	70	/policies/ecology-and-habitat/	Work with state and federal entities to plant milkweed for monarchs anywhere it is feasible on city property, along roadways, and encourage private landowners.	7/19/2018
4502	70	/policies/ecology-and-habitat/	Reduce use of sidewalk salt and road salt. I see it in drifts in parking lots and sidewalks. Make campaigns educating people about the damage it does. It is irreversible. Talk with the people at the u of m department of soil, water and climate about it for guidance.	7/19/2018
4503	1	/policies/access-to-housing/	C. Define better what you mean by public transit routes by supplying a very detailed map of the planned routes along with the density and frequency of public transportation on these routes Specify the distance from these routes where multifamily housing and high density housing will be allowed In general, I recommend allowing multi family and high density housing only where the area is currently zoned for commercial activity (build above commercial real estate) e. Do not allow multi dwelling units in single-family home areas unless the development project is approved by vote at 2/3 majority by all residents in a 2 blocks area around the proposed development. The vote should take place only after each household recognizes that they have been directly informed (in person, by phone, by email, or by text) both by the city of Minneapolis and by the developer. This should apply to every development project even if a precedent has been approved in the concerned block	7/19/2018

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4504	68	/policies/energy-efficient-buildings/	<p>POLICY 68 - Energy Efficient Buildings The city has some great plans - it should also consider geo-thermal energy sources.</p> <p>Regarding use of 'grey water', I have used the water that drains from my wash machine to flush the toilet - why couldn't buildings be built so that the water that drains from the wash machine goes directly to the toilet tank?</p> <p>I have heard that it is possible to construct buildings so that they actually produce more energy than they consume - the city of Minneapolis is probably already aware of these technologies and will hopefully incorporate them into the new city regulations for new buildings.</p>	7/19/2018
4505	1	/policies/access-to-housing/	<p>I understand allowing higher density along transit corridors, but on the blocks that are not along bus or train routes, please continue zoning that limits 4-plex structures. These neighborhoods have diversity, many of us use the transit almost exclusively and we know each other! We share house keys and feed each others pets and our homes allow for green space. Please limit 4-plex zoning to transit routes. Thank you.</p>	7/19/2018
4506	70	/policies/ecology-and-habitat/	<p>Plastic trash is a huge problem. Go back to the fight of banning plastic bags straws, takeout containers, anything you can. Require businesses to pick up trash on their property. Parts of our city are absolutely disgusting. Have a general campaign to beautify the city by picking up litter and not litterino at all. Teach it in the schools.</p>	7/19/2018
4507	28	/policies/msp-airport/	<p>I'll comment on F because noise is the thing that affects me the most. I live on 56th and 11th Avenue -- sure, we chose to live here in spite of the airplane noise. It's been 6 years and I just can't handle it anymore. My house is FOR SALE. I will be moving to a quieter neighborhood. The overflights sometimes begin at 5:00 am. Sometimes I wake up in the middle of the night -- 3:33 am once -- to the roar of a plane. The overflights continue way past midnight. I use subtitles on my TV so I can catch the dialog. Conversations outside are on "PAUSE" every 3 minutes during airport "rush hour." When running or walking Lake Nokomis the planes roar overhead. It's hard to believe that as a city we would allow noise pollution to ruin a huge part of our beautiful neighborhoods. Also item B. Low priority people. Pedestrians walking to the airport. With a suitcase. Not very practical. come on. Same with bicycles -- WHY would anyone ride a bike and schlep a suitcase. Oh, maybe they're going to pick someone up and give them a ride on the handlebars! Item E. YES! Thumbs up. Go green. Reduce waste. Item C. Not sure what role the MAC would have in supporting development of jet fuels -- financial support? Keep the dollars here improving our airport and let the airlines figure out the fuel.</p>	7/19/2018
4508	2	/policies/access-to-employment/	<p>a. Clarify this action step. It can be interpreted in many ways, allowing for abuse by developers c. This contradicts action step C of policy 1. You need to specify the ration of housing/businesses allowed within the same land area. Also specify the type of businesses allowed in these areas</p>	7/19/2018
4509	83	/policies/people-with-disabilities/	<p>F. Actually enforce sidewalk snow shoveling! We have ordinaceson the books. Use them. I am not a disabled person so I cannot speak for myself on this issue but it is one of the most frequent remarked upon aspects os winter living on local social media that I follow. I also work with the general public every day and frequently talk with people who use wheelchairs or parents pushing strollers complaining about the lack of enforcement. There are property owners who never shovel.</p>	7/19/2018
4510	70	/policies/ecology-and-habitat/	<p>POLICY 70 - Ecology and Habitat: Wonderful goals, and Minneapolis already has some wonderful natural habitats - the bee-friendly environment along Lake Nokomis, etc - but we have a long way to go. We are still allowing unfiltered water from city streets to contaminate our lakes with trash - e.g. Lake Hiawatha. there are things the city could be doing right now to stop trash from city streets from flowing into our lakes.</p>	7/19/2018
4511	68	/policies/energy-efficient-buildings/	<p>This is a very important policy for our city, and I support all Action steps listed. One additional and often overlooked aspect of green building design is the embodied carbon of new structures. Refer to Architecture 2030 for more on this subject.</p>	7/19/2018

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4512	75	/policies/waste-reduction/	<p>Policy 75 - Waste Reduction</p> <p>Residents should be rewarded for generating less trash. Those who compost or live alone may require trash pick-up only once per month instead of once per week, yet we receive a mere \$2 credit on our water bill - while our water bills have increased over the yrs, the \$2 credit remains the same. I propose encouraging residents to generate less trash by providing smaller trash AND RECYCLING carts - and giving them a \$10 credit on their bill.</p> <p>Encourage people to take cloth bags to do grocery shopping and to buy in bulk when possible. Also, ban plastic bags, food containers, and drinking straws - and do it NOW</p>	7/19/2018
4513	58	/policies/business-districts-and-corridors/	<p>Business corridors will never thrive without parking. The city leaders have already emptied Uptown of small businesses, after doing the same thing to downtown. I see parking nowhere in this plan, and I believe that will force businesses to close.</p>	7/19/2018
4514	51	/policies/healthy-pre-k-development/	<p>There is nothing in this plan about schools! You plan for density without looking at the impacts on education. I'm a teacher at Whittier. I believe this plan will displace many families because developers will buy up affordable housing and build fourplexes that will not serve the large families that come to our school. Large families want single family homes.</p>	7/19/2018
4515	81	/policies/social-connectedness/	<p>Social connectedness does not come from density. It comes from knowing our neighbors. This whole "engagement" period is a perfect example of how social media does not create real connectedness. Most people don't have any idea what the 2040 plan even means. If this had been developed through neighborhoods from the beginning, and not after you were pressured to hold meetings with council members, many more people would be involved.</p>	7/19/2018
4516	83	/policies/people-with-disabilities/	<p>This plan does not prioritize people with disabilities. My husband goes through periods when he can't walk and he has to take metro mobility. The lack of planning for traffic along 28th, 26th, and 36th, and instead, huge bike paths, is unrealistic and unhelpful for those of us with disabilities.</p>	7/19/2018
4517	82	/policies/aging/	<p>You closed the Southwest Senior Center and sold it for micro apartments with no parking -- that pretty much sums up this city council's approach to aging. Bikes, bikes, bikes. You are creating a city for the wealthy, young, and able.</p>	7/19/2018
4518	78	/policies/park-design-and-programming/	<p>POLICY 78 - Park Design and Programming</p> <p>the concerts at our parks during the summer should be maintained or increased.</p>	7/19/2018
4519	61	/policies/environmental-justice/	<p>I have asthma, and yet I have seen no push in our neighborhood to curb particle pollution. Nor do I believe this plan really shows commitment. Cars are not the only source. Combustion pollution comes from wood fires, barbecues, and restaurants. Wood fires in homes and restaurants is one third of the particle pollution in the city. This city needs to form an exchange program -- wood fireplaces in exchange for gas. Follow Montreal's lead.</p>	7/19/2018
4520	85	/policies/access-to-health-social-and-emergency-s	<p>You have already failed at creating access to health care institutions by building bike lanes to and from Abbott and by creating dense development that bottlenecks on the north side of Bde Maka Ska. I know four doctors and two nurses who commute daily from our block alone. Park Nicollet and Methodist serve many in our neighborhood, but you are creating less access to health care when you increase traffic congestion.</p>	7/19/2018
4521	18	/policies/walking/	<p>I love walking around the lakes, but I believe the increased density will make walking through Uptown and to Calhoun Village much less appealing. Who wants to cross six lanes in busy traffic? Traffic is getting worse, and the planners must live in an alternate reality.</p>	7/19/2018
4522	79	/policies/healthy-youth-development/	<p>POLICY 79 - Healthy Youth Development</p> <p>My grandson participated in advocating for and planning the new skate park in his community - teaching him civic engagement. I don't know if Minneapolis is doing similar things, but it should be.</p>	7/19/2018
4523	19	/policies/bicycling/	<p>I wish you could design bike paths that expand six months of the year and contract six months of the year on major commuting sites. We don't need large bike lanes in winter, but they are used much more in summer. Flexible bike lanes would be a good compromise. Did all the city planners come here from San Francisco? They seem not to understand winter is a reality, a long reality.</p>	7/19/2018
4524	36	/policies/innovative-housing-strategies/	<p>I do not believe the strategies of upcoming and building density on transit lines will actually meet the goals of this plan. I have seen already neighbors in my daughter's neighborhood, along 38th, getting letters asking if they want to sell their homes. Why? Developers, speculators, want to build and make profit. How does this help affordable housing?</p>	7/19/2018
4525	1	/policies/access-to-housing/	<p>I do not believe the more you develop, the more will trickle down into lower income groups. I don't believe in trickle-down economics. Affordable housing is currently seen as paying 60 percent of your income for housing. What about the people who pay forty or fifty percent and have kids?</p> <p>They are the ones who are going to lose with this plan. As neighborhoods get gentrified, they will be left out.</p>	7/19/2018

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4526	81	/policies/social-connectedness/	POLICY 81 - Social Connectedness: The neighborhood newspapers and the e-democracy forum on the internet are good ways to stay connected to one's neighborhood.	7/19/2018
4527	1	/policies/access-to-housing/	Unless you greatly improve public transit all of these people will need cars to get where they need to go. Especially to work. Not allowing for adequate parking will be a problem. I sometimes work at the Summer library which is in an area of the city that has too many cars for the streets. I don't know if people doing have off street parking or why it is that way because it's mostly residential. People park in no parking areas constantly. In school bus zones, in front of hydrants, all the way past the corner blocking curb cuts. They ignore snow emergency rules and park on both sides. It's always a mess. Saying people should give up cars doesn't make it happen.	7/19/2018
4528	1	/policies/access-to-housing/	Unless you greatly improve public transit all of these people will need cars to get where they need to go. Especially to work. Not allowing for adequate parking will be a problem. I sometimes work at the Summer library which is in an area of the city that has too many cars for the streets. I don't know if people doing have off street parking or why it is that way because it's mostly residential. People park in no parking areas constantly. In school bus zones, in front of hydrants, all the way past the corner blocking curb cuts. They ignore snow emergency rules and park on both sides. It's always a mess. Saying people should give up cars doesn't make it happen.	7/19/2018
4529	5	/policies/visual-quality-of-new-development/	This is where Minneapolis has totally failed in recent years. All the buildings look the same in Uptown, University, and much of downtown, too. What happened to interesting design instead of bland? Old buildings have character that the new ones don't have. The Bader development and Sons of Norway are two examples. They belong on highway 62 or 494, not in the historic lakes area. We are losing so many opportunities to build interesting architecture that would make this city special. If the city doesn't put pressure on developers to come up with interesting designs, no one else will. It's really sad so much old is torn down and what's put up lacks character.	7/19/2018
4530	82	/policies/aging/	POLICY 82 - Aging: Expand resources and opportunities for meaningful engagement and independent living, assisted living, and long-term care housing for older Minneapolis residents so they can be a vital part of the fabric of our community. Place a cap on property taxes for those who have owned their homes for 20 yrs or more. Advocate for businesses and government agencies hiring the elderly.	7/19/2018
4531	5	/policies/visual-quality-of-new-development/	I hope with all the tall glass BADER towers near the lake and glass towers near the river that city planners are insisting on bird death mitigation on windows. Glass towers are deadly for migratory birds. Bader's building is glass on four sides, and it's very near Lake Bde Maka Ska. To provide bird proof reflective glass should not be optional. This plan says nothing about buildings that support the environment!	7/19/2018
4532	18	/policies/walking/	Why is there no mention of snow removal?	7/19/2018
4533	84	/policies/public-safety/	POLICY 84 - Public Safety Reduce gun violence by reducing the number of guns. Require universal background checks and outlaw automatic assault weapons. Require doctors who prescribe opioids to be aware of their addictive quality. Prosecute drug companies that falsify information about the addictiveness and side effects of their drugs. Require doctors who are on the payrolls of pharmaceutical companies to disclose this information to their patients.	7/19/2018
4534	1	/policies/access-to-housing/	Per Heather Worthington, the blanket rezoning of an entire city to create a variety of housing is untested anywhere. Why are we not at least trying pilot areas of these ideas rather than recklessly gambling with our entire city that these unproven policies will work? And where does the plan lay out how any housing will be guaranteed to be affordable housing - however that is actually measured. Currently once rezoned it looks like a free for all for developers - supported by the approved 2040Comp Plan with no contingencies if this blanket rezoning doesn't work very well or developers buy numerous homes on any one block, thereby really destroying any sense of the single family home environment.	7/19/2018
4535	2	/policies/access-to-employment/	So we are holding back density in downtown to accommodate future employers to grow? If I am interpreting this correctly, I would think leaving employer location to the employers could allow for opportunities in other parts of the city - not exclusively downtown. And growing downtown density, which clearly the city is been very happy to do over the past number of years, could put less strain on the neighborhoods.	7/19/2018

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4536	92	/policies/identify-and-evaluate-historic-resources/	POLICY 92 - Identify and Evaluate Historic Resources historic Some buildings may not at first glance appear to have historic significance such as the modest small bungalow. However, these homes represent an era when even modest homes were often built with beautiful craftsmanship. the Bungalow Club takes an interest in the history and the restoration of these homes. Unfortunately in some neighborhoods, these bungalows are being demolished and replaced with monstrous boiler-plate homes that do not fit in with the neighborhood and look almost identical to each other.	7/19/2018
4537	4	/policies/access-to-commercial-goods-and-services/	I feel this plan is really overreaching. Determining where new small grocery shops should be, where employers should establish. Planning is important, but this is butting up to being eerily "engineered." I think you are overstepping your task.	7/19/2018
4538	6	/policies/pedestrian-oriented-building-and-site-design/	My first question would be how quickly do you see this coming to fruition? As much as I am a Climate Change believer and climate advocate, I find the tactic of just making the use of cards too hard really crummy. If this would in place inside the next 10 years then I say shame on you. We simply do not live in this world yet and by eliminating reasonable car/parking use you are pushing out most people - especially older people. Also, this assumes a much better mass transit system. I don't believe that falls under the 2040 comp plan as it is out of your purview. I would suggest you work with whatever departments do develop and improve our mass transit system before edging out cars as primary transit.	7/19/2018
4539	9	/policies/open-spaces-in-new-development/	With the density you are planning - we will lose so much natural green space. I fear the entire city will look like a business park that added some live plant elements. That is certainly what the drawings look like.	7/19/2018
4540	96	/policies/heritage-preservation-recognition/	POLICY 96 - Heritage Preservation Recognition: Expand recognition programs related to heritage preservation activities Howe School in the Longfellow neighborhood of south Minneapolis was beautifully restored and deserving of recognition.	7/19/2018
4541	14	/policies/tree-canopy-and-urban-forest/	I am not sure where you are going to put these trees with all of the density. I would say Mpls already does a good job with boulevard trees.	7/19/2018
4542	70	/policies/ecology-and-habitat/	Collaborate with the Minnesota DNR to plant pollinators plants along our highway corridors, like 35W and highway 55. They already have programs that are looking into this.	7/19/2018
4543	70	/policies/ecology-and-habitat/	Work with metro blooms on blooming alleys and blooming boulevards. Great ideas.	7/19/2018
4544	7	/policies/public-realm/	Make all street lights LED and also come up with better standards for street lighting.	7/19/2018
4545	92	/policies/identify-and-evaluate-historic-resources/	What about the Minnehaha Hiawatha Corridor. There are tons of historic building that need help with adaptive reuse.	7/19/2018
4546	91	/policies/heritage-preservation-outreach/	Provide funding for developer that do really cool adaptive reuse projects. Make them more attractive financially for developers.	7/19/2018
4547	12	/policies/lighting/	Make all lighting LED. And work with MDOT to get pedestrian level lighting along some highways, such as highway 55.	7/19/2018
4548	24	/policies/shared-mobility/	Look at other shared forms of mobility, such as scooters!	7/19/2018
4549	76	/policies/new-parks/	Work to use green/blue streets to connect parks and build more greenways!	7/19/2018
4550	80	/policies/development-near-metro-stations/	This is great. also work to improve the public space on roads around metro stations. Hiawatha and Lake is horrible, and highway 55 is extremely bad for development.	7/19/2018
4551	25	/policies/innovations-in-transportation-and-infrastructure/	The transition to new and high tech transportation will not be equitable if the city does not drive it. Rather than planning for the possibility of less parking for suburbanites and wealthier Minneapolitans in downtown and near shopping centers, the city should make that a more explicit goal. It should be paired with advantages for transportation systems that cater to disadvantaged communities such as improved pedestrian access and transit lanes to facilitate ABRT on every urban bus corridor.	7/19/2018
4552	24	/policies/shared-mobility/	Recent research has shown that shared use cars currently replace lower emission impact trips (transit and walking) at a rate similar to single occupant vehicle trips. Shared use car companies take advantage of the same infrastructure bias that supports cars but instead of conferring the benefits to residents through time savings, seeks to transfer some of that value to out of state private capital. Increasing the cost of driving for all will be more important to driving transportation change than simply letting technology companies create shared mobility solutions that will suit the interests of their investors.	7/19/2018
4553	15	/policies/transportation-and-equity/	The city holds the keys to improving transit performance by creating transit advantages that give people who don't have a car a time-competitive trip. A bus should never be stuck in traffic and the city will not be successful in creating an equitable transit system unless that is an explicit goal.	7/19/2018
4554	15	/policies/transportation-and-equity/	The 20-year streets funding program needs to explicitly plan for equity by finding ways to reduce the cost of infrastructure on disadvantaged communities. That means finding ways to reduce assessments by shrinking costs (possibly reducing road widths at the time of reconstruction) and ensuring that communities traditionally burdened by pass-through traffic have a say in redesigning streets to become less-friendly to wealthy people passing through, emitting pollution and compromising the safety of those who are least able to afford a car.	7/19/2018

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4555	16	/policies/environmental-impacts-of-transportation/	Reducing the amount of pavement is also an important environmental goal that has been omitted. This would help manage stormwater and creates fewer emissions and less waste in the reconstruction process. Furthermore, it will fundamentally disincentivize single occupant vehicles by taking away the speed advantage that allows for a wealth transfer, in the form of time, from those who have cars to those who do not. Creation of transit-only lanes at the expense of parking or general traffic lanes is the only reason for not reducing a street's width that should be justified by city policy.	7/19/2018
4556	16	/policies/environmental-impacts-of-transportation/	While trying to reduce congestion seems to logically reduce environmental impacts, traditional traffic engineering approaches to congestion mitigation tend to focus on reducing wait times at intersections and speeding up vehicle travel. These changes will perpetuate the inequities and environmental unsustainability of our single occupant vehicle-focused transportation system. Congestion is a way to confer the cost of driving to drivers (through their time) in the absence of a pricing system that indicates the true cost of people's choices. If the city can not implement congestion pricing or mandatory minimum pricing for commuter parking, the goal of congestion management is fundamentally in conflict with many of the goals of creating complete streets that are well-suited to users that are not in a car.	7/19/2018
4557	17	/policies/complete-streets/	The fundamental question for every reconstruction project on a street with bus service should be "why can't transit lanes be constructed?" The consistent pattern of starting with the idea that the number of general travel lanes currently on a street is the baseline is a flawed approach to complete streets. The baseline should be what we want, and the same number of general lanes as current configuration should only be reconstructed if all other users have been satisfied first. This needs to be an explicit policy, otherwise local resistance will undermine the change that we need to make every single time.	7/19/2018
4558	18	/policies/walking/	Ban drive thrus city-wide. Ban parking lots along the street frontage city wide. Re-classify auto maintenance businesses (including gas stations) as industrial uses and do not make them conditional uses anywhere. These uses create a pedestrian-hostile environment and permitting them is antithetical to this goal.	7/19/2018
4559	20	/policies/transit/	Part D is the fundamental thing that Minneapolis should undertake for transit. Saving metro transit time will mean more trips with the same buses and will simultaneously create equity effects by giving transit riders their time 'back'. Transit lanes should be converted general lanes in every instance, a street should not become wider in order to accommodate transit advantage as that contradicts the goal of making the city pedestrian-oriented (which is an important goal to support transit use).	7/19/2018
4560	10	/policies/street-grid/	The street grid and the non-motorized connection grid should be called out separately. Having a full-size street everywhere contradicts environmental and non-motorized transportation goals and should not be the city's aim as it would make driving easier, not harder. However, creating a high density and resilient network of paths, sidewalks, and bikeways is a critical policy for making transit, walking, and biking the preferred modes.	7/19/2018
4561	22	/policies/downtown-transportation/	Simply put, commuter parking should not be less expensive than hourly parking. The city should increase the cost of commuter parking through an impact fee that funds transit advantages in order to reduce peak hour congestion and make walking in downtown more enjoyable.	7/19/2018
4562	22	/policies/downtown-transportation/	Streets connected to freeways should be limited to 2 lanes within the first block of the city, especially if one way, to calm the speed of drivers entering the city from outside of its borders. The city environment needs to assert itself and making people wait on the ramp would do that and would give transit distinct advantages.	7/19/2018
4563	27	/policies/transportation-partnerships/	Create a transportation impact fee for private parking spaces in DT Minneapolis to fund transit advantages in DT.	7/19/2018
4564	26	/policies/vision-zero/	Recognizing the reality that enforcement is the last resort option, every street should be engineered with fewer general traffic lanes and the narrowest possible crossing distance. Free right turns and left turn slip lanes should be eliminated. Congestion may result, but it is necessary to save lives.	7/19/2018
4565	1	/policies/access-to-housing/	I fully support this goal and believe that continuing to allow single-family exclusionary zoning in the city would undermine every other goal outlined in this plan. It is critical to equity that we discontinue the wealth transfer from people that can afford a large single family home and a car at the expense of people who can not or choose not to buy this type of residence.	7/19/2018
4566	40	/policies/homelessness/	An action step related to housing for people with mental and physical health limitations should be explicit and should acknowledge that employment and training may not be as important as simply ensuring that these people have access to the support services to keep them healthy even if they are not able to work again. Dignity should be a goal.	7/19/2018
4567	1	/policies/access-to-housing/	I am not in favor of action step "e". Those of us who purchased single family homes did so because we favor this kind of neighborhood. I do not believe that developers of 2,3,and 4 unit dwellings will build affordable units in any case and you will simply create more density, less livability, without creating affordability.	7/19/2018

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4568	0.1	/topics/land-use-built-form/	<p>Hello -</p> <p>I would encourage you to review the Corridor 6 ruling on address: 8 E Minnehaha Parkway, 16 E Minnhaha Parkway. Both of those do not have access to Nicollet (they are under the bridge) and on the scenic parkway. I would recommend they be considered an Interior Category. This seems to be a strong variation from Minneapolis Park Department rules (they will not allow US high Speed Internet to these address, but seem to approved 6+ story multi-unit dwellings). Please review, thanks!</p> <p>Pete (20 E Minnehaha Parkway)</p>	7/19/2018
4569	35	/policies/innovative-housing-types/	Please set guidelines for developers and contractors that they use high end materials and design new structures that fit in with the historical structures of neighborhoods.	7/19/2018
4570	37	/policies/mixed-income-housing/	It would be helpful to have specifics attached to this goal. Please preserve the current supply of story and story and a half houses in all of our neighborhoods which are affordable for low income families and couples who had huge college debt. Currently developers are purchasing these house and building larger two story houses that are made of poor materials, architecturally uninspired and are not affordable for low income families.	7/19/2018
4571	38	/policies/affordable-housing-near-transit-and-job	Please do not rezone the city to chop up single family neighborhoods. If you do so, you MUST require off-street parking, must set up funds to replace old sewer systems which will not be able to handle the extra demands, set up funds for school expansion, medical clinics, etc. for the added populations.	7/19/2018
4572	84	/policies/public-safety/	I appreciate the action step to ensure first responders reflect the diversity of the city's residents. I hope this includes all public safety divisions, not only MPD. It would also be nice to have some incentives in place to encourage more city residents to work in public safety.	7/19/2018
4573	80	/policies/development-near-metro-stations/	There is so much under this goal it is hard to know where to begin with comments. First, please define "Metro Stations." Is this every single bus stop? We do not have a good transit system in Minneapolis. We need far more light rail, bus routes need to be improved or added to, etc. Thinking people are going to get rid of their cars is unrealistic. The average family uses their cars for multiple stops per day that do not have mass transit options: home to day care, day care to work, work to grocery store, grocery store to day care, day care to home, home to sports activities and then home again. Off-street parking must be included in all multi family options. We live in a state where it snows five months of the year. With lots of snow, parking is only allowed on one side of the street. Parking is already difficult in many areas due to the expansion of restaurants that are given variances by the city council waving the requirement for parking.	7/19/2018
4574	40	/policies/homelessness/	I encourage you to work with church communities to open up churches that are being closed to provide shelter for the homeless and food.	7/19/2018
4575	40	/policies/homelessness/	Spread the word to the homeless or those in need of food to look for the blue food storage boxes that are popping up outside of churches such as Saint Luke's on 46th and Colfax south. Maybe an on-line or paper map to be given to those in need showing where these boxes are located would be helpful.	7/19/2018
4576	41	/policies/tenant-protections/	I support these goals. Tenant's rights must be protected and land lords must be held accountable for keeping their properties up to code and in good repair.	7/19/2018
4577	42	/policies/expand-homeownership/	Very good goals. Having more specifics would be helpful. Be sure to include those who will benefit from these goals in your dialogue to gain an understanding of their challenges, where they need education and help.	7/19/2018
4578	43	/policies/housing-displacement/	I support these goals.	7/19/2018
4579	44	/policies/comprehensive-investments/	Make sure the housing that is developed is suitable and desirable for those in need. Just because you live at the poverty level does not mean you don't want to live in well built and well designed housing. Engage the community in your decision making process.	7/19/2018
4580	23	/policies/coordinated-development-strategy/	More specifics for these actions steps would be helpful.	7/19/2018
4581	45	/policies/leverage-housing-programs-to-benefit-c	Please place regulations upon the developers and the contractors that ensure quality housing is being built. I agree with these action steps. We must include our immigrant communities in dialogues.	7/19/2018
4582	46	/policies/healthy-housing/	I agree with these steps. Be sure to include green space in your plans. We need our green spaces to stay physically and mentally healthy.	7/19/2018
4583	47	/policies/housing-maintenance/	I agree with these action steps.	7/19/2018

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4584	48	/policies/data-driven-decisions/	Thank you for all of the work you are doing. We must get the word out to the community so all can be engaged. I am not impressed with the way the 2040 program has been rolled out. So many people living in the city are not aware of it and how it will impact them. Think of better ways to inform the community.	7/19/2018
4585	1	/policies/access-to-housing/	I am in strong opposition of the 2040 plan. Tangletown is a historic cornerstone of south Minneapolis, and it's history should be preserved. The proposed rezoning of Nicollet and the east side of Belmont to allow for 3-story and 6-story apartment buildings will take away from the strong sense of community we feel hear in this neighborhood. In March, my husband and I moved to this area to get away from the more urban infiltration apparent in the Uptwon Minneapolis area. Making these significant changes to our newfound neighborhood that we already love so much would be absolutely devastating. I understand the need for more affordable housing in the Twin Cities metro area, but please please please do not choose to build these apartment complexes in such a charming and historic piece of Minneapolis. Thank you for your time. Tess Hosier	7/19/2018
4586	1	/policies/access-to-housing/	Yes! I love the honesty of naming the ways that zoning is historically linked to the racial and economic disparities that our city lives with today. This is unacceptable, and I appreciate the willingness to think differently about the city's approach to housing accessibility to help alleviate these disparities. I strongly support more housing options in every area of the city, including duplexes, triplexes, and fourplexes in all areas. Here are three reasons why: 1. More people are moving to Minneapolis right now than we have seen in a long time, and without new housing options, the housing market will naturally favor those with money who are able to outcompete those without money. In the neighborhood I live in (Folwell), this means displacement of longtime residents who love this city but won't be able to afford to live here anymore. Building more housing everywhere and getting creative about how we do it allows folks to stay in their homes in my neighborhood. 2. One of the city's goals is to address climate change, and increased density helps address that, as more people live in smaller spaces, use public transit, and walk and bike to work. There are lots of jobs in Minneapolis (though I do think they could be less concentrated than in downtown), and every unit of housing we don't build here means a unit built in the suburbs and a commute that comes with it. Furthermore, we need to be prepared for the possibility of "climate refugees" in the coming decades. As sea levels rise and temperatures in the south get higher, Minneapolis will be an attractive place to live. 3. I think a variety of housing options everywhere builds a stronger sense of community. More density means more people in public spaces, learning to be ok with each other and celebrate their lives together. And as people age out of their homes, they'll be able to stay in their beloved neighborhoods in a smaller housing option like a unit in a fourplex. This is actually a huge issue in my neighborhood - there are lots of lower middle class folks who are in their seventies and slowing down, but are still stuck in their homes because they're scared to leave and really don't know how.	7/19/2018
4587	20	/policies/transit/	In order to achieve the City's complete streets, complete neighborhood, transit, environmental, and equity goals, among others, the City must commit to end the perceived need to own a car. Then it needs to identify and take the steps necessary to reach that goal by 2040. Those steps are essentially the policies that advance the City's complete neighborhood goals. Declare War on Needing a Car. The city can easily measure its progress toward the goal by polling residents for that one question. It's a simple metric that will communicate how well the City is progressing toward complete neighborhoods, accessible employment, and many other goals.	7/19/2018
4588	5	/policies/visual-quality-of-new-development/	New construction should follow LEED certified guidelines.	7/19/2018
4589	1	/policies/access-to-housing/	I love the attempt to allow fair housing for all. BUT I'm concerned about the 4-plexes everywhere, and what that will do to the tree-filled, neighborhood vibe. Could you allow duplexes everywhere and get the same result? Or "tiny houses" as a Star Tribune letter suggested, to allow more density without filling the streets with big 4-plex apartment buildings? I want affordable housing and reduced disparities, but I do love our tree filled green neighborhoods. Could we work harder to think outside the box to get both?	7/19/2018

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4590	1	/policies/access-to-housing/	By engineering housing artificially , you will effectively deteriorate the neighborhoods causing home value to decrease and residents fleeing to the suburbs leaving a city resembling Detroit with a hollow center. Where will the tax money then come from? We support affordable housing and believe in cities that take care of everyone or everyone suffers, but this is a very very poor plan. It reminds me of the 60's when the planners in Minneapolis leveled beautiful old buildings to "beautify" the city artificially with drab, ugly, depressing buildings that we are still living with and can't figure out why no one wants to go Downtown anymore. Has anyone on this planning committee talked to other city planners, visited other cities, looked at what mistakes were made elsewhere? There are so many areas of the city that would easily accommodate housing without destroying neighborhoods. There are parking lots downtown that should be built on for one thing; especially if cars are to be discouraged. There are seedy motels and businesses that should be leveled and built on, not quiet neighborhoods. Once you've built all these buildings, no one will want to move to Mpls because it is now so ugly. Talk about "pave paradise put up a parking lot". It seems like Minneapolis never learns. Block E is another great example. One of the ugliest blocks in America; who would want to go Downtown with that kind of ambience. That is what the neighborhoods will look like. No one will want to live there.	7/19/2018
4591	38	/policies/affordable-housing-near-transit-and-job-	I will add this comment here as I can't find the correct box. We support diminishing cars and using transit , biking, and walking, but biking and walking has gotten too dangerous even with all the added paths. There are way too many cars now and they are ALL on their phones!!! Until Minneapolis decides to do something about all the people driving on their phones you will continue to have people killed will trying to walk or bike. We used to bike to work, the store, everywhere; but now only bike on the Greenway or another secluded path. Watching people on their phones is horrifying. I'm afraid it will never be enforced as legislators and city leaders are all guilty of driving will talking and texting.	7/19/2018
4592	14	/policies/tree-canopy-and-urban-forest/	I support these action steps, let's plant a lot of trees, especially trees that will shade and cover playgrounds, parks and streets!	7/19/2018
4593	0.1	/topics/land-use-built-form/	I support the policy of allowing additional housing flexibility within neighborhoods in Minneapolis. Duplexes, triplexes, and fourplexes should be legal in this city, even in single family neighborhoods.	7/19/2018
4594	19	/policies/bicycling/	I support the push for improved bicycle facilities in the Mpls and believe the city should invest more in high-quality bike infrastructure such as protected bike lanes and off-street paths.	7/19/2018
4595	17	/policies/complete-streets/	I strongly support the Complete Streets policy. I'd like to see the city be more bold in implementing Complete Streets. Other cities have experimented with a variety of good designs, let's learn from them, move boldly, and not waste time running our own experiments. For example, let's put in concrete dividers between car lanes and protected bike lanes, let's skip the flexible-hit post phase.	7/19/2018
4596	17	/policies/complete-streets/	I support the new hierarchy of transportation modes and users. Transportation for private vehicles should not be the only focus of our roadway system.	7/19/2018
4597	19	/policies/bicycling/	I don't think that these action steps are bold enough to accomplish the goal of 15% mode share in nine years. Action Step (A) should be more bold and say something like, "Accelerate the pace of building a connected network of protected bikeways to 20+ miles per year for the next ten years." Action Step (C) is good, and I'd really like to see the city take designs that other northern cities have already successfully implemented, and implement them directly here, without feeling the need to experiment with them on a small scale.	7/19/2018
4598	35	/policies/innovative-housing-types/	Hello, I would like to see the 30 story buildings reduced to 10-15 stories. It is concerning to think in Minneapolis we would have such high buildings outside of downtown.	7/19/2018
4599	22	/policies/downtown-transportation/	I'd like to see Nicollet Mall turned in to a pedestrian / bicyclist only zone. The busses that run down the mall run at walking speed right now anyway. In addition, they are dangerous for the pedestrians that are on Nicollet Mall, and they are unpleasant for people eating or drinking at establishments on Nicollet Mall. Let's move the buses back to where they were running when the Mall was being reconstructed.	7/19/2018

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4600	0.1	/topics/land-use-built-form/	<p>Hello - We live at 1129 Cedar Lake Rd S - which is a quiet and charming neighborhood that successfully straddles the nuances of residential and business. This neighborhood has been featured and written up in magazines and print news for its cohesiveness through community gatherings and delightful cottage type structures. We pride ourselves on our diversity.</p> <p>We are directly across the street from a strip of land currently zoned as mixed use corridor that borders Wayzata Blvd S (a frontage road) and highway 394 West. The 2040 plan will change this area to a Transit 10 designation. We absolutely do not want to have the height of the buildings go up from the current 3 stories to a maximum of 10 stories (or more if requested). Such a change would cause massive congestion and parking concerns, the height would block the view of the trees, apt./condo windows would be glaring into our home. It would harm the constitution of our neighborhood. There is currently a lovely urban garden with flowers and vegetables within this site.</p> <p>We propose a mixed use area consisting of a community playground for the many children in our neighborhood, urban gardens for the residents, perhaps a coffee shop, and dwellings that are no higher than three stories.</p> <p>Our property taxes are over \$9,000 each year. We welcome and look forward to collaborating on a vibrant and meaningful plan. The interests \$\$\$ of property developers should not drown out the views of caring residents who have lived here for generations.</p>	7/19/2018
4601	24	/policies/shared-mobility/	I strongly support Action Steps C, E and F.	7/19/2018
4602	1	/policies/access-to-housing/	<p>I definitely do not want "small-scale residential structures on traditional size city lots with up to four dwelling units, including single family, duplex, 3-unit, 4-unit, and accessory dwelling unit building types" in my neighborhood.</p> <p>We are ignoring the real problem, that is the need to reduce the planet's human population. Focus on that, and leave my neighborhood alone; it would disrupt tranquility and only amount to a band-aid fix.</p> <p>Gerald Grant east 34 St and south 48th Ave, (ward 2, precinct 8)</p>	7/19/2018
4603	25	/policies/innovations-in-transportation-and-infras	<p>I strongly disagree with Action Steps B and H - we don't allow drug companies to experiment on the public without their knowledge, but that's effectively what we're doing with automated vehicles. Autonomous vehicle manufacturers should be heavily and strongly regulated. Minneapolis should not be a place where citizens should have to fear for their lives because a programmer failed to foresee a particular scenario in their code.</p> <p>Minneapolis should be a place where its streets and laws are designed to protect people, and not the interests of autonomous vehicle manufacturers.</p>	7/19/2018
4604	26	/policies/vision-zero/	Action Steps A - F seem like just a lot of bureaucracy. Action Step H seems like it should take the highest priority of any of these Action Steps, and the only one that will really have much of an impact - we must design streets that slow down automobile traffic, and that favor pedestrian and cyclist safety.	7/19/2018
4605	10	/policies/street-grid/	Providing free parking on most of the street grid conflicts with most of the City's adopted goals for this land use planning process. The city needs a plan for ending this subsidy for car ownership.	7/19/2018
4606	27	/policies/transportation-partnerships/	Please wrestle more control of our major thoroughfares from Hennepin County. We need to slow down the traffic on these streets to make them safer through design. We also need to advocate for the ability to set our own speed limits at the state legislature.	7/19/2018

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			<p>There is an old saying with many variations and authors, but to whom much is given, much will be required.</p> <p>Our city is blessed with an abundance of natural resources, which bring both opportunity and responsibility. Many thoughtful, well intentioned and talented people have participated in the ongoing conversation about the Minneapolis 2040 plan. It sometimes appears that most of those voices are on the side of the citizens of the city rather than the planners who drafted their vision for the future. Meetings inviting comment were, in our experience, too few and too short to fully give voice to people who came with honest concerns.</p> <p>2040 seems to nod at some of the essential building blocks of a vibrant, thriving, successful metropolitan area; transit, jobs, affordable housing. A closer look finds not much concentration on education, historic preservation or environmental health. The draft plan appears all about real estate and little about what really makes a community.</p> <p>The things that make our city beautiful, liveable and unique are undermined by many of the policies and land use proposals in the Plan. Respect is lacking for long standing and thoughtfully articulated environmental ordinances in favor of developers' favorite buzzword, "density". The plan theorizes that all social problems will be solved if Minneapolis would only build enough apartments in some strategically identified "transit corridors", and existing residents and neighborhoods silenced.</p> <p>Many have testified in general terms about the negative impact on some of the city's most beautiful, historic neighborhoods. I will put my perspective into much more personal terms. After a year long search, my husband and I purchased a condo that we hoped would be our home until we could no longer live independently. We considered Downtown, with its energy and corresponding density. We decided that we wanted a place that offered closer proximity to lakes and access to nature. We are not young. We are not bikers. But we love to walk for fun and exercise. We walk whenever we can to shop, use the public library, do our banking and just appreciate being outdoors.</p> <p>When we moved into Calhoun Isles, a historically significant building, a representative from the Assessor's office came to inspect our property for tax evaluation. He walked in and had the same "WOW" reaction we did when we decided to buy this condo. His comment, when he told us our assessment would increase, was that we have a "million dollar view". Subsequently we learned about the already approved Brickstone Apartments which will block a large portion of that view of Bde Maka Ska between the Excelsior Executive Office Building and the Lake Point Condos on the corner of Dean Parkway and Lake Street. A hotel proposed for the site of the current BP gas station will block another portion of the view. I continue to be infuriated that the Shoreland Overlay ordinance is ignored and variances granted for projects that threaten the health of our environment and contribute to unmanageable traffic congestion and public safety. We</p>	7/19/2018
4607	80	/policies/development-near-metro-stations/		
4608	0.1	/topics/land-use-built-form/	I like the plan so far.	7/19/2018
4609	28	/policies/msp-airport/	Since we missed our chance to move MSP away from our densely-populated urban core like Denver did over twenty years ago, I support these Action Steps, especially making MSP more accessible by transit, foot and bike. I also support advocating for more rail travel options instead of airplane travel.	7/19/2018
4610	14	/policies/tree-canopy-and-urban-forest/	I would like to see a specific goal in terms of the number of trees planted i.e. 250,000 trees will be planted between 2020 and 2040. The language above seems somewhat vague.	7/19/2018
4611	1	/policies/access-to-housing/	Any new housing should have off street parking for at minimum every unit.	7/19/2018
4612	0.1	/topics/land-use-built-form/	Transit 15 should have new construction with no greater than 4 stories (not 15 and never more) when near the city lakes. All new construction should have off street parking for all housing units. This is to respect the lakes and avoid furthering the current traffic jamming that occurs at the intersection of Lake and Excelsior. The HiRISE proposed at the BP site northwest of lake Bde Mka Ska should not be approved. There has already been an overbuilding of dense housing.	7/19/2018
4613	80	/policies/development-near-metro-stations/	New multiple housing should be no greater than 4 stories near the city lakes to respect the Lakes and furthering the already ad traffic jams near Lake and excelsior. Off street parking for every new unit at minimum should be a requirement.	7/19/2018
4614	6	/policies/pedestrian-oriented-building-and-site-de	Off street parking requirements should remain and be required at minimum for every new unit being built. This will help making the current bad congestion worse and streets passable especially in the winter.	7/19/2018

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4615	0.1	/topics/land-use-built-form/	Transit 15 should have new construction with no greater than 4 stories (not 15 and never more) when near the city lakes. All new construction should have off street parking for all units. This is to respect the lakes and avoid furthering the current traffic jams occurring at the intersection of Lake and Excelsior. The HiRISE proposed at the BP site northwest of lake Bde Mka Ska should not be approved.	7/19/2018
4616	0.1	/topics/land-use-built-form/	The plan as written for Bryant Ave S from 31st Ave to 36th and further south opens the door to a radical change in the nature of the street. Bryant Ave S makes a safe bikeway in part because it is not as densely populated with large apartments and (especially) commercial use. While Bryant could certainly handle more 4-plexes or 3-story apartment buildings, especially those designed for families rather than single professionals, building on the model of Lyndale or Hennepin (taller buildings, mixed use retail) would reduce the viability of the Bryant bikeway and have a harmful effect on transit overall. Excessive build up on Bryant would also dramatically change the character of all streets from Aldrich to Girard, suppressing the value of property in those areas.	7/19/2018
4617	76	/policies/new-parks/	I agree we need accessible parks for all!	7/19/2018
4618	82	/policies/aging/	create senior "communities" within Minneapolis so that aging city dwellers do not need to move to outer ring suburbs or into high rise buildings with dependency on elevators to have single level housing. These communities should include access to increasing levels of support from independent living to assisted living to nursing home care. These communities should include "out the door" access to green spaces and walkways, and include transportation services. Although outside Minneapolis proper, the land vacated by the Ford Plant in St. Paul would be excellent for such a community.	7/19/2018
4619	60	/policies/intrinsic-value-of-properties/	This plan does not value Minneapolis's beautiful stock of single family homes--an prized attribute that is unrivaled by any city in the country. Why would you sacrifice this treasure for sake of almost always butt-ugly developer-designed fouxplexes that impoverish (read pay out rent) the citizens and enrich (read rental income) developers?	7/19/2018
4620	60	/policies/intrinsic-value-of-properties/	If you really valued our properties, you wouldn't allow fourplexes that will destroy the character of our neighborhoods and congest our potholed streets with spill over parking from fouxplex residents who will not be biking and busing everywhere. Your utopian visions will have many, many, many unintended consequences.	7/19/2018
4621	60	/policies/intrinsic-value-of-properties/	The City Planning Commission is a joke. They already approve 95% of everything despite citizen protests and input, so I'm not even sure why you need to go through this 2040 charade. You City Planners won't listen to these comments any more than you do in the hearings. Democracy in MPLS is dead. Long live central-planners!	7/19/2018
4622	14	/policies/tree-canopy-and-urban-forest/	The tree canopy is a our crown jewel. Why do you want to destroy it with 20-30 story towers right in the heart of our city. Shame on you! Listen to the citizens! Don't sell our city off to developers! No one wants a mini-Hong Kong at Excelsior and Lake. Same with all of your 4-6 story corridors that will become concrete blocks with no trees. We will soon look like Soviet Moscow. Their city planners thought they new best, too. Have some humility. Listen to the residents of this great city. Don't wreck it.	7/19/2018
4623	80	/policies/development-near-metro-stations/	We need better, faster, smoother transit in South and Southwest Minneapolis. And along with that much more housing along these corridors.	7/19/2018
4624	1	/policies/access-to-housing/	In regard to "traditional size city lots" affected by draft Policy 1, action steps d and e should be limited to specifically allow the following: 1. Reconfiguration of existing single-family homes into multiple units. 2. Construction of 1-4 unit structures on already vacant land. 3. Construction of 1-4 unit infill structures behind existing structures. Proposed multi-unit structures that require the demolition of existing single family structure(s) should require a variance if not located along public transit routes or existing mid- and high-density residential districts. These compromises to draft Policy 1 (including allowance of variances on a case-by-case basis) would continue to support the goals related to density and affordability, but also support the goals related to ecology and heritage preservation.	7/19/2018
4625	55	/policies/business-innovation-and-expansion/	Add Creative Sector Businesses to this "â€" There is no reason the creative sector should be excluded from entrepreneurship.	7/19/2018

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4626	77	/policies/park-access/	A request/suggestion to improve the safety and accessibility of the walking/bike path along Cedar Av.: extend the paved path from the south-east end of the bridge over Lake Nokomis along Cedar Av. to the signal light at the intersection of Cedar Av. and Nokomis Parkway. Also, to improve pedestrian, bike and vehicle safety at the intersection of Cedar Av. and Nokomis Parkway (by Fat Lorenzo's): make the left lane heading north coming off of Highway 77 a "left turn only" lane clearly signed as such before rounding the curve off of Hwy 77, including a left turn arrow light. Also, prohibit left turns for north heading traffic off of Cedar Av. onto the road adjoining the street by Fat Lorenzo's. So that homeowners along Edgewater Blvd. are not unduly inconvenienced by this left turn restriction, develop an intersecting street between Nokomis Pkwy and Edgewater Blvd. west of Cedar Av. to "naturally" intersect with, for example, 16th Av. I believe these changes would significantly increase the safety and traffic flow for pedestrians, bikes and vehicles at this busy intersection. Thank you for considering this proposal.	7/19/2018
4627	56	/policies/supporting-small-businesses/	Add all Creative Sector jobs to this, not only art.	7/19/2018
4628	38	/policies/affordable-housing-near-transit-and-job-	Re: zoning changes to allow multi dwelling units along transit corridors. Please make a distinction between commercial Corredorâ€™s and residential Corredor us. Only allow zoning changes along commercial Corredor us. To do otherwise will be detrimental to residential neighborhoods that happen to have a bus line that runs through them.	7/19/2018
4629	58	/policies/business-districts-and-corridors/	The Arts are economic drivers. For instance: High Point Center for Printmaking is on Lake Street. Anahata Collective on Lyndale. Artists, designers, and other creative professionals are often left out of the conversations regarding business. Many creative types PREFER buildings with character, stories, and living history. How about targeting creative hubs and investing in their vibrancy and success?	7/19/2018
4630	1	/policies/access-to-housing/	<p>I am concerned about the heights and widths of buildings in neighborhoods. Already the housing stock being built in SW Minneapolis as single family homes are too large for the lots and the neighborhood. Changing the nature of the neighborhoods, dwarfing neighboring housing and casting shadows on what was once a sunny side lot.</p> <p>Higher density 3 or 4 story multi-family housing placed adjacent to lovely 2 bedroom 1.5 story bungalows will change the feel and nature of our neighborhoods and cast shadows on neighbors.</p> <p>Already our higher density neighborhoods don't have easy access to parking for residents and guests. Building higher density housing in neighborhoods where there are not off-street parking solutions will disrupt the livability of neighborhoods, especially during snow emergency events. If higher density housing was even going to be considered there would need to be language in the zoning that would require at minimum one off-street parking space/garage stall per unit. A fourplex would require a four stall garage or at least a surface parking lot of 4 spaces.</p> <p>I feel that neighborhoods should be zoned for single family residential housing, with allowances for existing duplexes/triplexes, etc. Let the density exist where density already exists. Downtown Minneapolis, Uptown, and Lower NE Minneapolis.</p> <p>In neighborhoods there are families that want to host birthday parties for their children and invite elderly relatives. Being able to park close to the house you are visiting is important for daily visitors and overnight guests.</p>	7/19/2018
4631	80	/policies/development-near-metro-stations/	Re: zoning changes to allow multi dwelling units along transit corridors. Please make a distinction between commercial corridors and residential corridors. Only allow zoning changes along commercial corridors. To do otherwise will be detrimental to residential neighborhoods that happen to have a bus line that runs through them.	7/19/2018
4632	15	/policies/transportation-and-equity/	Please know that drivers use alleys to short cut around stop signals and general delays caused by traffic. Please include deterrents to alley traffic in your planning.	7/19/2018
4633	1	/policies/access-to-housing/	I am fine with duplexes or two dwelling units ("granny flat") on a traditional-size city lot. A four-plex on a traditionally-sized city lot is not acceptable. If a four-plex is to be built, it needs to span two lots.	7/19/2018
4634	34	/policies/affordable-housing-preservation/	Tiny houses ("granny flats") and rental units above garages would be helpful in increasing affordable housing.	7/19/2018
4635	1	/policies/access-to-housing/	One of the greatest needs in the city is reasonably-priced housing for "young seniors." People in the early phases of retirement want single-story housing with attached garages. There is little such housing available. Senior townhomes are needed.	7/19/2018

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4636	18	/policies/walking/	<p>I support all of these.</p> <p>In addition, (1) enforcement of laws around traffic yielding to pedestrians would be important.</p> <p>(2) Timely removal of snow at corners and curbs is critical.</p>	7/19/2018
4637	17	/policies/complete-streets/	<p>Move the bicycle lanes to less-driven streets.</p> <p>Make more streets in the residential areas into one-way streets.</p> <p>Face the reality that this is a winter climate, and bicycles are not feasible for many people for many months of the year.</p>	7/19/2018
4638	28	/policies/msp-airport/	<p>Provide easily accessible reports about airport noise, by location and time of day.</p> <p>Goal b is nice, but unrealistic. Public transport to the airport is good. Bicycling and walking to the airport??? Unless you have no luggage, that is not reasonable.</p>	7/19/2018
4639	82	/policies/aging/	<p>I support all of these steps.</p>	7/19/2018
4640	1	/policies/access-to-housing/	<p>The key is access to AFFORDABLE HOUSING. Why this comp plan evades that issue says much about how detached this plan is from the realities of the working class. I would like to see this whole plan scrapped until affordable housing and the access to it is given the seriousness it deserves.</p>	7/19/2018
4641	84	/policies/public-safety/	<p>Include requirements that vacant properties not sit vacant and unmaintained.</p> <p>Please do something about panhandlers and those begging at city intersections. This is a public health hazard.</p>	7/19/2018
4642	47	/policies/housing-maintenance/	<p>Enforce existing laws about maintaining your property.</p> <p>It is disheartening to see poorly maintained properties, with lawns not mowed, sidewalks not shoveled, and roofs and garages in disrepair. I would like to see the fire department do safety assessments of "hoarder houses."</p>	7/19/2018
4643	0.1	/topics/land-use-built-form/	<p>I would like to see all 4 corners of the Grand and 46th St S intersection be included in the Corridor Mixed Use designation. Ideally, the lots along 46th St between Lyndale and 35W would all allow for more of a mixed use function. This would help strengthen Orange Line use in the area if the walk to the station was more built-up with denser housing and pedestrian-scale amenities and fewer single family lots.</p>	7/19/2018
4644	33	/policies/affordable-housing-production/	<p>I support the rezoning of single-family homes into quadraplexes if there are reasonable limits on this. I suggest a limit to the number of quads allowed per block, and have some cap on how many can be developer owned vs. owner-occupied. This should be consistent across zip codes and neighborhoods. I write this as the owner of a single-family home in a mostly single-family home neighborhood (Longfellow.)</p>	7/19/2018

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4645	82	/policies/aging/	<p>On behalf of the Minneapolis Advisory Committee on Aging, I am respectfully submitting this Draft Re-write that includes some additions of key importance to our advisory committee. Please reference a recently sent email as well. Thank you! Rebecca Furman, MACOA Member At Large.</p> <p>POLICY 82 Aging Expand resources and opportunities for meaningful engagement and independent living, assisted living, and long term care housing for older Minneapolis residents so they can be a vital part of the fabric of our community.</p> <p>The population of Minneapolis, the surrounding region and the entire nation is becoming older. As of 2013 (the last available reporting data) 25% of the City’s population is 50 years+. The vast majority of aging individuals report interest in staying in their present homes and communities as long as they are able to do so. Minneapolis was the first City in Minnesota join the AARP National Network of Age-Friendly Cities, an affiliate of the World Health Organization’s Global Age-Friendly Cities and Communities. In January 2017 the Minneapolis City Council and Mayor approved the City’s Age-Friendly Action Plan. In it the City acknowledged responsibility to create and expand housing options and supports, assure accessible transportation and walkways, and develop targeted health and wellness programs to ensure that aging residents can remain healthy, safe, connected and engaged in the homes and neighborhoods that they love as long as they are able (see reference document Minneapolis for a Lifetime: Age Friendly Action Plan, Nov 9, 2016)</p> <p>Housing: Accessible and affordable housing options with health and social supports as needed to allow older Minneapolitans to age in their homes and/or communities or their homes are integral to retaining and supporting the city’s aging population. Currently, a significant number of Minneapolis neighborhoods have few housing options other than single family homes, reducing opportunity for many residents to age in their community. Most Minneapolis neighborhoods currently lack organized neighborhood health and social support programs to assure that aging individuals are healthy, safe, connected to community activities and resources.</p> <p>Transportation: The city’s aging residents also need walkable neighborhoods and multimodal transportation options that meet their needs. And it’s not enough to simply provide options; these walkways and modes of transportation must also be accessible, maintained and free of snow and ice in the winter.</p> <p>Health and Wellness: The growing aging population is also experiencing a new phenomenon in history – fewer and more dispersed family members to aid in care and social connectedness. Minneapolis’s Age Friendly Action Plan has recognized the City’s added responsibility to develop and expand programs and to assure physical spaces for aging individuals that support wellness, safety, active social and civic engagement.</p>	7/19/2018
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4646	82	/policies/aging/	<p>ACTION STEPS The City will seek to accomplish the following action steps to expand resources and opportunities for meaningful engagement and independent living, assisted living, and long-term care housing for older Minneapolis residents so they can be a vital part of the fabric of our community.</p> <ul style="list-style-type: none"> a. Ensure access to safe, affordable and accessible housing options for Minneapolis residents as they age. b. Ensure assistance to seniors at risk of being unable to remain in their current homes because of problems in housing accessibility and affordability. c. Strengthen and promote multimodal and tailored transportation options that meet the needs of aging Minneapolitans, with a focus on pedestrian safety for older adults including removal of snow and ice, curb cuts, and access to transportation systems available on a fixed income budget. d. Provide opportunities for older residents to leverage their experience and contribute to their communities through volunteering, working, intergenerational engagement and lifelong learning. e. Expand and promote mental and physical health and wellness initiatives, activities and services for older Minneapolis residents. f. Expand the commitment to support and expand the reach of neighborhood-based social, chore and health monitoring programs. g. Establish a methodology for identifying the number of older residents and their needs for sustaining livability within their own neighborhoods. h. Continued commitment to collaborate with independent operations such as the Minneapolis Park Board, Department of Public Works, non-profit senior health care and social support organizations to pursue solutions to the challenges of fulfilling City’s commitment to being “Age-Friendly City”. <p>Related Policies: Please include the following in a section “This Policy Relates To:”, and cross reference in other policies:</p> <ul style="list-style-type: none"> 1. Access to Housing “ add a clause for older residents 18. Walking 20. Transit “ include Snow and Ice removal for easier access 37. Mixed Income Housing 53. Quality of Life “ since 25% of the city is the Older Adult “ seek ways to promote and identify a higher quality of life 	7/19/2018
4647	1	/policies/access-to-housing/	I know that the city does not control the transit system.... but I think strengthening existing transit routes along the proposed transit corridors is very important.	7/19/2018
4648	0.1	/topics/land-use-built-form/	This is insanity. How does throwing out 100+ years of zoning begin to address affordable housing? That's the primary goal correct? This plan surrenders local control (i.e. neighborhoods) to any speculator with sufficient capital to do whatever they please. This plan essentially abolishes the single family home, does not begin to solve the affordable housing issue and puts money in the hands of land speculators.	7/19/2018
4649	15	/policies/transportation-and-equity/	Transit should be prioritized over private vehicles EVERYWHERE in the city. Those who rely solely on transit should not have to spend 3X the amount of time going from point A to point B. If trips are sped up for these people than those who can elect to use their cars will be more likely to switch to transit. Bus-only lanes, signal prioritization, elimination of parking spaces to make space, all are good options. Streetcars in Nicollet would be fantastic but given the high cost a bus-only BRT lane with would be just as effective.	7/19/2018
4650	17	/policies/complete-streets/	<p>Yes! Prioritize speed and frequency of transit. This is the only way to get an average person to use transit more regularly for all types of trips.</p> <p>Stops every 2 blocks instead of every block would make a difference in speed with minimal impact on perceived distance to the stop.</p> <p>Also, the current focus on rush hour service does a disservice to those trying to make mid-day trips or those whose schedules don't match a typical work day.</p>	7/19/2018
4651	34	/policies/affordable-housing-preservation/	Yes! The more the better.	7/19/2018

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4652	33	/policies/affordable-housing-production/	Yes! The more the better. Ideally work with developers to integrate these units into new developments. We need more socio-economic mixing within neighborhoods and buildings.	7/19/2018
4653	38	/policies/affordable-housing-near-transit-and-job-	Yes! The more the better.	7/19/2018
4654	80	/policies/development-near-metro-stations/	Yes! The more the better.	7/19/2018
4655	40	/policies/homelessness/	Look into supporting Housing First programs more fully.	7/19/2018
4656	12	/policies/lighting/	I support this policy and the related action steps	7/19/2018
4657	43	/policies/housing-displacement/	Make sure new developments include affordable housing. Involve neighborhood groups in development decisions.	7/19/2018
4658	13	/policies/landscaping/	I support this policy and the related action steps.	7/19/2018
4659	14	/policies/tree-canopy-and-urban-forest/	I support this policy and the related action steps.	7/19/2018
4660	15	/policies/transportation-and-equity/	I support this policy and the related action steps.	7/19/2018
4661	35	/policies/innovative-housing-types/	Yes, more innovative housing types are in demand! Younger residents are looking for more options and education and support from the city could encourage developers to provide that product.	7/19/2018
4662	37	/policies/mixed-income-housing/	Yes!	7/19/2018
4663	16	/policies/environmental-impacts-of-transportation-	I support this policy and the related action steps.	7/19/2018
4664	80	/policies/development-near-metro-stations/	Yes!	7/19/2018
4665	33	/policies/affordable-housing-production/	Housing types need to be addressed on a neighborhood by neighborhood basis. As a resident of Prospect Park, we are threatened by the influx of student housing and absentee landlords, which have all but destroyed much of Marcy Holmes. We have a good mix of multifamily and single family in the neighborhood now, but allowing single family to be converted to multifamily will increase the chances that the neighborhood will be dominated by rentals and absentee landlords. We are already experiencing a rapid change on the edges of our community with multifamily housing, and I feel that the proposed changes in this plan will further threaten the stability that the neighborhood experiences currently.	7/19/2018
4666	17	/policies/complete-streets/	I support this policy and the related action steps.	7/19/2018
4667	18	/policies/walking/	I support this policy and the related action steps.	7/19/2018
4668	19	/policies/bicycling/	I support this policy and the related action steps.	7/19/2018
4669	20	/policies/transit/	I support this policy and the related action steps.	7/19/2018
4670	1	/policies/access-to-housing/	Yes to all of this! Especially Action step e. I live in a primarily single-family home neighborhood and I would love to increase the density in all of these ways. It would help support the commercial nodes near my home and create a more traditional, vibrant neighborhood!	7/19/2018
4671	33	/policies/affordable-housing-production/	I am a Ward 10 Resident, recent grad, and renter. Minneapolis was attractive to me as a place to start a career because (unlike many coastal cities) it enabled me to pay my rent while having enough left over to pay down student loans and save money for my future. With a rental vacancy rate that is too low and rents steadily increasing, I am very worried about displacement. I don't want us to turn into San Francisco. We need to add 4,000 units a year just for rents to stay where they are. Direct city support for affordable housing can help at the margin, but the scale of the need is enormous. We just need to build more homes for people! The plan is a big step in the right direction. Over half of the city is made up of renters. Oftentimes, these are not the loudest voices, but as tension around the plan heats up I hope the Council will keep the challenges renters face in mind and stick to its guns.	7/19/2018
4672	76	/policies/new-parks/	Acquiring new park land now is essential to the future livability of Minneapolis. I fully support adding parks to the neighborhoods that lack them; the benefits of parks and green space are far-reaching. We all do better when we all do better.	7/19/2018
4673	17	/policies/complete-streets/	Yes! Make our pedestrian, biker, and transit-rider environment pleasant and safe!	7/19/2018
4674	12	/policies/lighting/	If the City already "regulates lighting produced on private property, particularly in relation to impacts on surrounding uses" it's not being enforced! Homeowners are installing brighter and even brighter lights, unshielded, shining onto adjacent properties and into home's windows. They are blinding and intrusive.	7/19/2018
4675	10	/policies/street-grid/	The City should formally adopt a policy seeking to cap the freeways to restore the street grid and heal freeway scars cutting through our city.	7/19/2018

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4676	1	/policies/access-to-housing/	<p>I live in Fulton, a neighborhood interior "farthest from downtown". I strongly oppose changing the interior of my neighborhood from single family houses to multiple small dwellings on single lots (even though this probably is an option that wouldn't be used by developers) or putting large multi-unit buildings among single family homes.</p> <p>We have been battling the destruction of smaller homes in this neighborhood to no avail. This change in zoning would only allow more destruction of neighborhood diversity, not enhance it.</p> <p>Our neighborhood is popular because it had a variety of housing options in a wide price range. Many small house for couples starting out, and moderate sized ones for growing families, and smaller duplexes and 4-plexes for renters. Squeezing larger multi-unit buildings on small lots, at high rents, hardly creates a diverse healthy city. It destroys neighborhoods in the true sense of the word, and creates wealth for developers.</p>	7/19/2018
4677	19	/policies/bicycling/	<p>Mpls. is doing a fine job of helping people feel more comfortable biking, but until driving a car is the less attractive option, nothing will really change.</p> <p>"Incentives that promote biking" could be heavier taxes on car registration/permitting and better enforcement of traffic rules and regulations. Hello! "red means stop" and 30mph is too high for a metropolitan area.</p>	7/19/2018
4678	0.1	/topics/land-use-built-form/	<p>We live in Linden Hills. We have fought to keep developers from building single family behemoths for years. This is a historic neighborhood with character that already has lots of 4 plexes. Higher density can be added with 2 story 4 plexes throughout the area without destroying the neighborhoods with higher density corridors. Without specific government intervention to make housing units affordable (subsidize builders for high price lots?) there will never be affordable housing here. Or much diversity. I'm in favor of both goals. You can buy reasonable houses and add affordable units or halfway houses to increase both affordability and diversity. That won't destroy the character. The plan as written aids big developers and destroys character without creating affordability or diversity. But not this give away to developers who will never build affordable housing on lots this expensive.</p>	7/19/2018
4679	16	/policies/environmental-impacts-of-transportation/	<p>All this sounds great. Looking at 35W this morning made me wonder, "Why isn't this going to be 2 lanes each way all the time with a stellar light rail down the center that runs every 5-10 minutes?" We it's easier, people use it. The Hiawatha line should be a giant wake up call as to the success of excellent public transit. If only people understood what a rail line is watched out...</p>	7/19/2018
4680	38	/policies/affordable-housing-near-transit-and-job-growth/	<p>The proposal to lift zoning restrictions in single-family neighborhoods to allow for the building of four-unit apartment buildings will destroy neighborhoods of single family homes. The value of these areas is that they're not dense and have affordable starter homes.</p>	7/19/2018

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4681	38	/policies/affordable-housing-near-transit-and-job-	<p>To the 2040 Planners And Linea Palmisano</p> <p>I am a long-time resident of the Fulton neighborhood in Minneapolis and I love it here. I've made many friends among the other homeowners nearby. We have moderate incomes, similar strong common-sense values and we enjoy taking care of our modest homes and yards. Our kids have grown up together with a sense of love and stability. Over the 32 years I have lived here, I have noticed changes; older people move on and young families move in. That's the natural order of things. But in the recent past, many of our small, cozy homes have been replaced by big, boxy, out-of-proportion houses that look like Paul Bunyan had fun with Legos and chose to drop them in our area. The cohesive charm and livability of our neighborhood have been eroded.</p> <p>Now we're presented with this 2040 Plan whose goals include solving the "affordable housing crisis" and creating "a more vibrant, dense metropolis". The plan suggests implanting "moderate-density apartments (fourplexes) in virtually all single-family neighborhoods". In my opinion, this would further degrade the character of our beloved neighborhood. Transient renters aren't necessarily going to invest in the activities and concerns of our community. Their added vehicles could also increase our parking problems. Tim Keane states "That densification will result in affordable housing is driven by an argument...based upon an unproven theory - that Minneapolis can use 'density' to achieve housing affordability. The evidence from every other North American city shows the opposite: that density is associated with less affordability, in part because building bigger and higher costs more per unit." He continues - "This radical land-use experiment will cost Minneapolis our most affordable homes, because developers are in the business of maximizing profits...developers will tear down the lowest-priced homes. These teardowns will be replaced with investor-owned rental fourplexes, which will be more expensive than the houses that were removed, in part because the price of new housing must include the cost of the housing that was bull-dozered." I agree with Linea Palmisano, who says "I struggle with why we should increase density along interior streets yet not address why our transit corridors aren't being developed today with different types of housing."</p> <p>In the 2040 plan, there ARE proposals to expand home ownership for low-income people and to offer support groups to counsel homebuyers. These make sense to me. Please let us keep some semblance of the lovely and safe neighborhoods we grew up in. Radical change is not always the best solution.</p> <p>Respectfully, April Grande</p>	7/19/2018
4682	5	/policies/visual-quality-of-new-development/	<p>I get what B is getting at, but I think it's unclear. What engaging street faces/streetscapes offer is use and small scale facades, each with their own entrance. With that built form, whether the building is one structure or multiple, it's the freedom for individual occupants to customize their windows and signage and landscaping that makes for good places to be. Specific recommendations: doorways/entrances matter more than material type; personalization matters and these rights should be protected by the city as possible, overriding landlord/developer/neighborhood association desires for uniformity; the city needs to start reviewing proposals from the pedestrian perspective, rather than zoomed out from above or from a mid-street, driver perspective.</p>	7/19/2018
4683	0.1	/topics/land-use-built-form/	<p>The 2040 plan needs major revisions! The goals are admirable and important, the proposed implementation is awful! Please listen to the citizens of all neighborhoods in Minneapolis,</p>	7/19/2018
4684	0.1	/topics/land-use-built-form/	<p>http://www.startribune.com/minneapolis-2040-plan-an-open-inquiry-to-city-officials/488555651/</p>	7/19/2018
4685	29	/policies/creative-sector-economy/	<p>It is difficult for any artist, white or of color, to make a living as an artist. I've been an artist for almost 50 years and have always had to work another job to actually support myself. Eventually I won't be able to do the job I've always done due to aging and will be relying on social security and my art sales to support myself. I hope you will realize that in the arts most of us are struggling financially whether white or of color.</p>	7/19/2018
4686	5	/policies/visual-quality-of-new-development/	<p>B seems like it doesn't address the need to preserve and encourage more alleyways and other small scale right of ways that help create a more human scale network for walkability.</p>	7/19/2018
4687	5	/policies/visual-quality-of-new-development/	<p>E. I'm concerned that E is too vague and adds barriers for new development/more affordability in homes and retail spaces without contributing to the experience of people walking or serving to protect public health or well-being.</p>	7/19/2018
4688	5	/policies/visual-quality-of-new-development/	<p>F is vague to a layperson but perhaps makes sense within the field. But abrupt transitions between land uses are often really compelling spaces and add a great deal of depth to an experience of a place.</p>	7/19/2018
4689	5	/policies/visual-quality-of-new-development/	<p>I like g; it often seems like the standards are used by some special interest groups as a way of delaying developments by saying things aren't ok here, it can go elsewhere.</p>	7/19/2018
4690	33	/policies/affordable-housing-production/	<p>PLEASE consider inclusionary zoning! For profit developers are not going to do this on their own. Non-profit developers can never cobble enough subsidy together to do it quickly and efficiently.</p>	7/19/2018

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4691	82	/policies/aging/	Intergenerational: Consider incentives for senior housing to be constructed near (or even part of) schools. Older residents would connect with young students and students would benefit from learning about and from older residents.	7/19/2018
4692	28	/policies/msp-airport/	This policy needs to be clearer in what the city will do to reduce its own emissions from flight and to actively reduce GHG emissions from very dirty modes regardless of the (long-term) promise of cleaner fuels.	7/19/2018
4693	33	/policies/affordable-housing-production/	Lissen, you whipper-snappers with your fancy "degrees" and "policies", I've got a mind to take you to the woodshed and learn you a thing or too! I'm the founder and president of "Neighbors Unwilling To Accept New Dwelling Options Of Any Nature!" Whatever "progressive" ideas you have to make this city "better", NUTAN DOAN! is against it! There is no housing "shortage" -- what we have is a people overage! And "housing options"? I say the only options we should have is what color you get to paint your house -- when you BUY real estate and become a Real American!	7/19/2018
4694	43	/policies/housing-displacement/	As a senior nearing retirement and owning a single family home on the Corridor 4 with a Interior 3 right behind us I can only imagine what will happen to our taxes. Our fear is we will be "taxed-out" of our home very quickly. I also can't foresee how you could provide enough parking spaces for these 1 to 4 story buildings especially with our snow removal plans. I realize you are assuming people will forgo their cars for other transportation but still many will not.	7/19/2018
4695	83	/policies/people-with-disabilities/	New construction should all be ADA compliant to make doorways automatic, wide enough for wheelchairs, etc. Who's to say that apartment buildings marketed for physically-able tenants today won't some day require ADA access?	7/19/2018
4696	66	/policies/air-quality/	Trees! City should identify small and undeveloped parcels for groves of trees to help reduce air pollution and reduce stress! Develop a ratio of hard surfaces to land so that more and taller buildings are offset by a proportionate amount of area for trees. Trees along sidewalks are not sufficient, but clustering trees for greater impact.	7/19/2018
4697	1	/policies/access-to-housing/	I have lived at 4224 Queen Avenue So. (overlooking Lake Harriet) for 29 years. We already have a number of apartment buildings, duplexes and triplexes in the immediate area. I believe it would be a huge mistake to allow 4-plexes on every lot. It would destroy what makes this such a wonderful neighborhood. Thanks for your consideration. John Lundquist	7/19/2018
4698	62	/policies/contaminated-sites/	Perhaps these areas should be designated for lower density, i.e. single-family homes!	7/19/2018
4699	37	/policies/mixed-income-housing/	Are there any examples of cities that have attempted this via the means stated? Where has this succeed either partially or completely?	7/19/2018
4700	67	/policies/climate-resilient-communities/	Incentives builders to put gardens on rooftops. Consider denying underground parking construction due to potential damage from torrential rain storms.	7/19/2018
4701	46	/policies/healthy-housing/	Increase funding for lead abatement in existing homes. Establish regular communication with "mom and pop" landlords to insure their rental housing is not substandard and repaired in a timely manner. Increase rental license fee to pay for more inspectors.	7/19/2018
4702	44	/policies/comprehensive-investments/	Acknowledge that not everyone is capable of managing a household. Provide incentives to developers to create and maintain supportive housing.	7/19/2018
4703	51	/policies/healthy-pre-k-development/	Employers should provide paid maternity leave; on-site daycare!	7/19/2018
4704	79	/policies/healthy-youth-development/	Collaborate with Park & Rec to staff "youth centers" and establish programs to develop youth leadership, especially for those who disdain academics.	7/19/2018
4705	76	/policies/new-parks/	One thing missing from the "New Parks" policy is the idea of expanding existing parks (in addition to building new ones). With the increase in density/population, existing parks will come under increased use. For example, would we consider turning the roadways around the chain of lakes into greenspace and/or into bike/pedestrian trails to accommodate increased park use?	7/19/2018
4706	79	/policies/healthy-youth-development/	Engage youth in civic action via clean up of neighborhoods, and recognizing needs of community; develop leadership skills. Develop programs to recruit and recognize student non-academic efforts such as snow-shoveling for example.	7/19/2018
4707	49	/policies/educational-and-economic-access/	I am concerned by the indifference this policy shows regarding charter schools and other efforts to privatize our K-12 system. I think we should make it clear that Minneapolis opposes any effort to privatize our K-12 system, because such a privatization will only increase racial and economic disparities. We cannot allow the city to work with or accidentally enable these privatization efforts. Also, this plan is missing any explicit mention of new or expanded MPS K-12 schools, which will surely be as necessary with the increase in population. We would need to start planning now to set aside/purchase sufficient parcels in each neighborhood to either expand existing school building footprints or build new ones.	7/19/2018
4708	19	/policies/bicycling/	I'm all for biking opportunities. However, I am starting to get very perturbed by all the bikers who don't follow traffic laws. It is getting very dangerous out there for bikers and drivers alike. Give tickets to bikers who don't follow laws, just like car drivers that don't!!!	7/19/2018

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4709	58	/policies/business-districts-and-corridors/	I support this policy. My preferred neighborhoods are those with business districts that are dominated by local businesses. I don't like the fact that most of Lake/Hennepin is now national chains. I do appreciate that these national chains have stepped in to and maintained many of our beautiful, well-made older buildings, but it is far less interesting than locally owned shops. I would like the city to actively support locally owned businesses in these clusters.	7/19/2018
4710	81	/policies/social-connectedness/	To me, transportation - or lack of it - can be biggest barrier to staying connected with the community. The city needs to lean more on Metro Transit to not just increase bus service, but also to communicate about routes et al in an effective manner. I'm not talking about texting to find out when next bus arrives! I want to know where bus routes go - North,South East or West. What ever happened to color-coding!!! I don't know where to add this particular comment, so here goes: take a look at Hwy 94 going along the Mississippi by north Mpls. I wonder why there aren't a few more bridges that join North Mpls. to Northeast Mpls. Why isn't there an exit/entrance ramp at Lowry? I'm sure federal dollars would be involved, but to me it's an example of keeping races apart - away from housing and jobs both.	7/19/2018
4711	82	/policies/aging/	Older people who love their older, single-family home may be electing to stay put because no senior housing in their neighborhood is in sight. To be intergenerational, city needs to be more direct with developers about what types of buildings it wants - not just how dense or how tall. That is, start designating certain sites for senior housing.	7/19/2018
4712	0.1	/topics/land-use-built-form/	It's amazing to me that the city is willing to destabilize and destroy these neighborhoods with multi-lot, multi-family developments on streets adjacent to the transit lines. These are the most stable and desirable neighborhoods in the city, and the fact that they are mainly single family is what makes them desirable. Besides the obvious gains for developers, who made their biggest contributions to the mayor and Councilperson Bender, I cannot see what destroying these neighborhoods does for the long term health of the city. Once they're gone, they won't come back, and St. Paul and Edina will be the big gainers of hard working homeowners and Minneapolis will become all transient renters. The city needs both areas of single family homes and of higher density rentals, not a huge mishmash, which is what this plan proposes.	7/19/2018
4713	1	/policies/access-to-housing/	I think we should ban developers grossing more than a few million dollars per year. We should ban out of state developers. New housing is fine, but wouldn't it be better if it were built by the people of Mpls, for the people?	7/19/2018
4714	0.1	/topics/land-use-built-form/	I understand the arguments for Interior 1 to allow the development of fourplexes, and I think allowing a distribution of affordable housing across the city makes sense. The doubts enter because of the city's track record on allowing huge McMansions that consumed their narrow lots (thus dominating their block and ruining the skylight for their neighbors) and on not holding landlords/tenants accountable for various violations (like allowing tenants to burn 6'-tall bonfires in their backyardâ€”the tenants didn't care because they were on a short-term lease and no one in the neighborhood knew who the landlord was or how to reach them). If we could ensure better setback and lot-use requirements and make the fourplexes into longer-term-resident properties, then go for it. If not, then maybe duplexes are the best we can do for Interior 1. Also, some of these "high frequency transit routes" are a fantasy. Penn Ave. S, Xerxes, 50th, Bryant? We would need to see some radical changes to Metro Transit options along these routes to support the Corridor 4 density you are suggesting there. As we have seen with other transit-based developments (green line), the *permanent or semi-permanent* transit has to be in place before the development will happen. We would need something akin to Metro Transit's A Line in St. Paul on all of these streets to rise to the level of "high frequency transit routes." The Minneapolis 2040 plan seems to lack any commitments from Metro Transit to support these initiatives, so it feels like there is work to be done on that front before you can proceed.	7/19/2018
4715	33	/policies/affordable-housing-production/	You don't need to "create" housing. A lot of housing used to be affordable because there were in-town local landlords that knew everybody. Houses were cheap because they weren't trying to compete with million dollar condos and an influx of yuppies from neighboring semi-urban centers. Now you have millionaires from other states just here to take advantage of people of the city. You have boring professionals moving here to be taken advantage of. Meanwhile the rest of us have become slaves to the service industry, getting only crumbs of the professionals' salaries, unable to afford a dwelling of our own. Lifelong inner-city resident speaking here, I'm 32, and I've seen all this happen to my parents, my peers, and my neighbors. No one I grew up with can afford a house in their home neighborhood. Most only can rent because they know the right landlord who give them a deal. Drive all the nameless, faceless property owners out of this city! Tell the yuppies to go back to Iowa City!	7/19/2018

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4716	2	/policies/access-to-employment/	Only if this includes on-the-job training, without student loans, for regular people. If not, then you know we all just become your favorite server, Uber driver, or cashier, which leads to no credit, alcoholism, inability to purchase property, 0 security, and potentially, a loss of self-esteem.	7/19/2018
4717	42	/policies/expand-homeownership/	I find it odd that the only reason assumed for the disparity in housing between white households and non white households is housing discrimination. I'm not saying there hasn't been discrimination nor that the legacy of it persists. However, a large percentage of the people of color in Minneapolis are fairly recent immigrants who have moved here seeking a better life. Many of them are coming here with very little wealth so of course it will take them some time to be able to afford to purchase a home. For example we have the largest group of Somali Americans in the country. I'm not surprised that many of them do not own homes yet but I fully expect that to change as they settle in and work together as families. This is an example of situational poverty. This is similar to my their recent immigrant groups or really mostly immigrant groups fleeing bad situations. It will take time to build family wealth. I wish this report somehow measured how long people had lived here to show whether with time people were able to build wealth enough to buy a home.	7/19/2018
4718	80	/policies/development-near-metro-stations/	This should not include destroying valuable community economic players in order to build bus stations for suburbanites to come to downtown. Why did you eminent domain Good Grocer? Transportation corridors always come at the expense of poor communities, and you need to find a different way to do things.	7/19/2018
4719	88	/policies/public-services-policy/	I'd love to see most requirements for permits loosened and replaced with clear guidelines. For instance, if I'm holding an outdoor event for senior citizens, and people will need a microphone and small speaker to be able to hear each other, it's absurd that I have to go to City Hall and pay over \$100, when the event is not even as loud as a motorcycle driving by or a plane flying over-head. You could just say no permit is necessary for one-time events lasting less than 2 hours that are below 100 decibels. Or something as simple as that. Multiply this by trying to do just about anything - too much permitting, and it's all inconsistently explained and enforced. This goes for small business and residential life. thanks!	7/19/2018
4720	49	/policies/educational-and-economic-access/	Someone shouldn't have to be educated in a Western education system in order to have a livelihood. All people are valuable to Minneapolis, not just the ones who went to college. Everyone can do something, and everyone deserves a place to live and food. Surely we can figure this out without forcing people to conform to ridiculous standards that not even white people want to do?	7/19/2018
4721	64	/policies/food-businesses/	The city should let me sell food out of my house. And also not charge a \$500 permitting fee.	7/19/2018
4722	84	/policies/public-safety/	I'm all for the abolition of police!	7/19/2018
4723	52	/policies/human-capital-and-a-trained-workforce/	Until we abolish capitalism, this can't happen. There will always be disparities unless a cap is put on how many dollars one can have.	7/19/2018
4724	1	/policies/access-to-housing/	Please remove zoning proposal that adds apartments and 4 plexus to interior neighborhoods. We need to preserve the character of our neighborhoods. This will only remove more single family homes available to families.	7/19/2018
4725	62	/policies/contaminated-sites/	I own a brownfield site- my sense is that it would be easier to just pay to have all the dirt hauled to a landfill than it would be to navigate the grant system - And this is also true for any other business or residential contamination I'm interested in mediating. It seems like the result is that grant money goes to big developers who deal with these issues over and over again, and not to folks who own one home or commercial site. I'd love to see priority put on assisting owners of single properties with remediation and de-contamination.	7/19/2018
4726	0.1	/topics/land-use-built-form/	This plan destabilizes our neighborhood and is a giveaway to developers, who are already flooding our block with solicitations to buy up multiple homes. How changing a quiet block from relatively affordable (for the area) modest sized, owner occupied homes where everyone knows each other to cheaply made apartment buildings that will age poorly and house a transient population that will move elsewhere when they marry, have kids, etc. is a positive for the city escapes me. It certainly will hurt us, as we chose to invest on a block without multi-family zoning and paid a premium for it. Now, either we sell for a substantial loss or stay and watch the block we love get demolished so some absentee landlords and developers can make a buck. Shameful.	7/19/2018
4727	46	/policies/healthy-housing/	Maybe if you didn't eminent domain good food markets in poor neighborhoods (like Good Grocer), people would have better health outcomes.	7/19/2018

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4728	40	/policies/homelessness/	In your statement above you mention mental illness as a cause of homelessness but none of the action steps address this topic. I am a librarian in the public library system and interact with many homeless people on a daily basis. So often mental illness is a big part of the struggle. We are failing people as a society if we do not offer housing and care to people who are truly unable to provide it for themselves. Right now so many people in our prison system are there because they are mentally ill and we have no other place to put them. This is a disgrace.	7/19/2018
4729	80	/policies/development-near-metro-stations/	Minnehaha and Lake would be a great area to connect to the Midtown/Lake LRT station. There's bus stops all over, but no easy way for bikers or pedestrians to travel the 1,000 feet from our block to the LRT station. The LAST comprehensive plan showed this as a dense, Transit Oriented Development zone, but it's still mostly a Target parking lot. Please give the sidewalk from 22nd Ave to Minnehaha some love - remove obstructions, enforce snow and ice removal, add some lights, make the street bikeable? We are doing the Transit Oriented Development (Hook and Ladder, The Hub, Moon Palace Books, Du Nord, Midori's, Gandhi Mahal, etc), we just need City/County help - with some sidewalks, lighting, crosswalks, snow removal, traffic calming, etc. Thanks!	7/19/2018
4730	5	/policies/visual-quality-of-new-development/	Minnesota Citizens for the Protection of Migratory Birds recommends requiring bird-safe glass to reduce the collision risk as well as add to the energy efficiency of buildings. The city should amend the zoning code to require that all new construction use bird-safe glass for the first 40 - 60 feet of the buildings. All the glass used in new buildings are an increased hazard to birds. Birds are important pollinators and a primary killer of birds is glass collisions. If we want to be viewed as an environmentally minded, forward thinking city we need to be aware of this danger and change our building codes.	7/19/2018
4731	0.1	/topics/land-use-built-form/	<p>Only a glance at the Built Form map's depiction of the area bounded by Penn Avenue South, 50th Street as it proceeds east of Penn and Minnehaha Creek shows that if building that even approaches this density occurs a neighborhood will have been destroyed and people who chose this neighborhood for its park-like setting, access to open and uncrowded recreational space, trees, peace and quiet will flee the city as the value of their homes decreases.</p> <p>The notion that thousands of lots now zoned for single family dwelling units should all now be subject to development as four-plexes and multiple family dwellings is absurd. There is no compelling reason why Minneapolis should have to lose its character in order to make space for many, many more people. This Plan has an all-or-nothing feel. Why not try managed, selectively located, incremental change and see how that works rather than a blanket approach that threatens every pocket of peace and quiet in the City?</p> <p>What makes it even worse in my neighborhood is the notion that four-plexes don't need to provide on-site parking and that the "market" should decide how much parking is needed. The "market" will come in and build a number of four-plexes without on-site parking, rent them out, and if it doesn't work the entire block will have to live with the predictable consequences for the next 50 years. The "market" doesn't get to decide to put just any use on a lot of build to any height on a lot. Why does it get to decide about on-site parking? Get your planners out on the street counting parked cars at night and then tell me where another one or two dozen cars will fit. This makes no sense whatever.</p>	7/19/2018
4732	1	/policies/access-to-housing/	By allowing multiple unit housing anywhere I believe that the chances of the dream of ever owning your own home will disappear, especially for the lower wage earners. Any affordable housing will be bought and turned into multi-unit rental property by the already wealthy and developers who will profit from those that can't afford to buy their own home because all of the "cheap" housing will be bought up and turned into.... multi-unit housing owned by the already wealthy. So, who is this Plan really helping? Put up some multi story apartment buildings near transit lines to keep the cost of living down and transportation available for people to get to jobs so that maybe they can maybe save enough to someday buy their own home and have a nice yard for their kids to play in, don't take the most affordable houses out of the market.	7/19/2018

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4733	51	/policies/healthy-pre-k-development/	As an early childhood educator for the last 35 plus years, who has worked in MPS during the last third of my career, I applaud this goal. But please be aware that just adding more pre-K opportunities is not adequate. I have seen some horrendous preschool and child care situations in Minneapolis. Any work to increase access also HAS to work towards improving the quality of programs. Children "fail" preschools and Kindergartens because the programs are not developmentally appropriate. Many are geared to rote learning, with much stress on math and reading skills before the kids are ready for that type of learning. The "Parent Aware" star program does not adequately show the problems in centers, at least it didn't a couple years ago. The ratings at that point did not look at Social/Emotional indicators, the most basic and most important area for infants and young children. I hope this is changing. Please help ALL children in Minneapolis be able to access play-based, developmentally appropriate care and education.	7/19/2018
4734	72	/policies/sustainable-water-system-management/	how about reduce road salt and sidewalk salt use as this as a huge pollution problem in our lakes and rivers?	7/19/2018
4735	1	/policies/access-to-housing/	Yes 4 plexes. do not compromise with people about sprinkler concerns or transit corridors.	7/19/2018
4736	1	/policies/access-to-housing/	Fix zoning to modern approach to fix past exclusionary zoning and redlining. Fourplexes everywhere if not more.	7/19/2018
4737	1	/policies/access-to-housing/	<p>4plex good. Undo the racist history of redlining in this city - see this post:</p> <p>Fourplexes, Freeways, and Fearmongering by Nicole Salica on July 19, 2018 in 2040 Minneapolis Comprehensive Plan, Maps I'm very tired of white people using the words "bulldozing" and "eminent domain" to spread fear and misinformation about the 2040 Comp Plan, when literal city blocks of communities of color were leveled and replaced with bare pavement in living memory.</p> <p>I hadn't seen the redlining maps overlaid on the current-day city, or maybe just not in this way.</p> <p>There's a pattern that holds through the entire city, corner to corner to downtown. Take a look at David Cook's map that pulls data from the Mapping Inequality Project and the Minneapolis 2040 site, and it's plain as day.</p> <p>I was at a 2040 meeting for held by my neighborhood (Elliot Park) association, and one of the residents hadn't been super involved, but she had heard the fearmongering about bulldozing and eminent domain, and she talked about how she remembered what the area was like before the freeway went in.</p> <p>How is a fourplex like a freeway?</p> <p>It's not.</p>	7/19/2018
4738	1	/policies/access-to-housing/	Support fourplexes everywhere, no exceptions. All neighborhoods.	7/19/2018
4739	0.1	/topics/land-use-built-form/	Rezoning side streets like ours for multi-lot apartment buildings is a terrible idea. This blanket approach to rezoning the entire city ranks up there with past short-sighted decisions from city council and planning that we have yet to recover from, like urban renewal from the 50s and 60s and the Kmart on Nicollet. If implemented, this will change the character of our city forever, adding more of what we already have and are adding at a breakneck speed (new apartment buildings) and erasing what cannot be brought back (quiet, desirable, historic single-family neighborhoods). Minneapolis has a terrible record of preserving things that are valuable, charming or historic - let's place the opinions of the people who own homes in these neighborhoods over those of activists and developers who do not.	7/19/2018
4740	1	/policies/access-to-housing/	More housing is the only long-term solution to the problem of a shortage. More housing NOW, for housing in the future. Nhoods with amenities - schools, grocery stores - don't have enough housing to support them.	7/19/2018
4741	1	/policies/access-to-housing/	It would be great to see more than fourplexes city-wide. As long as we're talking about relegalizing fourplexes, it might be good to see other small multifamily housing types, perhaps up to 6-unit multifamily buildings should be relegalized citywide. Since 4-units triggers sprinkler and ADA requirements, perhaps we should allow 6 units as well.	7/19/2018

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4742	1	/policies/access-to-housing/	<p>We need housing, we're growing and have a shortage this is a long term goal. Everyone can't afford a large SFH and richer neighborhoods have not had to take their share of housing. They have benefitted from lots of amenities and we should open those neighborhoods to more people. We need more housing options.</p> <p>Diversity in living means also addressing various needs for residents in our shared communities, including smaller home owners, families, and elderly.</p> <p>Where is the evidence from other cities concerning the zoning proposals and their expected results? The evidence is out there, in cities from Seattle to New York.</p> <p>In terms of maintaining homeowners in the city: few can buy homes in the city of Seattle, Chicago, Philadelphia, Boston, New York, and so on. When people are ready to buy a home, they can often only afford one outside of the city. This is one of the positive things which draws people to Minneapolis: homeownership is still relatively affordable in various neighborhoods across the city.</p> <p>If there is a concern of inequity with the larger mansion-size homes going in some neighborhoods, perhaps the city should look at limiting the allowances for those larger homes on each block, which have already been a concern for the residents of those neighborhoods for many years.</p> <p>When I read by one of the maps the official comment that Linden Hills is not dense, and thus not equitable, I was very confused by that summary. There are many neighborhoods which are also not dense in Minneapolis, which are more equitable. Likewise, Uptown/Carag/Ecco are dense neighborhoods, but they are certainly not much more equitable. Density does not ensure equity by any means.</p> <p>I have lived in Chicago and other cities where there is more mixed housing. The result is the wealthy own the large homes, and they own the rentals. And, the closer you are to Lake Michigan, the more expensive things get. The same can be said for the lakes in Minneapolis.</p> <p>We lived in a duplex in Uptown (Carag). We had made a home there, as a family of four, on the 3300 block of Emerson. This block is roughly 50% single family homes and 50% duplexes. On the adjacent blocks (Fremont) and even the next block on Emerson were much larger four story units. Although dense and with some variety, the population mostly includes empty-nesters and young renters with their first jobs Downtown. There were two other families on the entire block who had just had children, still under the age of 5. There were only two other families at our group bus stop, which covered a few blocks, even though the area was very dense, and people were happy with the schools in the area. People with growing kids often eventually moved, because they outgrew their rentals and wanted a home, but couldn't afford one in the area.</p>	7/19/2018
4743	1	/policies/access-to-housing/		7/19/2018
4744	1	/policies/access-to-housing/	<p>People who are most affected by housing crisis are working on day to day problems and are not able to plan for future - or even submit comments on this plan.</p>	7/19/2018
4745	1	/policies/access-to-housing/	<p>I read a recent article on Streets.mn showed a combined map of redlining and the 2040 built form proposal, and doing some analysis on the numbers. It looks like current draft is maintaining very long-standing pattern of less access to housing in wealthier neighborhoods through Interior 1 and Interior 2. This is a major improvement over existing single family zoning, but Interior 1 and Interior 2 coincide with historic HOLC zones graded A and B for wealthier residents. Perhaps we should be aiming for Interior 3 city-wide to account for this. Worth note, a history of redlining is in the city's #1 goal with the comp plan.</p>	7/19/2018
4746	1	/policies/access-to-housing/	<p>More housing is the only long-term solution to a housing shortage, especially if we anticipate a growing population by 2040. Without more housing, disparities will only widen among the haves and have-nots. Housing belongs in all parts of the city, especially in areas with access to rich amenities (schools, parks, transit, grocery stores). Small scale housing, such as fourplexes, should be allowed throughout the city. A mix of housing types is important to the city's growth and is in line with how the city has grown historically.</p>	7/19/2018
4747	1	/policies/access-to-housing/	<p>built form transitions should go smoothly - no dropping suddenly down 3 steps in one block</p>	7/19/2018
4748	1	/policies/access-to-housing/	<p>Equitable increase in affordable housing supply is critical to start strong in this plan. We need all of the built form to reflect the severe shortage of affordable housing. We need the ability to build housing in dense, walkable ways. Fourplexes are good!</p>	7/19/2018

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4749	1	/policies/access-to-housing/	I support this, please enter this into the record. 6 stories everywhere. https://streets.mn/2018/07/18/positively-4th-st-one-block-shows-us-the-way-in-minneapolis-2040/	7/19/2018
4750	19	/policies/bicycling/	While it's a worthy goal to want to increase bicycle riding/commuting, we see the negative impacts from increased bike lanes. My car is running longer, burning more fuel, now that there are less lanes for cars on major roads (especially thinking 26/28streets). I have a disability and never will be able to commute by bike, though I take the bus when I can. I fear that we will become a city for young adults, and people will move out to the suburbs when they want to start a family, because of the increased congestion due to reduced flow of cars by restricted lanes.	7/19/2018
4751	28	/policies/msp-airport/	B. Honestly? People are going to walk to the airport from Minneapolis? This is a priority? Isn't that what the light rail is for? How many people are trying to walk to the airport now and are stymied by lack of sidewalks?	7/19/2018
4752	2	/policies/access-to-employment/	People shouldn't need a car to access jobs. Let's invest in transit and other modes.	7/19/2018
4753	2	/policies/access-to-employment/	Everyone has a right to a job in the city without reliance upon a car. Mixed use housing and retail will help!! Removing parking requirements across the board will also help!!! Gets more land available for use.	7/19/2018
4754	2	/policies/access-to-employment/	Everyone has a right to a job in Minneapolis without relying on a car. We should remove parking requirements downtown and near the downtown core, especially in areas near the light rail and other transit centers.	7/19/2018
4755	4	/policies/access-to-commercial-goods-and-service	<p>Why are we using our city to experiment and then study the dynamics when the evidence is out there in other cities, and even in our own neighborhoods?</p> <p>Along with density in urban living, often comes higher rent for business tenants – the result is that rapid change in rents (and/or taxes) smaller businesses such as the ones we are used to in the Twin Cities, whether Bibelot Shops and Dunn Brothers. With higher rents or more corporate competition, they may eventually need to give way to Starbucks or the ever present Dunkin Donuts in Chicago. We have seen this trend over time in Uptown, Northeast, and elsewhere.</p> <p>While I am not opposed to the integration of chain retailers in the city, I strongly believe they need to be considered very, very carefully. Hyde Park near The University of Chicago went through this transformation decades ago. This is a global trend, of course. I lived in Chicago twice: in the early nineties (on an Urban Studies program, working at Roberto Clemente High School, and living in the Bucktown neighborhood when it was still a Latino neighborhood), and late nineties through 2000 (also living near Bucktown, in Wicker Park). In those 5 years in between, I saw how Gap stores and CB2 took over smaller storefronts, how family restaurants became more exclusive ones, or chains.</p> <p>Larger stores in urban areas are not always sustainable, and can often end up as a vacant building. We see this with the vacancy of the former Gap (later Victoria's Secret) on Lake and Hennepin.</p> <p>Unintended results of rapid expanded zoning can include greater vacancies, or, at best, “flipping” of chain establishments as they try different locations every few years, as for them – it is an experiment – they are not invested in the neighborhood as a community. Currently on Lake Street, Tum Rup Thai is being remodeled to be a Buffalo Wild Wings express chain.</p> <p>While it may seem the “norm” nowadays that this is the trajectory for retail pockets, Minneapolis and St. Paul have maintained their unique stance with local retail shops through these decades of chain-retail development all over the country. While this could eventually happen here on a broader scale, the proposals would likely hasten this type of development, and render the unique corner-shop neighborhoods from 43rd/Upton to 48th/Chicago similar to neighborhoods like Uptown, or Burnsville, for that matter.</p> <p>I urge the City of Minneapolis to consider carefully the legacy of allowing rapid and major changes with retail presence in our city; i.e. Lake Street K-Mart.</p>	7/19/2018

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4756	4	/policies/access-to-commercial-goods-and-service	<p>Why are we using our city to experiment and then study the dynamics when the evidence is out there in other cities, and even in our own neighborhoods?</p> <p>Along with density in urban living, often comes higher rent for business tenants – the result is that rapid change in rents (and/or taxes) smaller businesses such as the ones we are used to in the Twin Cities, whether Bibelot Shops and Dunn Brothers. With higher rents or more corporate competition, they may eventually need to give way to Starbucks or the ever present Dunkin Donuts in Chicago. We have seen this trend over time in Uptown, Northeast, and elsewhere.</p> <p>While I am not opposed to the integration of chain retailers in the city, I strongly believe they need to be considered very, very carefully. Hyde Park near The University of Chicago went through this transformation decades ago. This is a global trend, of course. I lived in Chicago twice: in the early nineties (on an Urban Studies program, working at Roberto Clemente High School, and living in the Bucktown neighborhood when it was still a Latino neighborhood), and late nineties through 2000 (also living near Bucktown, in Wicker Park). In those 5 years in between, I saw how Gap stores and CB2 took over smaller storefronts, how family restaurants became more exclusive ones, or chains.</p> <p>Larger stores in urban areas are not always sustainable, and can often end up as a vacant building. We see this with the vacancy of the former Gap (later Victoria’s Secret) on Lake and Hennepin.</p> <p>Unintended results of rapid expanded zoning can include greater vacancies, or, at best, “flipping” of chain establishments as they try different locations every few years, as for them – it is an experiment – they are not invested in the neighborhood as a community. Currently on Lake Street, Tum Rup Thai is being remodeled to be a Buffalo Wild Wings express chain.</p> <p>While it may seem the “norm” nowadays that this is the trajectory for retail pockets, Minneapolis and St. Paul have maintained their unique stance with local retail shops through these decades of chain-retail development all over the country. While this could eventually happen here on a broader scale, the proposals would likely hasten this type of development, and render the unique corner-shop neighborhoods from 43rd/Upton to 48th/Chicago similar to neighborhoods like Uptown, or Burnsville, for that matter.</p> <p>I urge the City of Minneapolis to consider carefully the legacy of allowing rapid and major changes with retail presence in our city; i.e. Lake Street K-Mart.</p>	7/19/2018
4757	2	/policies/access-to-employment/	Mixed use developments or adaptive reuses are GREAT. Smaller commercial spaces are ALSO GREAT. Small delis or cheese shops?? would be so great in tiny multi-use 4plex-like stuff	7/19/2018
4758	2	/policies/access-to-employment/	More commercial spaces (smaller spaces) everywhere which will lead to jobs.	7/19/2018
4759	2	/policies/access-to-employment/	Removing parking requirements and allowing for mixed use and adaptive spaces in new development will help accomplish goals	7/19/2018
4760	4	/policies/access-to-commercial-goods-and-service	Everyone should be able to walk to a grocery store from their home.	7/19/2018
4761	4	/policies/access-to-commercial-goods-and-service	The goal we had and met about x% of people being within walking distance of a park is good: we should expand that! Food, entertainment, more food, transit, more food... retail of various types!	7/19/2018
4762	4	/policies/access-to-commercial-goods-and-service	Everyone should have access to grocery store, shops, entertainment within walking distance of their home. All neighborhoods should be walkable and have access to amenities, it shouldn't be reserved for selected areas.	7/19/2018
4763	4	/policies/access-to-commercial-goods-and-service	90 percent of Minneapolis lives within walking distance of a park. Why don't we make a similar goal for grocery stores and other commercial spaces? We need more mixed use in commercial areas so people can live near food, entertainment, transit, etc. New commercial storefronts should be small enough so that local businesses can afford them.	7/19/2018
4764	6	/policies/pedestrian-oriented-building-and-site-de	I'd like to require more bike parking in dense areas	7/19/2018
4765	6	/policies/pedestrian-oriented-building-and-site-de	Pedestrians should feel safer at major intersections. And ALL sidewalks should be ADA accessible and should be usable for people in wheelchairs.	7/19/2018
4766	6	/policies/pedestrian-oriented-building-and-site-de	The city should get much more serious about snow removal on sidewalks so that sidewalks are accessible.	7/19/2018
4767	6	/policies/pedestrian-oriented-building-and-site-de	Large setbacks aren't good. Wide pedestrian sidewalks for pedestrians and ADA accessible. Year-round accessible sidewalks. Maximum of building parking. More bike parking and pedestrian oriented entrances facing the street.	7/19/2018

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4768	6	/policies/pedestrian-oriented-building-and-site-de	Buildings should be oriented for pedestrians instead of cars. New buildings should not be required by the city to build parking, and Minneapolis should implement a parking maximum. Sidewalks should go above and beyond being merely ADA-accessible, they should be welcoming. I support the city's proposed action steps in this draft of the comp plan.	7/19/2018
4769	6	/policies/pedestrian-oriented-building-and-site-de	I strongly support everything here!	7/19/2018
4770	1	/policies/access-to-housing/	I am a supporter of increasing the number of affordable housing options for people. However, I am wary about developers who "promise" a certain number or percentage of affordable units, only to not follow through. This has/is happening in Whittier neighborhood, which is leading to gentrification and leaving many of those in poverty without housing. Also, in Uptown the rate of building and expansion has led to some of our friends moving to the suburbs, because they needed a car, and density is happening without taking into account places for vehicles. PLEASE be careful and conscientious about growth. It's not realistic to think people will give up their cars and remain happy tax-paying citizens if we just push density. We are not taking into account those who might be most dependent on cars (disabled, those with young children, etc) I hate to see the flight to the suburbs or outer rings spike again because we are not taking everyone's needs into account.	7/19/2018
4771	6	/policies/pedestrian-oriented-building-and-site-de	Reduction of setbacks and wider sidewalks are helpful. Where alleys are present near a pedestrian-heavy they should be designed with some pedestrian access and use in mind. Building permeability should be prioritized as well. In specific areas with heavy pedestrian use where vehicle access is still required it would be nice to consider shared space as well.	7/19/2018
4772	6	/policies/pedestrian-oriented-building-and-site-de	Setbacks suck. Please let us have actual sidewalks with ample space for good furniture like bike racks, benches (not anti-people benches). Make 100% of sidewalks and transit stops ADA accessible to wheelchair users, year round. Support (a) strongly. Ground level parking creates a hostile pedestrian environment - support (k) strongly. (n) is good and should be HECK YEAH implemented YESTERDAY.	7/19/2018
4773	6	/policies/pedestrian-oriented-building-and-site-de	Put other users first. We shouldn't continue with a car centric system, put people first. Other more vulnerable users.	7/19/2018
4774	11	/policies/skyways/	No more skyways.	7/19/2018
4775	11	/policies/skyways/	Skyways should be banned.	7/19/2018
4776	11	/policies/skyways/	Ban skyways unless the building has adequate sidewalk-facing commercial frontage.	7/19/2018
4777	12	/policies/lighting/	Better lighting throughout the city. Some areas are not well lit.	7/19/2018
4778	12	/policies/lighting/	Be aware of lights pointing into windows and the light spectrum causing sleep issues to those residents.	7/19/2018
4779	11	/policies/skyways/	No new skyways, please. We have enough.	7/19/2018
4780	73	/policies/stormwater-management/	Please please make policies that will actually reduce salt pollution	7/19/2018
4781	15	/policies/transportation-and-equity/	Jobs shouldn't require ownership of a car. More investments in our transportation system.	7/19/2018
4782	73	/policies/stormwater-management/	We need a city requirement that requires new development to capture their stormwater runoff -- maybe new buildings should be required to capture some percentage of the water that will fall on their property? Or should be capable of capturing all water up to a 1" rainfall on their property?	7/19/2018
4783	15	/policies/transportation-and-equity/	We need to ensure our transportation system goes above and beyond ADA requirements. Expanding LRT and BRT are critical.	7/19/2018
4784	15	/policies/transportation-and-equity/	This policy should also talk about ADA compliance for those in wheelchairs! That's equity too. Ensuring people in ALL regions of the city have access to good transit is critical. Stop putting cars first - put people FIRST.	7/19/2018
4785	17	/policies/complete-streets/	FUCK YEAH	7/19/2018
4786	15	/policies/transportation-and-equity/	Yep	7/19/2018
4787	17	/policies/complete-streets/	i agree how you prioritized this list.. peeps first	7/19/2018
4788	17	/policies/complete-streets/	I love this prioritized list of putting people above automobiles. Let's make it work!	7/19/2018
4789	17	/policies/complete-streets/	I believe in this policy.	7/19/2018
4790	17	/policies/complete-streets/	I agree with prioritizing people (walkers, bikers, transit users). Need to break away from the current system that is still car centric.	7/19/2018
4791	18	/policies/walking/	Put more resources towards making sidewalks usable	7/19/2018

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4792	18	/policies/walking/	Consider stormwater when building and repairing sidewalks -- design and grade sidewalks and medians and surrounding land so that water doesn't run onto and pool on sidewalks -- with smarter water design, raingardens, and other water infiltration best management practices, there should be fewer sidewalks that just turn into pools of water/sheets of ice. Especially stop "berming" up lawn/land next to sidewalks.	7/19/2018
4793	18	/policies/walking/	We should have accessible sidewalks and bikeways year round. City should be responsible for clearing winter sidewalks. Invest in sidewalks and not only streets. Dedicate funds to maintain sidewalks, and bike ways actually invest in other projects that benefit walkers and bikers	7/19/2018
4794	18	/policies/walking/	Consider stormwater when building and repairing sidewalks -- design and grade sidewalks and medians and surrounding land so that water doesn't run onto and pool on sidewalks -- with smarter water design, raingardens, and other water infiltration best management practices, there should be fewer sidewalks that just turn into pools of water/sheets of ice. Especially stop "berming" up lawn/land next to sidewalks.	7/19/2018
4795	18	/policies/walking/	Make this a "complete year" plan: Winter maintenance is CRITICAL. Need to implement city shoveling! Like Burlington, VT, that'd be great. Public works needs to get more funding for bike lanes and sidewalks - and WAY less for cars.	7/19/2018
4796	18	/policies/walking/	smooth roads that are cleared all year would be preferable	7/19/2018
4797	18	/policies/walking/	Encourage / support heated sidewalks in heavy pedestrian areas.	7/19/2018
4798	18	/policies/walking/	The city should make it easier to dedicate more resources to maintaining sidewalks and bikeways. This is especially true when it comes to the winter. I would love to see more traffic calming measures (narrower lanes, for example) throughout the city.	7/19/2018
4799	26	/policies/vision-zero/	Yes I support this!!	7/19/2018
4800	26	/policies/vision-zero/	Ban cars downtown	7/19/2018
4801	26	/policies/vision-zero/	How to implement vision zero: ban cars.	7/19/2018
4802	26	/policies/vision-zero/	these commenting people are all narcissist and self centered	7/19/2018
4803	26	/policies/vision-zero/	re: autonomous vehicles: Prohibit zero-passenger vehicles.	7/19/2018
4804	26	/policies/vision-zero/	Autonomous Vehicles are not the answer for our future. We can do away with parking if we expect these to be popular. Strict regulations for AVs. Harsher penalties for hitting people and killing them.	7/19/2018
4805	26	/policies/vision-zero/	Create friction for cars: make streets too narrow for cars to pass comfortably. Design for lower speeds.	7/19/2018
4806	26	/policies/vision-zero/	20 I'd plenty, lower speed limit and design streets that slow traffic and speed.	7/19/2018
4807	26	/policies/vision-zero/	It's time for Minneapolis to consider banning cars in the downtown core. We need lower speed limits and to design streets so that people do not feel comfortable driving at excessive speeds, especially in areas where there are pedestrians.	7/19/2018
4808	18	/policies/walking/	I agree that innovative street design is necessary to make walking safer. I'm excited to see the explicit strategies of curb extensions, bump outs, traffic calming, etc. My concern is that priority has not been given with regards to funding. I'm very familiar with the CLIC process, and CLIC members can only comment on projects that Public Works has already defined and set a budget request for. Even though sidewalk-related projects are always ranked very high with CLIC, there is no way in which CLIC members, who are in a way community voices, request that there be more funding for such projects. With the City's Complete Streets policy and high rank from CLIC, it would make sense for Public Works to really take these policies to heart and bring forth more walking-improvement-related projects.	7/19/2018
4809	25	/policies/innovations-in-transportation-and-infras	Pre-emptively ban zero-occupancy autonomous vehicle trips so that dense areas aren't overrun with autonomous vehicles. Find ways to encourage or require maximum occupancy in autonomous vehicles.	7/19/2018
4810	26	/policies/vision-zero/	In residential areas, design streets for 20 mph, not 30. Sign streets for lower speeds. When full rebuilds of streets need to be done, take the opportunity to narrow them.	7/19/2018
4811	26	/policies/vision-zero/	i. whatever enforcement you provide, take steps to make it not racist.	7/19/2018
4812	26	/policies/vision-zero/	Eliminate racism in traffic law enforcement	7/19/2018
4813	26	/policies/vision-zero/	Move away from car centric system, focus on people and vulnerable users. Whatever enforcement is applied don't make it Target underrepresented people (POCI).	7/19/2018
4814	26	/policies/vision-zero/	If you do focus on enforcement, make sure it is equitable on type of transportation--and not racially-motivated.	7/19/2018
4815	33	/policies/affordable-housing-production/	I support all these!!	7/19/2018
4816	33	/policies/affordable-housing-production/	Build affordable housing throughout the city, not just in certain neighborhoods. Also fund public housing.	7/19/2018

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4817	82	/policies/aging/	Minneapolis residents want to age in the community they know. More housing types, including senior housing, will make it easier for a family to sell their single-family home and remain in the neighborhood. We also must consider that seniors might not want to drive and should be able to get groceries and have access to other amenities within walking distance.	7/19/2018
4818	33	/policies/affordable-housing-production/	Prioritize building housing on city-owned land that is affordable at 30% AMI	7/19/2018
4819	26	/policies/vision-zero/	I support these action steps. Design is the key determinant to safety, and enforcement should be a backup.	7/19/2018
4820	33	/policies/affordable-housing-production/	I would recommend that the City try its best to plan for the coming of autonomous vehicles as much as possible.	7/19/2018
4821	33	/policies/affordable-housing-production/	FOURPLEXES RULE don't concentrate new affordable housing developments in only a few parts of the city. FUND PUBLIC HOUSING. on city owned land. for 30% ami. 60% ami is nice but really: that's very nearly market rate for a rental unit in most neighborhoods.	7/19/2018
4822	33	/policies/affordable-housing-production/	Allow people to age in place. City owned land should require it to be accessible at 30% AMI. Build more housing and invest in public housing, dedicated funds.	7/19/2018
4823	33	/policies/affordable-housing-production/	tax forfeited land should go to the city and should have public housing built on it at 30% or lower AMI.	7/19/2018
4824	33	/policies/affordable-housing-production/	Give people housing flexibility, everyone doesn't want to live in a large SFH. Fourplexes everywhere, no carveouts for rich property owners.	7/19/2018
4825	33	/policies/affordable-housing-production/	implement (higher?) empty lot taxes	7/19/2018
4826	1	/policies/access-to-housing/	I live in an established Mpls neighborhood and we already have over 40% multi-unit dwellings on our block. I see no need to incentivize more multi-units. In regards to encouraging and allowing building new rental buildings that would accommodate up to 4 dwellings in established primarily single-family residential neighborhoods, I AM AGAINST THIS TACTIC for the following reasons/factors: --Parking congestion: no accommodation for off-street parking and already crowded street parking. --New multi-unit residences (in established residential neighborhoods) will attract non-professional absentee landlords, just looking for a quick source of income. --New multi-dwellings will have longer-term effect of causing established areas to lose their neighborhood feel and appeal, causing families to move out of Mpls. --There is already too many existing homes being torn down, resulting in new mega-large square boxy houses being added . . . and these neighborhoods are losing their quaintness and appeal Overall, I believe we should be encouraging home ownership where possible. But to increase numbers of rental units, I encourage only development of the draft-proposal "Corridor" and "Transit" multi-unit style buildings (i.e., in areas that already contain taller and larger traditional apartment (and condo) buildings. Thanks for your consideration.	7/19/2018
4827	18	/policies/walking/	How is it that this section makes no reference to snow? In fact in the entire 2040 plan I found two references to the word snow and one for ice. Winter is a pretty critical factor in determining how walkable our city is.	7/19/2018
4828	33	/policies/affordable-housing-production/	Encourage development by taxing land that is not used.	7/19/2018
4829	33	/policies/affordable-housing-production/	Minneapolis owns properties that could be turned into affordable housing. These should be required to have a certain percentage of units available for those making less than 30 percent of AMI. Minneapolis needs to build much more affordable housing to compensate for the loss of it over the years. We need to build affordable housing across the city, not just in North or in Phillips. How about some new affordable housing in Linden Hills, which happens to have access to great schools?	7/19/2018
4830	33	/policies/affordable-housing-production/	keep up the good work	7/19/2018
4831	33	/policies/affordable-housing-production/	parking lots owned by churches and universities should be ""encouraged"" to build on that land instead of leaving it barren.	7/19/2018
4832	33	/policies/affordable-housing-production/	Encourage places of worship to redevelop their parking lots to provide affordable housing	7/19/2018
4833	33	/policies/affordable-housing-production/	Encourage development of parking lots, especially large church parking lots for affordable housing.	7/19/2018
4834	34	/policies/affordable-housing-preservation/	YES, please encourage and retain housing for large/multigenerational housing	7/19/2018
4835	18	/policies/walking/	What about snow plowing and how long it takes to clear all of the corners and the problems when boulevard areas are so narrow that plows push all of the snow onto the sidewalk? I have witnessed business owners downtown shoveling the snow pushed onto their sidewalk back into the street as there is no where else for them to put it. Snow is reality in Mpls. We need to plan for it's removal, how and when and budget for it.	7/19/2018

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4836	34	/policies/affordable-housing-preservation/	Build future NOAH. Build more housing.	7/19/2018
4837	34	/policies/affordable-housing-preservation/	Build future NOAH	7/19/2018
4838	34	/policies/affordable-housing-preservation/	assisting property owners with capitol repairs so that they can keep rents low	7/19/2018
4839	34	/policies/affordable-housing-preservation/	Future naturally-occurring affordable housing is our current market-rate housing. Let's build more now so that future generations can enjoy affordable rents in 2040.	7/19/2018
4840	43	/policies/housing-displacement/	Costs are rising because Minneapolis keep subsidizing out of state billionaires and their playgrounds, and paying City Council members \$98K per year to basically be on vacation, from the look of things. I'm looking at you, Alondra.	7/19/2018
4841	34	/policies/affordable-housing-preservation/	build senior housing. give people housing choices at all stages of their life. future NOAH is current market rate - build it. (b) bring back rooming/boarded houses - legalize existing ones. update occupancy maximums and update our definition of family.	7/19/2018
4842	34	/policies/affordable-housing-preservation/	Legalize SRO, boarding houses. Families are getting smaller. Allow large houses to become fourplexes, be converted to smaller units. More 1 bedrooms and family size housing not just houses.	7/19/2018
4843	36	/policies/innovative-housing-strategies/	\$10 million annually for affordable housing is not enough.	7/19/2018
4844	33	/policies/affordable-housing-production/	I support the idea of having more housing choice and flexibility in housing. It is sort of irrational that our cultural tradition is to buy a house when we're young adults and live there until we die. Our space needs and physical capabilities change as we grow families, kids move out, and we age. It makes sense that residents have multiple options in their community throughout their lives.	7/19/2018
4845	36	/policies/innovative-housing-strategies/	Invest more money in affordable housing, increase property taxes on everyone. Not just new construction.	7/19/2018
4846	1	/policies/access-to-housing/	I agree with the need for more affordable housing. However, as a 30-year resident of Linden Hills, the idea that developers will buy up land in this neighborhood to build affordable housing is ridiculous. It will only lead to more expensive apartment and million-dollar condos. The only ones who will benefit are the developers.	7/19/2018
4847	36	/policies/innovative-housing-strategies/	10m annually is frickin nothing. this budget needs about 10x increasing. Buy out all the parking ramps in downtown and convert them to housing.	7/19/2018
4848	18	/policies/walking/	If something is supposed to be a crosswalk please put up a crosswalk signs, even better a button to push that makes lights flash. There is a weird cement median thing in my neighborhood in NE on Lowry Ave and Polk St. that I think is supposed to help people cross the street but there are no crosswalk signs. My kids who walk to school and have to cross Lowry purposely don't cross there because it seems even more dangerous, people speed up to go around others trying to turn, it squeezes out bicyclists. I don't know anyone around here who knows what the point of that thing is. they put up a similar construction on Johnson and 20th but there is a crosswalk sign so people stop.	7/19/2018
4849	36	/policies/innovative-housing-strategies/	local property owners are perfect for solving this issue	7/19/2018
4850	36	/policies/innovative-housing-strategies/	10 million dollars annually dedicated to affordable housing is not nearly enough. We need to increase this funding substantially to build enough affordable housing for everyone.	7/19/2018
4851	35	/policies/innovative-housing-types/	Require any future parking ramps that are built to have ground floor retail and to be eventually able to be converted to housing later.	7/19/2018
4852	35	/policies/innovative-housing-types/	make sure any parking ramps built (though none should be) are convertible to future housing. and that they have first (+ second / skyway level) retail.	7/19/2018
4853	35	/policies/innovative-housing-types/	Allow new parking to be converted to housing. Ramps and new parking.	7/19/2018
4854	36	/policies/innovative-housing-strategies/	Consider guidance / restrictions on the design of new parking ramps to ensure that they could be converted to housing at a later date should they no longer be needed.	7/19/2018
4855	37	/policies/mixed-income-housing/	Inclusionary zoning as long as it doesn't decrease development. Mixed income neighborhoods every single place.	7/19/2018
4856	37	/policies/mixed-income-housing/	Let the city subsidize the "missed rent" practice of the mandatory IZ homes.	7/19/2018
4857	40	/policies/homelessness/	Connect people with resources and build homes.	7/19/2018
4858	38	/policies/affordable-housing-near-transit-and-job-	YES	7/19/2018
4859	51	/policies/healthy-pre-k-development/	I support this.	7/19/2018
4860	37	/policies/mixed-income-housing/	The city should look at inclusionary zoning options, but should be careful not to require so much so that new housing construction is slowed significantly. Inclusionary zoning should be used to create a small number of units and is not a solution by itself to the affordability problem.	7/19/2018

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4861	39	/policies/fair-housing/	sounds good to me	7/19/2018
4862	39	/policies/fair-housing/	This is a great item--Minneapolis should aim to work with neighboring cities to make sure any work we do is not canceled out by reductions in fair housing in their municipalities.	7/19/2018
4863	39	/policies/fair-housing/	Allow section 8 everywhere and make the process easier.	7/19/2018
4864	39	/policies/fair-housing/	YEP	7/19/2018
4865	34	/policies/affordable-housing-preservation/	Allow more housing to be built as of right. Basic supply and demand theory shows that we just need more housing in general. We disallowed much housing development several decades ago, and as a result, the NOAH is mostly housing that is from the 1970s and older. Had we continued the housing development trends in the 1980s, 90s, and 00s, that would have dampened the now current rapid rise in housing costs. I love the idea of establishing ways to allow single room occupancy, co-ops, and multi-generational housing. If there is a way to encourage more units with 3+ bedrooms, that would also be wonderful to accommodate larger families.	7/19/2018
4866	39	/policies/fair-housing/	Expand the number of property owners who accept Sec 8 vouchers	7/19/2018
4867	39	/policies/fair-housing/	Everyone should have safe housing. Test that it works. Make all these stronger.	7/20/2018
4868	39	/policies/fair-housing/	I strongly support all the with's action steps as part of this. The city must look at what the barriers to housing are and make sure landlords comply with fair housing law.	7/20/2018
4869	39	/policies/fair-housing/	Enforce strict and heavy financial penalties for people who violate fair housing.	7/20/2018
4870	1	/policies/access-to-housing/	Where is the plan for additional or improved transit on "transit corridors?" Until that happens people will continue to use their cars as they do now - including the new renters who it is assumed will have fewer cars and drive less. What is the evidence for that assumption? The current transit system does not provide "frequent, fast and reliable" transportation to work and school. We take the bus. We also drive. But one has to allow twice the time in taking the bus that it takes in a car for the same trip.	7/20/2018
4871	39	/policies/fair-housing/	Harsh regulations for people who break fair housing rules. Make acceptance of section 8 everywhere.	7/20/2018
4872	39	/policies/fair-housing/	Is there a way to discourage people from flaunting their "we don't accept section 8" in their housing advertisements as though it's a selling point?	7/20/2018
4873	59	/policies/downtown/	24 lively downtown more small food carts.	7/20/2018
4874	39	/policies/fair-housing/	Yes. Just yes. Expand and streamline section 8. (d) should be enforced like liquor laws, with equally harsh penalties. penalizing offenders where it matters - in their pockets. as a percentage of rents, not a flat rate. prohibit advertising "no section 8 allowed" on smaller landlords as this is a bat-signal for racists.	7/20/2018
4875	39	/policies/fair-housing/	The city should outlaw advertising that an apartment does not take Section 8. We also need to increase the penalties for landlords who take advantage of tenants.	7/20/2018
4876	39	/policies/fair-housing/	Conduct fair housing testing to ensure compliance in the rental housing community with fair housing law. audit those habitual offenders and financially punish them	7/20/2018
4877	56	/policies/supporting-small-businesses/	Prolonged construction projects have limited or cut off access to many small businesses and some have been forced to close. Protected existing small businesses should also be considered.	7/20/2018
4878	41	/policies/tenant-protections/	Consider policy to increase the number and diversity of landlords / property owners to encourage more options for renters.	7/20/2018
4879	34	/policies/affordable-housing-preservation/	"Creating strategies" is not an action step. Kind of like "I don't know how to do that, but trust me, we'll get to it later."	7/20/2018
4880	41	/policies/tenant-protections/	Tackle repair issues without displacing tenants. City should have more power in helping tenants. Maybe make repairs and charge property owner.	7/20/2018
4881	41	/policies/tenant-protections/	Would like the City to do a better job of working with landlords to make sure repairs happen so that it's not incumbent upon tenants to report their landlords AND so that repairs happen before they get to a point where the building gets to such a state that tenants are displaced.	7/20/2018
4882	19	/policies/bicycling/	Whenever we are redoing an intersection with stoplights please move the post with the push button next to the street so bicyclists can push it without going onto the sidewalk.	7/20/2018
4883	40	/policies/homelessness/	Supporting and "deepening the connections" are meaningless phrases. Really, tell me how you are going to do it.	7/20/2018
4884	41	/policies/tenant-protections/	Great ideas here https://medium.com/neighbors-for-more-neighbors/minneapolis-2040-tenant-protections-6206723176ab	7/20/2018

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4885	41	/policies/tenant-protections/	Renters are often unwilling to report substandard conditions due to the potential for eviction. Minneapolis should pro-actively work with landlords to ensure that repairs happen quickly without potentially displacing tenants (by revoking a rental license). The City of Minneapolis should provide legal counsel for tenants facing eviction.	7/20/2018
4886	19	/policies/bicycling/	Please enforce parking restrictions when people park on bike lanes.	7/20/2018
4887	39	/policies/fair-housing/	As the saying goes, you can't manage what you don't measure. I think it is great that one of the action steps here is to assess fair housing on a regular basis. I don't know that this would fit for the high level visioning of the comp plan, but I think there should also be a higher penalty for those who violate fair housing standards.	7/20/2018
4888	59	/policies/downtown/	Dwindling downtown parking options and rising prices discourage shopping trips downtown.	7/20/2018
4889	41	/policies/tenant-protections/	substandard conditions of rental housing are being partly caused by renters inability to stay housed if they report issues. provide a template lease agreement from the city for free for small landlords. provide in rental license. educate small landlords.	7/20/2018
4890	1	/policies/access-to-housing/	Consult this thread and maps. Fix this. https://twitter.com/divergentdave/status/1019991663148765187?s=19	7/20/2018
4891	19	/policies/bicycling/	I like the intersection painting for bicycles when there is a green box area for bicycles so if you want to turn left instead of having to move to the left, into car lanes and wait in the left turn lane among and behind cars you continue in the bike lane on the right up to the intersection and then can move in front of stopped cars over to the front of the left turn lane. There are some intersections painted like this on the U of M campus.	7/20/2018
4892	43	/policies/housing-displacement/	Allow housing co-ops with tools if a building is for sale. Focus on POCs. More flexibility in housing types.	7/20/2018
4893	43	/policies/housing-displacement/	Encourage programs to help interested people, particularly of vulnerable populations, transition their rental properties to co-ops or similar frameworks.	7/20/2018
4894	43	/policies/housing-displacement/	Allow funds to help convert properties to income properties if they're owner occupied. Support with info or help.	7/20/2018
4895	43	/policies/housing-displacement/	empower the peeps to want to be independent	7/20/2018
4896	43	/policies/housing-displacement/	Establish waiting period when buildings are up for sale to allow non-profit organization or tenant to purchase building.	7/20/2018
4897	43	/policies/housing-displacement/	Prioritize the inclusion of affordable housing in redevelopment activity. yes please	7/20/2018
4898	43	/policies/housing-displacement/	(d) see if we can provide resources for tenants to buy out owners on small properties or housing. help people convert their homes into duplex/triplex/etc. help people find contractors and use equity in their homes to create more units. help people build their own granny flats for them to move in to while they rent out the house to the next generation family.	7/20/2018
4899	43	/policies/housing-displacement/	Consider adding resources/tools for existing homeowners who are POC, indigenous, or vulnerable to convert their single family home to a duplex if they want (this would also help more POC/indigenous/vulnerable folks become landlords and earn more income). Also, the ability to "age in place" is important for elderly (or soon to be elderly) so options for them to convert a single family home into a duplex could be helpful.	7/20/2018
4900	43	/policies/housing-displacement/	Encourage first right of refusal policies for existing tenants when their property goes up for sale.	7/20/2018
4901	43	/policies/housing-displacement/	allow the tenants to have first right of refusal to raise funds and purchase the property	7/20/2018
4902	43	/policies/housing-displacement/	Give small land lords tools and home owners tools to add units to existing building. This could include funding for adding units, educating tenants on hiring contractors, nuts and bolts of construction, etc.	7/20/2018
4903	43	/policies/housing-displacement/	give people reasonable time to move - 30 days is not enough. 90 days would be helpful. give tenants the first right of refusal on sales of properties - let people invest in the homes they've been living in, and improve them! imagine wonderful rooftops of hyperlocal solar and vegetable gardens, colorful walls... renters are very creative people!!	7/20/2018
4904	43	/policies/housing-displacement/	I'd love if there was a minimum time required before a sale of housing by a landlord to give time for non-profit organizations to buy it, or for renters to organize and buy it.	7/20/2018
4905	43	/policies/housing-displacement/	Give families the chance to stay during the school year, so their kids can finish the school year. Coordinate with other groups to help people.	7/20/2018

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4906	43	/policies/housing-displacement/	Another idea would be to find ways to help occupants convert their properties into multi-tenant housing either through resources to help owners learn how to use their house's equity to finance the conversion of the property.	7/20/2018
4907	80	/policies/development-near-metro-stations/	Another idea for apartment buildings is to put a first right of refusal to tenants or non-profits on properties going up for sale.	7/20/2018
4908	80	/policies/development-near-metro-stations/	Expand definition of transit corridors to several blocks. Treat BRT like LRT. Don't allow people to undo transit because they don't want development.	7/20/2018
4909	80	/policies/development-near-metro-stations/	More development around bus rapid transit lines!	7/20/2018
4910	1	/policies/access-to-housing/	expand the definition of transit corridors from one block to several. franklin blue line stop is criminally underdeveloped. kenwood new stops on green line will need to be developed.	7/20/2018
4911	68	/policies/energy-efficient-buildings/	I think the city's housing action steps are the strongest aspect of the comprehensive plan, and I applaud the courage and boldness on display. In particular, I strongly support the decision to end exclusionary single-family restrictions citywide, rather than piecemeal. This is important because it's the only way to solve the problem in a structural way that will be able to scale up smoothly as the demand for housing continues to grow. It's also important because a citywide policy will reduce the burden of densification placed on any particular neighborhood--rather than heavily concentrating development in certain areas and potentially displacing communities, this allows growth to happen gradually and organically. It also helps reduce the concentration of wealth that has been occurring as huge developers and massive towers have dominated the growth in housing stock.	7/20/2018
4912	68	/policies/energy-efficient-buildings/	do pilots in buildings small medium and large to get off natural gas ASAP.	7/20/2018
4913	68	/policies/energy-efficient-buildings/	Invest resources and pilots of buildings to get off natural gas, for c to meet our goal and conduct studies. Climate change is real.	7/20/2018
4914	0.1	/topics/land-use-built-form/	Supportive of moving away from natural gas. Encourage pilot testing ways to heat buildings without natural gas now.	7/20/2018
4915	19	/policies/bicycling/	You will be doing the Victory neighborhood a great disservice by eroding a beautiful and iconic neighborhood with new housing. The housing stock is of excellent quality and should be rehabilitated rather than redeveloped. It maybe the only area in the north where people feel they are not living in the worst district in the city. Bad idea for Victory.	7/20/2018
4916	0.1	/topics/land-use-built-form/	I am an avid bicyclist and bike commuter. I appreciate the many bike lanes and marked share the road signs etc. However, not every road needs one. Sometimes we need to step back and think about what really makes sense. A bike lane was recently put in on 18th ave in NE Minneapolis. The city took away land from people's yards to make an offstreet paved bike lane. The houses along that road already had a very limited setback. There are people now who don't have any yard left, they step out their front door, down their steps and onto a bike lane. This really wasn't necessary. Bikes and cars could have shared the road there, we've done it for years. Sometimes it seems the city is just adding lanes to say they've added more and up the total. There is also a completely unnecessary bike lane along 3rd ave in NE. 3rd is not that busy, riding my bike on it with traffic is not difficult. The paved path that is taking away green space on the boulevard is horrible and bumpy and like riding on a washboard so no one is ever on it anyway.	7/20/2018
4917	0.1	/topics/land-use-built-form/	Penn and Glenwood and Penn and 55 should be treated like other lrt corridors and at minimum be transit 15-20	7/20/2018
4918	19	/policies/bicycling/	Downtown east needs to have a higher minimum height. Only 8 stories right in downtown! That's not high enough to meet the needs of our growing city.	7/20/2018
4919	0.1	/topics/land-use-built-form/	I'm not sure what you mean by zoning regulations about storage lockers, changing and shower facilities etc but please do not require all small businesses to do this. If we do those businesses will simply locate elsewhere. I am a biker and I do commute to work. I don't expect my work to provide me with a shower. I do expect at least a bike rack to lock my bike and even better a secure storage area but I see that as a bonus.	7/20/2018
4920	68	/policies/energy-efficient-buildings/	Get rid of interior 1, it just further redlining and exclusionary zoning.	7/20/2018
4921	1	/policies/access-to-housing/	I fully support the need to get off of natural gas as soon as possible and to electrify our heating. I would also support the city promoting pilot projects in various-sized buildings to electrify heating and to serve the example to other owners and developers.	7/20/2018
4922	68	/policies/energy-efficient-buildings/	regarding victory neighborhood: i do not like the plans for any housing or businesses over 2 stories in height. this includes all your plans for local streets such as Penn and 44th avenues, and your plans for the area near Ryan lake and victory dog park. i do not see a need for businesses in the dog park. jeanstanestlow@gmail.com, 4211 newton av no , mpls, 55412	7/20/2018

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4923	19	/policies/bicycling/	I'm not sure what you mean by zoning regulations about storage lockers, changing and shower facilities etc but please do not require all small businesses to do this. If we do those businesses will simply locate elsewhere. I am a biker and I do commute to work. I don't expect my work to provide me with a shower. I do expect at least a bike rack to lock my bike and even better a secure storage area but I see that as a bonus. In general, promoting more bike racks, and the good kind that you can lock up a bike securely.	7/20/2018
4924	0.1	/topics/land-use-built-form/	There will be bus rapid transit along Penn avenue, and a southwest light rail route, so it seems like Penn/Glenwood and Penn/55 should have more development (e.g. designate as corridor 6) since they'll be near METRO stations. On a personal note, I live in Bryn Mawr and would love to have the added amenities that designation as corridor 6 would allow.	7/20/2018
4925	0.1	/topics/land-use-built-form/	Expand the width of transit corridors from one block to a 5-10 minute walk from the actual street with high frequency transit. This would allow more people to live close to and use the good transit	7/20/2018
4926	0.1	/topics/land-use-built-form/	Consider adding higher density / Corridor 6 nodes at main intersections along 50th (France, Xerxes, Penn).	7/20/2018
4927	0.1	/topics/land-use-built-form/	Lyndale should be considered a transit corridor for the full length, extending south of 36th to the Richfield border.	7/20/2018
4928	0.1	/topics/land-use-built-form/	increase housing density decrease setbacks increase height increase density decrease all that prohibits increased density..	7/20/2018
4929	0.1	/topics/land-use-built-form/	There should be greater flexibility in this form. Like there should be up to six units!	7/20/2018
4930	0.1	/topics/land-use-built-form/	The difference between interior 1 and interior 2 seems so meaningless. Can all interior 1 spaces be changed to interior 2? It would seem to offer more flexibility for future growth needs without impacting neighborhoods in a meaningful way.	7/20/2018
4931	0.1	/topics/land-use-built-form/	This is good - Interior 1 should be eliminated and this should be the lowest density and form allowed.	7/20/2018
4932	0.1	/topics/land-use-built-form/	I generally like how this built-form map allows for greater housing quantity and density. I like the concept of concentrating higher density along commercial and transit corridors. I am however disappointed that the density along these corridors does not extend very far into the neighborhoods. I would be in favor of extending more of Interior 3 further into the neighborhoods, because an extra block or two walk is very feasible for transit-riders.	7/20/2018
4933	1	/policies/access-to-housing/	I live in a single-family home in Ward 12, and I appreciate the atmosphere that our neighborhood has. However, I support the plan to allow four-plexes in my neighborhood. I believe that greater density is in the best interest of the City of Minneapolis and the region. Transit services will be better utilized, businesses will benefit, and residents needing more housing options will gain in the long run. Although it is controversial among my neighbors, I urge you to continue the momentum toward more varieties of housing throughout Minneapolis. Nathan Johnson 3428 36th Ave S Minneapolis	7/20/2018
4934	1	/policies/access-to-housing/	In order to fix redlining address this https://s3.ca-central-1.amazonaws.com/divergentdave-geojson/map.html	7/20/2018
4935	0.1	/topics/land-use-built-form/	The difference between 2.5 and 3 stories has always been fairly squishy and arbitrary to me. A neighborhood with 2.5 story buildings is essentially the same as one with 3 story buildings. For this reason, I would support changing the current Interior 2 areas to Interior 3 areas. In particular, a number of the the Interior 2 areas are home to wealthier landowners. If the City is serious about caring about equity, it should not provide the wealthier areas with special treatment by more or less maintaining the status quo in those areas.	7/20/2018
4936	0.1	/topics/land-use-built-form/	i do not agree that north of lowry is only zoned R1 it should be Zoned R3	7/20/2018
4937	17	/policies/complete-streets/	Reclaim highway 55 as a people centered street. It could be one lane each way with a turn lane. That could be open space for a park. More housing could be built instead of having frontage roads and excess road space. A barrier separating the neighborhood could be eliminated	7/20/2018

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4938	1	/policies/access-to-housing/	I believe the city is correct to focus on affordable housing, and I agree with the focus on density around transportation corridors so that we can further develop our mass transit in order to meet our green house emission reduction goals and increase the quality of life for residents by making commutes faster, cheaper, and easier. However, I believe the plan as is amounts to a massive wealth generator for corporate real estate developers who build not with the long-term interests of the city in mind but rather with the short-term interests of profit maximization. The real estate bubbles of the past prove that the real estate market is largely a broken machine that needs a lot of regulation to "work properly." These regulations should include a demand for integrated affordable housing in every new middle and large-scale development, solar panels on every large-scale development, the inclusion of 3-bedroom or large 2-bedroom units for families, green space, and much more small-scale units for sale to owner-occupants than what the market currently finds "profitable." Regarding action step e. -- The idea of adding more small-scale multi-units in all neighborhoods is a good one, and I think fits with the history of this city, which has many beautiful brick four-plexes scattered throughout the neighborhoods -- the availability of duplexes on the other hand is quite lacking. Opening up the market for small-scale, medium-density residential dwellings is the perfect place to balance the corporate large-scale developments that will rapidly occur along transit corridors (though ownership of apartments in these buildings should also be available to increase the housing options available, per the stated goal of this policy) with the requirement that every dwelling be owner-occupied through the duration of the comp plan (through 2040) either by a single owner who lives on the property or through a multiple-owner HOA.	7/20/2018
4939	17	/policies/complete-streets/	Reclaim highway 55 as a people centered street. It could be one lane each way with a turn lane. That could be open space for a park. More housing could be built instead of having frontage roads and excess road space. A barrier separating the neighborhood could be eliminated	7/20/2018
4940	0.1	/topics/land-use-built-form/	I support allowing up to four units on all parcels in the city. As an owner of a triplex, I would like to be able to construct an ADU and add another unit as of right to my property. Adding a unit creates more housing i the city, adds a bit more density that is benefit to the transit system, and improves my financial situation.	7/20/2018
4941	64	/policies/food-businesses/	Free the food trucks! Eliminate areas where food trucks are currently prohibited. Encourage food trucks to operate near parks.	7/20/2018
4942	33	/policies/affordable-housing-production/	Thank you for including this policy. I think we can strengthen this by ensuring that the requirements for the amount of affordable housing offered in a new development match the income level of the area in which the proposed development is located in order to combat gentrification -- the maintenance of these proportions should continue through the duration of the comp plan (year 2040). Generating profits for a development should not supersede the imperative to ensure that the people who live in a neighborhood before the start of development can afford to stay there.	7/20/2018
4943	85	/policies/access-to-health-social-and-emergency-s	make sure the people you're hiring to run these programs are from unprivileged communities	7/20/2018
4944	34	/policies/affordable-housing-preservation/	Policy 34: Affordable Housing Preservation: This is an extremely important part of the affordable housing solution, and I don't think it has been given enough thought. One idea would be to create incentives for owners of naturally occurring affordable housing to access loans to maintain the building without increasing rents above inflation. These options could include loans that are forgiven if the conditions are met within a long timeframe (10 years), with penalties for breaking the conditions. Other ideas include property tax breaks for innovative housing within existing dwellings such as group homes for the disabled, refugees, seniors, newly-released felons; communal living projects; and mixed-generation housing.	7/20/2018
4945	90	/policies/technology-in-the-economy/	This is a half-hearted attempt at encouraging growth in one of the cleanest sectors with the highest paying jobs in the world. "Fostering" is a word that's half way between "spawning" and "adopting", like in children who are neither/nor. I'm not getting a sense that the manufacturing sector would be happy if their workforce left lower paying positions to earn six-figure jobs in technology. Even stating "with a focus on Minneapolis residents" leaves one wondering if the City really cares; a truly aggressive strategy would be attracting (or stealing) talent from around the world to build a world-class technology workforce.	7/20/2018
4946	1	/policies/access-to-housing/	Regarding d. & e., housing should not be automatically allowed due to the 2040 plan, but be considered on a case-by-case basis, and with adequate notification time to the surrounding residents and businesses. Developers should plan their developments in accordance with a neighborhood's Small Area Plan, if such a plan exists. If a neighborhood is opposed to a development, it should not be allowed to be built, or should be modified to harmoniously complement the Small Area Plan and the fabric of the existing structures and green spaces. It is important to preserve green space, for people to rejuvenate, and not turn too much of it over to developers. --Janet Lenius	7/20/2018

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4947	35	/policies/innovative-housing-types/	Thank you for including this policy. I believe this is an exciting area for our city in many different ways -- not only for the goal of protecting and increasing affordable housing, but also in continuing Minneapolis' history of cultural innovation. Not only should barriers be removed, but incentives should be put in place. Research in the market is important, but we could also be national leaders and push the market in innovative housing forward. Many of my comments from policy 34 apply here (incentives for those with disabilities, refugees, artists, seniors, newly-released felons; communal living projects; and mixed-generation housing).	7/20/2018
4948	4	/policies/access-to-commercial-goods-and-service	<p>It's great that the city recognizes Complete Neighborhoods as an important part of a carbon-neutral, equitable, healthy, desirable, and economically sustainable city.</p> <p>Unfortunately, Minneapolis 2040 does not go nearly far enough in backing these words up with action. The plan is stuck in the outdated mindset that multi-use is something that occurs in carefully-groomed pockets, through large-scale redevelopments and private-public partnerships. In fact, multi-use is most effective when it's widespread and hands-off, allowing services to organically locate within and throughout existing communities on a larger scale.</p> <p>The city should take a cue from its housing plan, and consider allowing very low-impact commercial uses--like corner stores and coffee shops--throughout the city without exception. Better still would be a zoning plan following the Japanese model--where zones are dictated by the "maximum nuisance" allowed, rather than a strict map dictating exactly what goes where. At the very least, the meager map of commercial corridors in the draft plan should be greatly expanded to ensure there are no services deserts. Otherwise we risk maintaining the status quo, where complete neighborhoods are a luxury good available in a few small--and expensive--pockets throughout the city.</p>	7/20/2018
4949	1	/policies/access-to-housing/	There is an important distinction between commercial corridors along light-rail routes and residential corridors and bus lines. Increasing the density along these residential corridors will destroy the character and vitality of the neighborhoods. I live in North Mpls, and am well aware (as you must be) that developers are not going to buy the large, expensive homes in Kenwood and Linden Hills to tear them down and put up 4-plexes and larger apartment buildings. But that is very likely to happen on the north side, where land and building prices are lower and developers can make a quick profit. This poses an unfair burden on northside residents who live in an already-fragile area and who struggle every day to keep their neighborhood safe and livable. Moreover, the city (inspections, licensing, police) has proven to be incapable of holding landlords accountable for the state of their properties, and of enforcing existing ordinances regarding habitable properties -- so increasing density to the extent proposed is a disaster in the making. This approach will isolate north minneapolis neighborhoods from the vibrancy of the rest of the city by concentrating poverty more than redlining ever did.	7/20/2018
4950	38	/policies/affordable-housing-near-transit-and-job-	There is a huge difference between commercial corridors along light-rail lines and residential corridors with buses. Don't confuse the two and sacrifice neighborhoods and livability!	7/20/2018
4951	89	/policies/technology-in-the-city-enterprise/	If you want to collect data, please make sure you are investing in sound information security practices. I support my taxes going to pay for a few IT security professionals who know what they are doing. And please learn from Atlanta's mistake earlier. Backups are essential. Do not rely on people to protect their data every day, as most cannot. Promote automation of data protection. Have a disaster response plan in place to protect against extended and expensive recovery times.	7/20/2018
4952	33	/policies/affordable-housing-production/	please stop throwing money at builders to "subsidize" affordable housing. Please help the poor create wealth by throwing money at them in the form of vouchers and comprehensive programs to help them buy housing and by doing that build their own wealth and stabilize communities. Builders work around affordability as we see in many of the subsidized artists buildings. Stop catering to the greed of builders and help your own people	7/20/2018
4953	34	/policies/affordable-housing-preservation/	also stop making all housing look the same. Again, invest in people not corporate builders	7/20/2018
4954	38	/policies/affordable-housing-near-transit-and-job-	Increasing housing density along commercial rail corridors is one thing; increasing housing density along residential corridors (with bus routes) is another. In North Mpls, all we get are buses; the light rail skirts the northside in favor of providing scenic rides through the parks for suburban riders. So when you increase density on northside streets, just where is everybody supposed to go? There aren't jobs nearby, and there isn't easy transit access to jobs. So destroy the fragile neighborhoods of north minneapolis, and concentrate poverty here more than ever. You know that the fancy houses in kenwood won't be the ones that are being torn down.	7/20/2018

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4955	35	/policies/innovative-housing-types/	please also look at expanding laws around mother in law apartments and lofts in single housing yards/garages etc,... My family would like to have a long term housing solution that includes the ability to have tiny/small houses in the back yard with independent plumbing/electric/gas. More to the point allow expansion of alternative energies in small scale projects	7/20/2018
4956	1	/policies/access-to-housing/	In a. add: Allow housing in designated Innovation Districts. Add policy 98: The City will seek to accomplish the following action steps in Innovation Districts to support and experiment with new policies, practices and systems and to support and require developments that are consistent with the City's highest goals as expressed in this plan.	7/20/2018
4957	25	/policies/innovations-in-transportation-and-infras	Please promote multi-family and workplace electric vehicle charging. Owners of these types of buildings may not even know EV charging is something valuable they can add to their property. See: www.multiphousingcharging.com and www.workplacecharging.com The author of these websites is a local man, Jukka Kukkonen. He has been recognized in the public sphere for his knowledge and expertise.	7/20/2018
4958	37	/policies/mixed-income-housing/	work at controlling gentrification now before it's too late. Vigorously create and implement programs to help POC stay in their communities. Create programs for landlords to get loans and grants to improve rental housing. Create programs to help low income families to buy up rental properties and please please figure out a way for low income people to get into foreclosed houses that sit unoccupied for years because banks are unwilling to sell them for less than the former mortgages. If grant and loan programs existed to help buy and fix foreclosed homes we would reinvigorate our poorest neighborhoods.	7/20/2018
4959	6	/policies/pedestrian-oriented-building-and-site-de	Add and new action step.Encourage the establishment of shared parking lots and ramps to serve multiple properties and land uses. If you are going to reduce the parking requirement a shared parking policy to address offstreet parking is needed.	7/20/2018
4960	39	/policies/fair-housing/	Stop allowing landlords to opt out of renting to people with section 8 vouchers. Normalize housing subsidies and work to decrease negative stereotypes about people using section 8. Actively fine and punish landlords who create barriers to families, POC, disabled persons, ELL people from attaining housing.	7/20/2018
4961	41	/policies/tenant-protections/	rent control now, stop allowing the market to decide who can afford the basic human right or shelter	7/20/2018
4962	37	/policies/mixed-income-housing/	The action steps are vague, especially in getting mid-market, non-income limited housing built in areas where the market does not now support it. Specifically, parts of NE Minneapolis, most of North Minneapolis, Seward neighborhood, Cedar Riverside, Ventura Village and the Phillips neighborhoods. In the past, Minneapolis has used tools like tax-increment financing to build the first market rate housing in the north loop and on the East bank of the Mississippi. This tool needs to be used in other areas. This effort should target mid-market housing and not be used for luxury housing.	7/20/2018
4963	31	/policies/creative-workers/	Please title this section "Artists and Creative Workers" Artists and creatives are not the same. "Creatives" tend to work in client-based situations that are better funded than artists who are doing work that is disruptive, challenging and not "for hire." In lumping them together we loose the value that non-commercial artists bring to our city.	7/20/2018
4964	3	/policies/production-and-processing/	Add new action step.Designate Innovation Districts to demonstrate and serve as an experimental laboratories for production, processing and distribution of products, ideas and services in parts of the city where traditional industrial uses and/or structures are no longer economically viable or appropriate to meet new economic realities but where mixed-use job intensive research, development, and new technologies and low-impact production, processing, and distribution businesses and institutions can prosper. Add new action step: Allow residential uses within "Production and Processing" and "Production Mixed Use" districts subject to a designated amount of Production and Processing land uses and application of district systems; this would apply only to designated Innovation Districts such as Towerside.	7/20/2018
4965	24	/policies/shared-mobility/	In Action step i add:"in Innovation Districts allow limited, complementary workforce housing." Please do not feel as though residents have a right to on-street parking. The roads are publicly owned and are not free to maintain, so they should be put to the use that most benefits the public. That may be on-street parking in low-traffic neighborhoods. Or it may be bicycle lanes and wide sidewalks where people like to move through. Also, be very careful with dockless bike shares. Cities have already been badly burned by not regulating those businesses carefully. Shared cars and docked bicycles are good things.	7/20/2018

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4966	42	/policies/expand-homeownership/	this isn't enough and it isn't that much different than what you are already doing. create loan and grant programs that allow low income to get into homes. the current income limits for grant programs for down payments and for low income home buyer and home improvement loans are too low/limited. Expand your ability to help more people. Create programs to help lower income families buy foreclosed properties and to be able to rehab them where needed. Create policy that doesn't allow banks to sit on foreclosed homes for long periods of time. Create programs where banks will be allowed to see homes for less than previous mortgages owed. Fund more complete programs to help first time buyers. Currently non-profits do not go beyond simple credit counseling	7/20/2018
4967	44	/policies/comprehensive-investments/	yes!	7/20/2018
4968	32	/policies/arts-in-community-development/	Cultural corridors are tricky places as they tend to collapse identities and can be exclusionary. How can we develop cultural corridors that acknowledge multiple cultures, where multiple cultures can get funding / recognition?	7/20/2018
4969	25	/policies/innovations-in-transportation-and-infras	Make sure to differentiate between drones for different uses. Autonomous drones for package delivery should be regulated differently from piloted inspection drones or hobbyist drones.	7/20/2018
4970	23	/policies/coordinated-development-strategy/	Add action step: Innovation Districts: Establish and support Innovation Districts that require above-standard developments and systems including use of district-scale infrastructure and systems, demonstration of flexible policies and practices that allow for experimentation and to model innovative practices consistent with the City's most ambitious goals for sustainability, job development, production, equity and public realm. In action step b add : and the development and operation of district systems such as stormwater, energy, waste management, and shared parking In action step d. add "and the pooling of tax increment revenue,"	7/20/2018
4971	54	/policies/supporting-economic-growth/	Add action step: "Support the designation and development of Innovation Districts where new technologies and models of district systems, collaboration and sustainable mixed-use can be tested and evaluated for broader application."	7/20/2018
4972	43	/policies/housing-displacement/	yes! Stop rewarding greed. Low income neighborhoods are swallowed up by those having enough money to invest and rehab. Allow people to remain in their neighborhoods and be able to buy rentals, homes for sale and foreclosed. support communities buy creating granting programs, non profit support with comprehensive support in buying homes, in rehabbing homes and with creating safer communities	7/20/2018
4973	57	/policies/cluster-strategy/	Add action step: e. Invest in infrastructure and use financial tools to promote business clusters location and expansion in Innovation Districts.	7/20/2018
4974	67	/policies/climate-resilient-communities/	Add action step: g. Support new technologies and practices in Innovation Districts and assist in their replication and application elsewhere in the City to promote resilience.	7/20/2018
4975	68	/policies/energy-efficient-buildings/	Add action step: g. Support new energy technologies and energy efficient practices in Innovation Districts and assist in their replication and application elsewhere to promote resilience.	7/20/2018
4976	72	/policies/sustainable-water-system-management/	Add new action step: g. Support district stormwater management systems and work with watershed management organizations.	7/20/2018
4977	33	/policies/affordable-housing-production/	Action Step a "Create housing for residents of all income levels across the entire city needs to include creating mid-market housing (not income limited and not luxury) housing in all parts of the city, especially in neighborhoods that have not seen new mid-market developments (except for a few single family homes for in some cases over 40 years. (Near North, parts of NE, the Phillips neighborhoods, Ventura Village, Cedar Riverside and Seward for example).	7/20/2018
4978	37	/policies/mixed-income-housing/	Mixed income housing is extremely important. This policy is vague and should be developed with stronger action items. Integrated housing should be a requirement for every middle and large-development project.	7/20/2018
4979	80	/policies/development-near-metro-stations/	In action step a add at the end of statement: "including Innovation Districts'	7/20/2018

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4980	1	/policies/access-to-housing/	We believe that the 2040 proposal expanding housing density represents a huge overreach in urban planning. Relying on a number of poorly thought out and incomplete assumptions. For years Minneapolis has been credited with maintaining and developing viable, stable and eco-friendly neighborhoods basically consistently of single family homes. The assumption that this is now irresponsible and must essentially be eliminated is extremely presumptuous and unfair. Minneapolis has a history of demolishing historic buildings. It now appears that this predisposition may very well expand to destroying historic neighborhoods. A personal example of recent changes in urban planning has to do with our own experience. A little over 20 years ago we requested a permit to put in a curb cut and parking pad for our single family home, which had no off street parking. we were required to present our request to the neighborhood organization and the city planning commission. The concern being with the amount of green space taken up and water drainage for our proposed 9' by 7' parking pad. Approval of the request depended on our having to install pavers for the parking pad, changing the location of the front sidewalk leading to our house and a detailed plan for landscaping. During this tim	7/20/2018
4981	38	/policies/affordable-housing-near-transit-and-job-	Higher density along transit corridors and near job centers makes a lot of sense.	7/20/2018
4982	1	/policies/access-to-housing/	Add to action step 1 at the end of statement: "not included included in designated Innovation districts." Add to action step d add at the end of statement; " consistent with scale, spacing and pattern of development and designated conservation districts."	7/20/2018
4983	6	/policies/pedestrian-oriented-building-and-site-de	Add new action step:Encourage the establishment of shared parking lots and ramps to serve multiple properties and land uses.	7/20/2018
4984	1	/policies/access-to-housing/	Please consider using the Housing and Transportation Index (H+T) when evaluating cost burden. As someone who lives in a rather expensive apartment (for my personal financial situation) but rarely needs a car, the H+T metric more accurately reflects the impact of where I live on the affordability of living in Minneapolis.	7/20/2018
4985	36	/policies/innovative-housing-strategies/	Add new action step: Require inclusion of affordable workforce housing opportunities in Innovation Districts.	7/20/2018
4986	33	/policies/affordable-housing-production/	Action Step C; Pursue policies, tools and programs to ensure long-term housing affordability should include some actually suggestions on how to. For example, the City and other government units should only provide financial support to organizations that are willing to keep the developments affordable for at least 40 yearsâ€”not for only the 10 to 20 years that current policies allow. This will probably mean providing most of the support to community based nonprofit organizations (e.g. Seward Towers Corporation*, Redesign, Inc**) (* STC just rehabilitated the over 600 units in over 50 year old Seward Towers to keep them affordable for another 20 years. ** Redesign, Inc just renewed Section 8 for almost 50 townhouse units in Seward, including 12 over the objections of its private equity partner)	7/20/2018
4987	38	/policies/affordable-housing-near-transit-and-job-	Add to action step a: "in Innovation districts" so it reads: a.Maximize opportunities to create affordable housing near transit stations, in Innovation Districts, and along high-frequency transit corridors.	7/20/2018
4988	1	/policies/access-to-housing/	I am a current resident of Minneapolis and have lived in the City of Minneapolis for almost my entire life. I fully support the goal of increasing access to housing, particularly for those who currently lack affordable housing and face economic and structural barriers to housing. The Minneapolis 2040 proposal is misguided in thinking that rezoning our city lots will increase affordable housing. Zoning can not address income inequalities created by overt racism, structural racism, and the many causes of poverty. Minnesota, and Minneapolis in particular, has some of the worst disparities in income, health outcomes, and education. We can adopt policies to change this. The Minneapolis minimum wage law was a good first step. The Minneapolis 2040 plan will increase housing but as far as I can see there are little if any plans to assure that housing is affordable for the people who currently can not afford housing in Minneapolis. In other words, we can't solve income inequalities and racism with housing stock. Please listen to the feedback I know you are getting from residents of Minneapolis and take the time to write a plan that is more realistic about the broad policy changes necessary to assure ACCESS to AFFORDABLE housing.	7/20/2018
4989	76	/policies/new-parks/	delete action step c. It is not needed	7/20/2018

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4990	1	/policies/access-to-housing/	<p>We believe that the 2040 proposal expanding housing density represents a huge overreach in urban planning. Relying on a number of poorly thought out and incomplete assumptions. For years Minneapolis has been credited with maintaining and developing viable, stable and eco-friendly neighborhoods basically consistently of single family homes. The assumption that this is now irresponsible and must essentially be eliminated is extremely presumptuous and unfair. Minneapolis has a history of demolishing historic buildings. It now appears that this predisposition may very well expand to destroying historic neighborhoods. A personal example of recent changes in urban planning has to do with our own experience. A little over 20 years ago we requested a permit to put in a curb cut and parking pad for our single family home, which had no off street parking. we were required to present our request to the neighborhood organization and the city planning commission. The concern being with the amount of green space taken up and water drainage for our proposed 9' by 7' parking pad. Approval of the request depended on our having to install pavers for the parking pad, changing the location of the front sidewalk leading to our house and a detailed plan for landscaping. There was a suggestion that we would pay more in our water bill due to eliminating drainage. Then within a year or two the city began allowing the demolition of smaller homes for the construction of costly large homes which occupied almost entire lots. Complaints to the city regarding everything from shoddy construction practices to rainwater drainage, snow removal and neighboring property damage were met by excuses from the city of not having enough building inspectors. When questions about elimination of smaller more affordable homes in southwest Minneapolis were asked of Mayor Frey, (then on the City Council) he stated that he didn't believe there were any affordable homes in southwest Minneapolis. There have been virtually no efforts on the part of the city to explore programs which would promote the purchase of existing single family homes by low income people. Now, suddenly, the city is proposing a plan which would potentially eliminate traditional single family neighborhoods in Minneapolis. The prospect of having a four plex built on a single family lot with no off street</p>	7/20/2018
4991	93	/policies/stewarding-historic-properties/	<p>Add new action step: Support conservation districts in neighborhoods with eclectic collection of historic structures representing various periods and architectural types to protect, perpetuate and proliferate the visual character evident in its notable architecture, development pattern, scale, engineering and/or landscape.</p>	7/20/2018
4992	41	/policies/tenant-protections/	<p>I think the city can do more here. We should find ways to make landlord-tenant mediation a requirement.</p>	7/20/2018
4993	94	/policies/heritage-preservation-regulation/	<p>add to action step c "and for view corridors to and from significant historic landmarks." so it reads: "c.Create and use design guidelines for historic landscapes and for view corridors to and from significant historic landmarks."</p>	7/20/2018
4994	0.1	/topics/land-use-built-form/	<p>This area of Kenilworth Corridor should remain as public park land. This is presently a prairie restoration area managed by The Cedar Lake Park Association. According to the 2014 Memorandum of Understanding between Met Council and the City of Minneapolis states "The council intends that any property located in the Kenilworth Corridor that it may acquire from the Hennepin County Regional Rail Authority that it will not actively use for either the (SWLRT) Project or freight rail shall be conveyed to the Minneapolis Park and Recreation Board for use as parkland upon terms and conditions that are agreeable to both the Council and the Park Board." https://metro council.org/METC/files/f7/f7d41cfb-a062-46c7-942d-0785989da8a0.pdf</p>	7/20/2018
4995	29	/policies/creative-sector-economy/	<p>Add new action step: Partner with community organizations, businesses, nonprofits, and institutions to plan and develop arts and creative activity districts.</p>	7/20/2018

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4996	0.1	/topics/land-use-built-form/	<p>The proposed zoning change for single-family homes to multiple family dwellings is unacceptable.</p> <ol style="list-style-type: none"> 1. The infrastructure is not in place to support the increase of density, including sewer, water, gas, and electricity 2. The transportation system is not in place to support the increase of population. If you think that people will walk or bike is a complete mistake. For half the year, people cannot walk or bike everywhere due to icy or snow covered walkways and because of the cold. And the city will never make the investment in public transportation that would make it work. 3. People will keep wanting to drive cars, whether you like it or not. Where are you going to have them park? Are you going to charge for street parking in residential areas? 4. This plan will benefit developers. Where are the checks and balance to control them and the city officials who will allow the projects to go forward? 5. The size and height of the proposed buildings will completely change the landscape and considerably reduce the vegetation and wild life in the city with significant impact on the environment 6. The park system will not sustain the increase of density and how will the quality of water in the lakes be controlled? 7. The traffic around the main corridors will not be sustainable. 8. What kind of businesses will be allowed along the main corridors? We don't need additional retail and restaurants. We need grocery stores and convenient stores if we need to walk everywhere 9. The people of Minneapolis love the city for the quality of life and the balance between city amenities, population density, and nature. This plan will completely change the city dynamics and balance. How does it maintain or improve the current quality of life 10. It looks like this plan has nothing to do with the goals stated in the introduction. It is a poorly disguised way to hide the only true two goals: benefit developers and increase revenues for the city. It has nothing to do with the well being of the citizen 11. Even if this plan has been in development for multiple years, it was not well advertised to the citizen and giving only a month to comment since it has finally been made broadly aware is not enough. 12. A change of this scope should not be decided by the city council but by the citizen of Minneapolis through a direct vote. 	7/20/2018
4997	30	/policies/arts-and-cultural-assets/	<p>Add to Action Step introduction: The City will seek to accomplish the following action steps to support economic development, global competitiveness, and city livability by promoting local arts and cultural assets and the development of arts and creative districts as a part of Innovation Districts.</p>	7/20/2018

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4998	97	/policies/heritage-preservation-legislative-advoca	<p>7/20/2018</p> <p>New Policy 98 Innovation Districts: Establish and support Innovation Districts to employ district-scale infrastructure and systems and to implement flexible policies and practices allow for experimentation and innovation consistent with the City's most ambitious goals.</p> <p>This Policy Supports Goals: #1 Reduced Disparities #2 More residents and jobs #3 Affordable and accessible housing #4 Living-wage jobs #5 Healthy, safe, and connected people #6 High-quality physical environment #9 Complete neighborhoods #10 Climate change resilience #11 Clean environment #12 Healthy, sustainable, and diverse economy</p> <p>This Policy Relates to Topics: Land Use & Built Form Transportation Housing Economic Competitiveness Environmental Systems Public Health Technology and Innovation</p> <p>Innovation Districts are an increasingly common tool in cities throughout the nation to spur and facilitate growth of quality jobs; to coordinate district approaches to stormwater, energy, parking, place making, green space, and waste management; and to increase the tax</p>	7/20/2018
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4999	1	/policies/access-to-housing/	<p>We believe that the 2040 proposal expanding housing density represents a huge overreach in urban planning. Relying on a number of poorly thought out and incomplete assumptions. For years Minneapolis has been credited with maintaining and developing viable, stable and eco-friendly neighborhoods basically consistently of single family homes. The assumption that this is now irresponsible and must essentially be eliminated is extremely presumptuous and unfair. Minneapolis has a history of demolishing historic buildings. It now appears that this predisposition may very well expand to destroying historic neighborhoods. A personal example of recent changes in urban planning has to do with our own experience. A little over 20 years ago we requested a permit to put in a curb cut and parking pad for our single family home, which had no off street parking. we were required to present our request to the neighborhood organization and the city planning commission. The concern being with the amount of green space taken up and water drainage for our proposed 9' by 7' parking pad. Approval of the request depended on our having to install pavers for the parking pad, changing the location of the front sidewalk leading to our house and a detailed plan for landscaping. There was a suggestion that we would pay more in our water bill due to eliminating drainage. Then within a year or two the city began allowing the demolition of smaller homes for the construction of costly large homes which occupied almost entire lots. Complaints to the city regarding everything from shoddy construction practices to rainwater drainage, snow removal and neighboring property damage were met by excuses from the city of not having enough building inspectors. When questions about elimination of smaller more affordable homes in southwest Minneapolis were asked of Mayor Frey, (then on the City Council) he stated that he didn't believe there were any affordable homes in southwest Minneapolis. There have been virtually no efforts on the part of the city to explore programs which would promote the purchase of existing single family homes by low income people. Now, suddenly, the city is proposing a plan which would potentially eliminate traditional single family neighborhoods in Minneapolis. The prospect of having a fourplex built on a single family lot with no off street parking, no yard space, the elimination of most green space and four families occupying the space formerly occupied by one family not to mention the imposing structure on one or both sides of the existing single family home makes the prospect of buying or keeping a single family home in this area much less desirable. We can only imagine the concerns of recent residents who purchased newly constructed homes or paid premium prices for older homes in order to live in the neighborhood as it exists, now facing the prospect of a fourplex or larger building to radically change the features they thought they were obtaining moving into the area. Geographically Minneapolis is a very small area in terms of the Metropolitan area the Metropolitan Council presides over. Why is Minneapolis attempting to assume an extraordinarily large share of the density expansion for the Metropolitan Region? Since this is a Metropolitan Council Initiative, it would imply that this type of long term planning would involve working jointly with neighboring cities. The 2040 Plan seems to treat Minneapolis as a rather isolated entity. Perhaps working with the Met Council to encourage a greater cooperative effort through out the Metro area in order to deal with future density issues would result in a far better more comprehensive plan. As the 2040 plan stands now it is fairly easy to project an exit by present homeowners to neighboring cities. As for the unique and ambitious scope of this plan, it seems unfair to expose the citizens of Minneapolis to the significant risk involved in its implementation.</p>	7/20/2018
5000	11	/policies/skyways/	Due to the harsh winter weather, I would not work in downtown Minneapolis without the skyway.	7/20/2018
5001	37	/policies/mixed-income-housing/	I don't know what this means - its written in esoteric jargon. You need to use plain English - what specific actions will result from this policy? We've tried mixed incoming housing - you see it everyday in the Riverside Multi-color tile high rise. It didn't work. We've also tried radical re-engineering of our urban environment (in the 60s) which resulted in losing many of our architecturally and historically significant buildings (the old Minneapolis Public Library).	7/20/2018
5002	25	/policies/innovations-in-transportation-and-infras	<p>It's great that the city is choosing to proactively regulate and plan for AVs. It seems that we've learned the lessons of the past--where the rise of traditional cars rapidly redefined the city landscape, before citizens or city officials had the opportunity to set reasonable boundaries and protect residents, pedestrians, and land usage.</p> <p>I would encourage the city to adopt an even stronger stance: specifically, to underestimate the benefits of AVs and overestimate the risks. There's a great danger in assuming AVs will be a transportation panacea as some have claimed, and a great danger in assuming AVs won't present a new and unique nuisance compared to the myriad existing problems posed by cars in the urban environment.</p>	7/20/2018
5003	39	/policies/fair-housing/	I don't know what this means. Please use plain English - what specific actions are being proposed in this policy?	7/20/2018
5004	3	/policies/production-and-processing/	A significant amount of this goal can be accomplished without the threat to existing neighborhoods that the plan now proposed.	7/20/2018
5005	23	/policies/coordinated-development-strategy/	Again, plain English.....	7/20/2018

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5006	20	/policies/transit/	<p>This transportation plan is not specific enough. As long as it will take more than 5 minutes to walk to or from a public transportation stop in the winter, as long as it will take more than 3 minutes to wait for public transportation to go to the final destination, and as long as it will take more than 50% more time to go from point a to point b compared to taking a car, then no one who is currently using a car will switch to public transportation.</p> <p>When this infrastructure is in place, then and only then this plan can investigate changing the zoning and allow an increase in population density</p>	7/20/2018
5007	1	/policies/access-to-housing/	<p>I think allowing 4 units per City lot is very reasonable. I live on a block that has a mix of single family homes, duplexes, and one fourplex. I like living near a fourplex because people are more often in the front yard, and that one building does a lot to make the block feel safe and welcoming. One of our neighbors from the fourplex knocked on our door to let us know when we left our car parked on the street with the lights on. If another property on our block were to add units (like if a duplex added a unit as an ADU), I'd support that. The more people we have living on our block, the better. It's nice to see people when I walk outside. Thank you for including the reasonable idea of 4-units per City lot in the plan, I support it strongly.</p>	7/20/2018
5008	28	/policies/msp-airport/	<p>The airport isn't in Mpls. Making the airport a pedestrian destination is ridiculous.</p>	7/20/2018
5009	42	/policies/expand-homeownership/	<p>Expanding homeownership is a crucial aspect of affordable housing and perhaps the least developed policy among the city's potential tool chest for achieving its stated goal. Home ownership and quality public education are the primary ways that people generate wealth in America (household generation of wealth here meaning "get out of the cycle of bill by bill living"). Another way of saying this within an equity framework is that homeownership and quality public education are the primary tools we have of lifting people out of generational poverty. The massive amount of housing development called for by the 2040 plan guarantees that enormous sums of wealth will be generated -- these can go almost exclusively to the corporate real estate speculators, or it can be divided up among the people who actually live there by insisting that occupant ownership be an element in new development.</p> <p>Another issue to consider is that many people do not want to own but need cheaper rents to improve their quality of life, while many who want to own a home of some kind cannot find something they can afford and thus their forced participation in the rental market creates a negative feedback loop of escalating rental prices.</p> <p>In sum, the national real estate market boom and crash cycles, the failure of San Francisco, Seattle, Portland, Denver, and other places to drastically increase their population and housing without massive displacement proves that the market cannot be allowed to regulate itself about the types of housing it determines it can make a profit from. This crisis calls for more innovative and bold methods of giving people the choices they deserve and the opportunities to own the real estate equity they generate from their housing payments. One idea would be to require a certain number of owner-occupied dwellings for each new development project. Another would be to create forgivable loans for first time homeowners with good credit but low income. Another idea would be to require all small-scale housing in single unit zoning to be owner-occupied. Yet another idea would be to transfer foreclosed homes to non-profits working with low-income families seeking home ownership paths, or to open these to low-income good-credit first-time homeowners. In this framework it would be crucial to require these buildings to remain owner occupied through the duration of the comprehensive plan period (2040). It will also require maintaining skepticism to claims by developers that the market doesn't want a particular kind of housing (for example, larger owner-occupied apartments / condos with 2 or 3-bedrooms for families, or non-luxury housing), or that requiring ownership, integrated housing, and other affordable housing items mean that the project won't generate "enough" profit. Over the period of time that affordable housing has shrunk, profit margins for real estate have skyrocketed. This is not a coincidence.</p>	7/20/2018

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5010	2	/policies/access-to-employment/	<p>I like letter 'd' in this, but I hope you'll leave a little bit of flexibility here. Also, because large parking structures generate so much traffic, which is expensive to manage and has a number of negative impacts on the surrounding areas, I hope the City will implement all means available to discourage the construction of structured parking. Right now there are at least 4 major parking structures under construction, 3 in the north loop, as well as the Wells Fargo parking ramp next to the Midtown Greenway. Why aren't these ramps being better screened / or wrapped with active uses? In some cases there is some mitigation, but couldn't there be more?</p> <p>Also, perhaps the planning commission/City could require employers to give employees an equivalent subsidy regardless of their mode choice. Let's say for the sake of an example that a parking space costs \$30,000 to build, and has an expected life of 30 years, equating to a driving subsidy of \$1,000/year for the employee. The business offering this space should also offer \$1,000 per year to employees who walk, take transit, or bus. The payment could be as cash or in the form of transit passes, reimbursement for bike stuff, health premium discounts, etc...</p> <p>If the City could encourage local employers to provide equal incentives for any mode of travel, this would likely result in less motor-vehicle traffic, better health for employees, and better air quality and safety for neighborhoods.</p>	7/20/2018
5011	43	/policies/housing-displacement/	This is a crucial affordable housing policy, thank you for including it. This could be strengthened with programs that assist people of color, indigenous people, and vulnerable populations in not only maintaining their homes but also in becoming first-time homeowners.	7/20/2018
5012	4	/policies/access-to-commercial-goods-and-service	Yes to all of this! We have some smaller commercial nodes in our neighborhood, and it would be great to see more flexibility and support for their growth.	7/20/2018
5013	67	/policies/climate-resilient-communities/	<p>I commend the city for taking the climate crisis seriously. It is the greatest global issue--by far--faced by our generations, and Minnesota in particular has seen, and is projected to see, some of the most rapid temperature rises anywhere in the world. Implementing rapid decarbonization and planning for an urban geography substantially different from today's should not only be top priorities, but must factor into every major decision made at the city level, even when it may force compromises on other priorities.</p> <p>In particular, it's great that the city includes transportation emissions in emissions profiles and goals. Too many states and peer regions are willing to look narrowly at the electrical grid when setting these types of targets.</p>	7/20/2018
5014	6	/policies/pedestrian-oriented-building-and-site-de	Requiring ground-floor windows is an excellent step. So many blocks (especially downtown) have buildings that fail to provide much interaction with the sidewalk, which is a lost opportunity. As new development occurs, please insist on better than the status quo!	7/20/2018
5015	5	/policies/visual-quality-of-new-development/	<p>Once again this seems to be incredibly overreaching. The example of the large expensive houses recently built in Minneapolis illustrates that the city did not act in any comprehensive manor to ensure that they would have a positive effect on the neighborhood other than to increase the tax base. When complaints were made to the city regarding shoddy construction practices no allowances for rain drainage or snow removal, the aesthetic effect on neighboring homes and often the complete elimination of green space we were told that the city didn't have enough housing inspectors to keep up with the complaints. Can we really believe that the developers and contractors who stand to make huge profits from this plan would be responsive to these concerns and that closely monitored by the city. The adoption of this plan would result in a truly unbelievable amount of interest and activity by contractors and developers who have the most to gain by this plan.</p> <p>Based on past experience we have very real concerns that the city could effectively monitor and enforce this development.</p>	7/20/2018
5016	45	/policies/leverage-housing-programs-to-benefit-c	The city needs to be proactive about protecting us from international, national, and regional real estate speculation.	7/20/2018
5017	7	/policies/public-realm/	Please make it easier to convert on-street parking spaces into green space. I like the parklets that rotate around the City, and it would be great if these could be made permanent where there's interest. I'd rather have more green space in front of my house than the on-street parking that's there now. Reducing the excess amount of on-street parking will be a big help in making our public realm more inviting and interesting.	7/20/2018
5018	17	/policies/complete-streets/	<p>I am a biker and a walker. I commute 20 miles per day by bike from April to November, so I consider myself the perfect audience for this plan, and yet I am completely opposed to it. As long as a plan like this one will vilify motor vehicles and make life miserable for car drivers, it will never be adopted by the majority of people and will be completely counter-productive by creating tension and division leading to the rise of populist extremes. To achieve the goals, the plan must engage car drivers by presenting a viable alternative to driving while improving driving conditions at the same time so they are faced with two good solutions.</p> <p>Also, ever forget that we live in Minnesota where climate has a significant influence in the mode of transportation we choose to use.</p>	7/20/2018

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5019	33	/policies/affordable-housing-production/	<p>How many affordable rental units will be created, either as new development or as re-definition of existing units to ensure that the number of unit will meet the projected need?</p> <p>Also, a time table of when sufficient numbers will be available is a necessary element to indicate when the goal will be reached.</p> <p>Doing both in the context of the 30% income level is especially important.</p>	7/20/2018
5020	8	/policies/public-safety-through-environmental-de	<p>Also please make streets narrower so that cars slow down and less frequently crash into signposts, buildings, people, etc...</p> <p>Narrower is safer, and it leaves more space for other things.</p>	7/20/2018
5021	0.1	/topics/land-use-built-form/	<p>The historic houses around Lake of the Isles are very unique to our city. This is a stellar scenic area to visit and I do not want to see any larger apartment buildings. I think it is a mistake to allow fourplexes here because there might be tear downs. ADU's are fine but I do not want to see tear downs around this scenic and unique area of our city.</p>	7/20/2018
5022	10	/policies/street-grid/	<p>Yes to the sidewalk grid. I don't think we need a street grid as fine-grained as our current grid for cars though. Letting cars drive and park darn near everywhere creates a redundant over-supply of pavement for cars. I can park east of my house, or west of my house, or south of my house, and it's all a 30-second walk from my house. I don't need that much parking. I'd rather have less parking and more green space.</p> <p>I understand the general desire for a grid, and the general benefits. But there are many benefits to strategically closing sections of the grid for cars, while keeping the grid open for pedestrians and bikes.</p> <p>Vehicles that travel at 30 mph don't need the same fine-grained network of routes as people who travel at 4 miles per hour on foot, or bikes moving at 12 mph.</p>	7/20/2018
5023	0.1	/topics/land-use-built-form/	<p>I have lived and worked in Minneapolis my entire life. My career has been in real estate development, and primarily in multifamily development. Coming from that background, I believe that this plan is way to aggressive. This should be the 2100 plan. I live in south Minneapolis and when I see what is proposed for Sheridan/Linden Hills Blvd area and Bryant/ Colfax/ Aldrich Ave So. it reminds me of how we allowed older historical commercial gems in downtown Minneapolis to be lost and now we are talking about doing the same to alot of our single family housing stock. Single family homes are being disparaged and made out to be the evil foe in this plan, but yet they are preferred housing class of families. So this plan becomes an attack on families. I also completely disagree with the blanket allowance of 3 and 4 plexes in all areas. One of the lousiest housing stock is produced when older single family homes (2 and 2.5 story) are converted into duplexes triplexes and Quads. The conversions typical produce poor units, bad sound transmission, vertical exiting issues, utility separation issues, and spaces that don't really work. I also imagine that smaller affordable single family homes would be lost to tear downs to create 4 plexes, thus eliminating the most affordable Single Family homes.</p> <p>John Bell</p>	7/20/2018
5024	6	/policies/pedestrian-oriented-building-and-site-de	<p>It is unrealistic to place such a low priority on peoples need and desire to own and drive private automobiles. Making it increasingly difficult to own a vehicle in this city will only add to congestion problems and a perceived need to move out of Minneapolis. Concerns such as the climate, necessity to travel, personal physical limitations, recreational opportunities, time constraints, personal safety, etc., make attempts to radically change Minneapolis residents use of automobiles something to be very careful with. Current congestion caused by the creation of grossly underused bike lanes and the reduction of off street parking requirements for new businesses and apartment buildings are examples. A drive through low income areas of the city reveals a very large number of vehicles parked along city streets, even where high frequency public transportation routes are close by. This includes neighborhoods with alleys offering off street parking. Public transportation in the city of Minneapolis has been unreliable due to bus operator shortages, numerous events on high frequency transit routes promoted by the city, frequent rail disruptions, etc., and there is no indication that those conditions will change. Those that work early morning or over night shifts must have access to an automobile. Walking several miles to your job during our winter weather conditions could be a life safety issue. Not all residents will have the luxury of living close enough to work, no matter how much the city would like to believe that to be the case.</p>	7/20/2018

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5025	47	/policies/housing-maintenance/	<p>Thank you for including this policy -- when you travel to other places the experience is largely guided by the built environment and it gives you a sense of the cultural legacies and how people live. The same is true for those who actually reside in a place -- the experience is largely guided by the built environment -- though it is easier to take this truth for granted. As someone who lives in a neighborhood with many multi-unit buildings in converted hundred year old homes, I know that action item (c) can and should be strengthened. Not only should rental property owners be supported in maintaining the buildings, they should be required to do so. Many of these property owners are the worst kind of speculators, putting almost none of the rental profit they generate back into the property. In a hot market they sell the property at inflated prices and the new developers claim that the only way to recoup their investment is to tear down the building -- thus destroying the naturally occurring affordable housing and forever destroying the history of the place -- and start again with market rate and luxury housing that do not make long-term residency in the neighborhood sustainable.</p>	7/20/2018
5026	15	/policies/transportation-and-equity/	<p>It's going to be tough to accomplish this unless a significant investment is made in biking & walking infrastructure that actually prioritizes biking and walking. Our premier bike route (Midtown Greenway) still has stop signs when it meets minor streets. Isn't this absurd?</p> <p>It will take much more robust bike infrastructure to make people who are new to biking feel safe and comfortable. The City should get a lot bolder on this front if we want to see more equitable outcomes.</p>	7/20/2018
5027	17	/policies/complete-streets/	<p>The City's budget should reflect this. The CLIC budget and maintenance budget don't seem to have caught up with this important policy. We still have a 'cars-first' budget, and that should change, since most of our infrastructure investment has gone towards cars for decades.</p>	7/20/2018
5028	7	/policies/public-realm/	<p>Shared streets harms public transportation efficiency which seems contrary to one of the goals of this plan. In addition, shared streets introduces safety conflicts between bicycles, pedestrians and transit vehicles along with other modes of transportation., Shared streets which narrow driving lanes, also increases pollution in areas of concentrated poverty where high occurrences of asthma occur. This goal seems contrary to having a greener city with clean air and water.</p>	7/20/2018
5029	48	/policies/data-driven-decisions/	<p>I would like to voice my support for this particular policy -- though it would seem unnecessary. At a ward discussion on the 2040 plan I was shocked when the director of long-range planning stated in response to a question about providing more opportunities for homeownership and wealth generation for those who occupy the dwellings that we were just "going to have to come up with some new ways of generating wealth," and while she couldn't elaborate what those new ways would be she was sure there were some economists working on it. This kind of attitude about city planning cannot be accepted. The city needs to remain committed to data-driven initiatives and decisions in order to meet the enormous challenges and take advantage of the opportunities.</p>	7/20/2018
5030	18	/policies/walking/	<p>The standard design for intersections should involve huge bumpouts. There is no reason for little intersections to be as wide and dangerous as they currently are. From little neighborhood intersections to street crossings downtown, nearly every intersection in Minneapolis could be substantially better.</p> <p>A lot of the new ADA ramps (especially downtown) have the unintended and unfortunate impact of encouraging sweeping, fast turns by cars around corners. Please add curb bumpouts when those are installed to reduce the turning radius for cars.</p>	7/20/2018
5031	17	/policies/complete-streets/	<p>Please address signal timing for pedestrians. I shouldn't have to wait 2 or 3 minutes to cross the street. Especially when traffic engineers are unwilling to make safety improvements to streets that would delay drivers a few seconds on average, it feels deeply disrespectful to make pedestrians wait for minutes at a time to cross a single street.</p> <p>It's especially odd that some of the worst lights (in terms of pedestrian delay) are in Uptown and along Lake Street near Minnehaha - two areas with very walkable commercial districts.</p>	7/20/2018
5032	25	/policies/innovations-in-transportation-and-infras	<p>The best way to regulate autonomous vehicles would be to quickly re-design our streets so that they are safer for everyone, regardless of who is driving the vehicles. Most neighborhood streets don't need to be designed for 40 mph traffic, and we'd all be better off in the long run if they were narrowed and designed for 20 mph traffic. Even on major arterials there's a lot of room to make them safer. Our current driving environment that encourages speeding is dangerous today, and will continue to be dangerous when autonomous cars are programmed to fit into general traffic patterns.</p>	7/20/2018

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5033	20	/policies/transit/	<p>I support the city's efforts to expand transit, but would like to see more concrete support and prioritization. I worry that choosing not to take opinions on transit modes leaves the city in a weaker position as an advocate for better transit, and makes it harder to muster the political will to make necessary but possibly controversial choices.</p> <p>As a concrete example, the recent and ongoing work planning major street reconstructions (e.g., Hennepin) has not consistent with the city's stated Complete Streets goals. Despite the goals we have on paper, we are still very much stuck in the mindset that we allocate most of the street to cars, then maybe squeeze in some transit advantages if there's space. It's important that we come into these planning processes with strong, stated preferences for particular modes and for dedicated rights-of-way so that we don't compromise on the general principles of putting transit first.</p> <p>In addition, we should be planning an intercompatible transit network, not just a series of isolated corridors and routes. Long-term plans for mode usage is an important step in ensuring that routes benefit from sharing passengers, trackage/rights-of-way, vehicles, stations, timetables, and other infrastructure.</p>	7/20/2018
5034	8	/policies/public-safety-through-environmental-de	<p>To date, the city seems to be significantly lacking in the ability to take enforcement action when it is called for. Public transportation is notoriously unsafe. The city's recent backing away from taking enforcement action in the sale of marijuana in downtown Minneapolis is another example. The elimination of the narcotics and vice units in the police department further illustrates this. Can we really believe that radically increasing the population density of the city wouldn't result in far greater crime and concerns for public safety. Environmental design in and of itself is not the solution to solving all the crime issues in the city. The unwillingness of city leaders to enforce laws on these types of low level crimes, drug dealing, public drinking, urination, defecation and prostitution on our city streets, bus stops, bus shelters and rail stations is an example of this. Most of these areas have great lighting, many eyes on the street and were designed using police and HSEM principles.</p>	7/20/2018
5035	26	/policies/vision-zero/	<p>Yes. To get this implemented, we need Public Works to get out of the way and allow citizens and neighborhoods to make changes to streets (with consultation and permission from Public Works) so that safety improvements can be built more quickly.</p> <p>We also need Public Works to make the safest possible designs the new standard, rather than treating them as innovations and special cases. For example, 10-foot lanes should be the standard, and anything wider (faster, more dangerous), should require serious discussion and consideration.</p> <p>I have mixed feelings about enforcement. Police-driver interactions don't always end well. At the same time, when drivers know that they won't get tickets for speeding, blowing stop signs, or failing to yield to pedestrians, the resulting driving culture isn't great for human survival either.</p>	7/20/2018
5036	27	/policies/transportation-partnerships/	<p>Impact fees for development should be based on the number of parking spaces. For example, a parking ramp should have a high impact fee, while a neighborhood cafe (without any off-street parking) should have no impact fee. An apartment building with 50 off-street spaces should have a fee 1/2 that of an apartment building with 100 off-street spaces.</p>	7/20/2018
5037	10	/policies/street-grid/	<p>This can be accomplished without implementing the entire plan.</p>	7/20/2018
5038	33	/policies/affordable-housing-production/	<p>For aging in place, more flexibility around ADU's could be helpful. Also, 4-plexes wouldn't hurt. I've had conversations with older colleagues who feel that a 4-plex would be the perfect way to retire. They could have their kids in 1 or 2 of the apartments, or could have friends or renters in 1 or 2 of the apartments. The intergenerational community and the ability to live with friends (but have some separation/privacy) would extend their ability to remain independent.</p> <p>Even if 4-plexes aren't allowed, it would be nice if ADU's could have more than one unit. For example, two studio apartments could fit in the space of a 3-car garage easily. Why not allow ADU's to have multiple units? This could also be helpful in providing affordable housing options, and in making Minneapolis more practical for families with a need for multi-generational spaces.</p>	7/20/2018
5039	11	/policies/skyways/	<p>Minneapolis should learn from the experience of St. Paul, that has experienced a significant amount of crime in the skyways. Crime is centered around transit and rail facilities and often spills into the skyway from there. The inability of Minneapolis to effectively police these areas results in private buildings potentially closing their portion of the skyway which in effect could trap innocent victims in them with criminals. Higher density would most likely exacerbate the probability of this occurring.</p>	7/20/2018

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5040	34	/policies/affordable-housing-preservation/	<p>ADU's have not really taken off. They have been developed at a snails pace. I think the restrictions on size should be relaxed a bit, and this might go a long way to making them more feasible in more cases.</p> <p>Doing everything possible to allow more supply of housing to be built will help keep prices from skyrocketing. It will be hard to get to a more balanced vacancy rate without offering more ways to get new homes and apartments built in Minneapolis.</p> <p>I'd strongly encourage the City to relax the restrictions on ADUs. It doesn't make sense (to me) that I can build a garage for car storage that's bigger than what I'd be allowed to build if the intent was to house people. Are cars more important than people?</p>	7/20/2018
5041	1	/policies/access-to-housing/	<p>The city has failed spectacularly to persuade residents that this plan will achieve any of the goals it claims to work toward, and in all honesty, the city isn't even trying. Home owners are getting the message loud and clear that we are standing in the way of 'progress' and the city will be better off once we've been taxed out of our homes and sent packing. I will not forget any representative that allows this plan to proceed.</p>	7/20/2018
5042	12	/policies/lighting/	<p>The problem with lighting if regulations are not enforced is that many new developments and schools, use the type of lighting that ends up having the "Walmart" effect of daylight 24-7. This includes the new bus rapid transit shelters that Metro Transit has installed on the Aline and soon to be on the C, D and E lines. This style of "Walmart" lighting will impact residents and again has the potential of residents leaving the city.</p>	7/20/2018
5043	37	/policies/mixed-income-housing/	<p>I support expanding the inclusionary housing policies and tools. As part of this, allowing more types of development to be built 'by right' is critical. As long as every development needs variances and CUP's to get built, there will be a lot of time wasted (and unnecessary risk) for developers trying to get through the process. If the City wants to be inclusive, then certain basic types of development should be allowed Citywide. This will encourage affordable development because (1) it will be harder for neighborhoods to block affordable housing, and (2) it will be less risky/costly to do development.</p> <p>It would be ironic if the new comp plan included new 'inclusionary housing' policies while also upholding the exclusionary zoning policies of the distant past.</p>	7/20/2018
5044	13	/policies/landscaping/	<p>Even with this plan nothing will increase the amount of green space with the type of development this plan proposes. For example when developers replaced smaller homes with large expensive homes, they eliminated every tree on the existing lot, thus increasing the impervious surface of each lot.</p>	7/20/2018
5045	59	/policies/downtown/	<p>Downtown has a lot of dangerous 3-lane 1-way streets that are hostile to pedestrians while providing far more traffic capacity than is actually needed. Certainly in a few places these streets are warranted by the amount of traffic, but in many places they are just wasteful. Getting these streets narrower, greener, and safer is necessary to achieving all that the City wants to see happen downtown. The block of 4th Ave just south of Washington Avenue is just one example of a 3-lane street that could easily be 2 lanes and be much more pleasant for everyone. There are many other blocks that are similarly over-paved.</p>	7/20/2018
5046	70	/policies/ecology-and-habitat/	<p>Replace massive amounts of on-street parking with rain gardens please.</p>	7/20/2018
5047	14	/policies/tree-canopy-and-urban-forest/	<p>This goal won't be attained with large structures on these lots that were previous single family homes with large trees. Where boulevards remain they can add new trees, which are going to take decades to grow to a significant heights, not to mention the number of trees that will be completely eliminated where they once grew in yards of single family dwellings, now replaced by fourplexes and apartment buildings,with large areas of impervious surface. For example many of the trees on the new Nicollet Mall died. Even with structural soils boulevard trees or those planted in concrete have a history of not surviving due to our cold climate, drought and chemical uses on impervious surfaces.</p>	7/20/2018
5048	13	/policies/landscaping/	<p>I strongly support requiring all city lots to maximize storm water mitigation. Not just encouraged to be in accordance as noted above, but required.</p>	7/20/2018
5049	15	/policies/transportation-and-equity/	<p>Minneapolis currently has the some of the most frequent service in areas of concentrated poverty. Safe reliable transit depends on a variety of things, including fewer detours due to construction and too frequent events on those MSA roadways. Additionally, transit riders who don't feel safe due to the lack of enforcement by policy personnel of even low level crimes and presence will gravitate toward automobiles not matter how smooth the street surface is.</p>	7/20/2018

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5050	82	/policies/aging/	<p>By 2040, I'll be over 60. I'm guessing that many of the people commenting on this plan are older than me, and the pictures I've seen from some of the engagement events look like a good portion of the participants will be in nursing homes by 2040.</p> <p>I hope that as you evaluate and weigh the feedback you get on this plan, you will give the most weight to comments from people who are younger than me. People who will still be early in their careers by 2040, people who will have young children at home in 2040, people who will be moving out of their college rentals and looking for a more permanent place to live in 2040. I think my neighbor who is 83 should certainly have a voice in the process, but I hope his voice doesn't drown out the needs of people who are now 23, or 13, or 3. They will be living with the results of this plan much longer than he will, and much longer than I will.</p> <p>Thank you for putting together such a thorough and thoughtful plan.</p>	7/20/2018
5051	17	/policies/complete-streets/	<p>In placing consideration for cars last, the plan seems to be extremely presumptuous that people will willingly give up automobiles as their primary means of transportation. It will be extremely difficult to redesign the city to accommodate peoples needs and lifestyles to facilitate this goal. To imagine that the city will be able to create self contained neighborhoods and adequate public transportation to accommodate peoples needs to meet time constraints, medical needs, recreational opportunities, etc., is unrealistic. Older citizens are limited often in terms of even walking to public transportation, standing or waiting for public transportation in extreme cold or heat, let along making use of bicycles. There exposure to crime also increases with the inability to simply get in their automobile and drive to their desired destination. Several recent attacks on senior citizens at transit stops in our area are an example of this. People's desire to simply travel out state for vacation, family gatherings, camping opportunities, etc., are dependent on private automobiles.</p>	7/20/2018
5052	18	/policies/walking/	<p>This can be done without implementing the entire plan. Plus the implementation of the entire plan would not increase walking to a significant degree. The plan seems to completely disregard climate conditions in Minnesota. There are very significant periods during the year were it is imply to cold, to hot, to slippery etc., to realistically expect the majority of citizens to employ walking as a primary means of transportation.</p>	7/20/2018
5053	19	/policies/bicycling/	<p>The established bicycle lanes are grossly underused at the present time, especially during winter and extremely hot conditions, etc., On streets where traffic lanes have been eliminated to create bicycle lanes it is an every day occurrence to find traffic, including public transit buses backed up literally for miles and to notice a handful of bikes at best using the bicycle lanes even in idea weather. In the winter months the bicycle lanes are virtually unused.</p>	7/20/2018
5054	20	/policies/transit/	<p>The funding for public transportation does not come from the city of Minneapolis. Public transportation ridership in the region has dropped significantly in the last few years especially on the urban local buses. There a number of factors that are contributing to this including gas prices, modal options such as Lyft and Uber, shared bikes and cars, walking and reliability due to frequent construction, special events on transit streets and rail disruptions.</p>	7/20/2018
5055	21	/policies/freight/	<p>This can be done without implementing the entire plan.</p>	7/20/2018
5056	22	/policies/downtown-transportation/	<p>There has been no initiative or ability to do this thus far. It is concerning that the city would think they could accomplish this goal by implementing an even more complex plan.</p>	7/20/2018
5057	35	/policies/innovative-housing-types/	<p>Smaller units/apartment options would be great. But too many of these pop up that are "luxury" and expensive. I would love to see some small, simple Low cost options for people who prefer to live simply so they can live and save in a lower income.</p>	7/20/2018
5058	23	/policies/coordinated-development-strategy/	<p>Obviously the city does not have the funding to implement this plan alone, it is presumptuous and unrealistic to presume that outside funding is going to be available to implement this plan with the consistency that would be necessary to make it even marginally successful. This goal specifically call out by number f. that the city would strategically acquire and dispose of property in order to implement coordinate district-wide development plans in these areas. This seems in conflict with statements made recently by city council members to reassure citizens that no property will be condemned for public use. What about homes that are to be replaced for high density housing and development along public transportation lines.This has already occurred near the 38th Street Station to line the pockets of private developers, who seem to benefit the most from this plan.</p>	7/20/2018

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5059	1	/policies/access-to-housing/	<p>I live on the 4900 block of Fremont Ave. S. Although the bus line is one block from my door, I do not take the bus to town because the trip time is 2 to 3 times as long as a car ride. I do not take it to the grocery store because I can't carry a week of groceries for my family on the bus. This plan will not change that.</p> <p>Were a developer to decide to purchase my house and tear it down to build a four-plex, s/he would incur a purchase price in excess of \$600,000. If s/he chose to replace it with a building of the same quality, the construction costs would be high. Then, of course, s/he would have to make a profit. The result would new dwellings offered to buyers (or renters) at a price-per-square-foot far higher than that of the current structure. Moreover, the footprint increase necessitated by erecting a multi-unit structure on this small, shared-driveway lot would obliterate its small front and back yards (which are currently gardens). A prospective buyer (or renter) would likely be a person with much money and little aesthetic sensibility. Is that the city's goal for this neighborhood?</p>	7/20/2018
5060	17	/policies/complete-streets/	<p>The current levels of traffic congestion (especially in summer months) are already a major problem in the Minneapolis and metro area. I do not see transit options keeping pace with development. I am concerned that all of the new high density housing is contributing to highway and urban street congestion. I support biking and walking, but we need to be realistic that with an aging and ability-diverse population, not everyone can choose those options. Therefore, public transit must increase significantly, with buses/trains stopping at nearly every block in business and residential districts, if we are going to encourage diverse participation in urban life. Also, to encourage clean air for bikers and pedestrians, mass transit (and as many other vehicles as possible) needs to be electric and/or extremely low-emission. Perhaps we will need a fleet of bike taxis as well, to meet the goal of bike-dominant transport but still meet the needs of those who cannot walk or ride a bike.</p>	7/20/2018
5061	0.1	/topics/land-use-built-form/	<p>Please use Raymond Dehn's policy plan to structure the final draft of 2040. https://s3-us-west-2.amazonaws.com/policy.raymonddehn.com/Housing+Policy+Paper.pdf</p> <p>You upzone some areas but not everywhere and you structure affordable housing into the center of the debate. Redlining didn't benefit single family homeowners any more than it did realtors, developers and lenders and it's they, not single families, who will benefit if this plan isn't modified.</p>	7/20/2018
5062	35	/policies/innovative-housing-types/	<p>if by "removing barriers to innovative and creative housing options" means rezoning the entire city, you should say that outright. I am totally against forcing a blanket policy on the entire city. Your web site is terrible.</p>	7/20/2018
5063	36	/policies/innovative-housing-strategies/	<p>If you are referring to rezoning the city for multi dwellings, you should say it outright. I am against rezoning the city.</p>	7/20/2018
5064	34	/policies/affordable-housing-preservation/	<p>I am against rezoning the city. Take that out of your plan.</p>	7/20/2018
5065	33	/policies/affordable-housing-production/	<p>Do not rezone the city.</p>	7/20/2018
5066	1	/policies/access-to-housing/	<p>Do not rezone the entire city. Focus on areas where rezoning is welcomed by current residents and let them decide their fate.</p>	7/20/2018
5067	1	/policies/access-to-housing/	<p>The city through 2040 has tried to make it out that single family home owners were the sui generis beneficiaries of redlining when in fact it was realtors and developers and lenders who followed those maps and guided families into those homes. And the city now purports to solve redlining by allowing realtors and developers and lenders to profit once again. There is no denying that we need urban planning and that may include mixed unit approaches all over the city but simply remapping the red lines and then throwing open the doors to developers when there is, what, a 97% approval rate at the zoning commission is no answer. If this is what passes for new urbanism I hope we become the city that redefines the term to suit our needs rather than molding the city to a market-rate model of faux equity.</p>	7/20/2018
5068	0.1	/topics/land-use-built-form/	<p>Building neighborhoods around excellent walkable schools in every neighborhood isn't part of the plan and that's too bad. Take this draft and march it to the Davis Center and sit down with Ed Graff and tell him you want plans for people living around schools in all parts of the city and that they should all be in good working order and all have excellent teachers and we should stop busing kids all over and yanking them out of their neighborhoods into charter schools and school choice lotteries. Stop giving charter schools land that can be used to develop affordable housing!</p>	7/20/2018
5069	1	/policies/access-to-housing/	<p>Protect existing industrial/commercial zonings to allow for sustaining and growing arts production and small businesses, and especially within the Northeast Minneapolis Arts District. Density should NOT be the primary focus of planning as preserving neighborhoods and vitality should be considered as at least as important.</p>	7/20/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

5070	3	/policies/production-and-processing/	Add Arts Production as a protected class for production processing areas. d.&.e. Protect Production Areas - do not allow non-production in Production Areas. f. Protect older industrial buildings for future production and processing uses (not Non-Production uses).	7/20/2018
5071	29	/policies/creative-sector-economy/	Protect existing Arts Districts.	7/20/2018
5072	30	/policies/arts-and-cultural-assets/	Protect the existing infrastructure of production space within the Northeast Minneapolis Arts District.	7/20/2018
5073	31	/policies/creative-workers/	Provide Property Tax Abatement opportunities to Arts Production Buildings to prevent the cost of space forcing artists out of the City.	7/20/2018
5074	38	/policies/affordable-housing-near-transit-and-job-	Except in existing industrial production areas or where increased density would adversely affect neighborhoods	7/20/2018
5075	54	/policies/supporting-economic-growth/	Improve existing properties and infrastructure.	7/20/2018
5076	55	/policies/business-innovation-and-expansion/	Add preserving existing uses, assets and Art Districts.	7/20/2018
5077	56	/policies/supporting-small-businesses/	Add artists to this section (Support the development and growth of small business and artists.)	7/20/2018
5078	58	/policies/business-districts-and-corridors/	g. Support the existing Arts Districts h. Develop programs & strategies specifically aimed at maintaining affordable rents for art studios and arts production space and minimizing displacement.	7/20/2018
5079	81	/policies/social-connectedness/	*Support the existing mixed used Northeast Minneapolis Arts District as an example of a socially vital community. *Preserve existing buildings.	7/20/2018
5080	1	/policies/access-to-housing/	This plan prioritizes multi-family housing increasing population density further. Allowing duplex, triplex and quad housing on existing lots where you can already typically hear your neighbors every sneeze does not improve QUALITY of life. It does lead to quantity...of population, conflict, and social, political, and policing needs. Continuing the trend of demolishing single family housing and turning primarily single family home neighborhoods into more metropolis high density population areas further decreases the neighborhood feel and connectivity of such neighborhoods.	7/20/2018
5081	33	/policies/affordable-housing-production/	At a meeting, a city planner admitted that the proposed plan would not result in affordable housing in the historic Lowry Hill and Kenwood neighborhoods. It seems that the argument of affordable housing in those areas is a ruse to simply allow developers to build more luxury multiunit housing to destroy these charming historic neighborhoods. Why is no one asking about Mayor Frey's conflict of interest in light of his wife working with and for developers?	7/20/2018
5082	1	/policies/access-to-housing/	I very much support the changes that promote diversity in housing types, INCLUDING, allowing up to a 4-plex in traditionally R1A neighborhoods. As someone who lived in duplexes and 4-plexes in my early post college days, I loved being able to have the option to live in a rental that was not a large scale building. As someone looking towards the future as I age, I would love to be able to downsize at some point and go back to living in a small scale rental in my neighborhood. There are not many options now. As an architect working on small scale non-profit housing developments, I am always trying to push the envelope to develop something new, not just repeat the standard 3 bedroom, 2 bath house. Pushing the acceptance of ADUs was a success. What about small scale pocket neighborhoods? There are lots of ways that we can bring density to our single family neighborhoods without destroying the character. Please continue to promote this diversity as well as think about going even further. What about ADUs? A neighbor of mine wants to build a detached one in her backyard for her mother-in-law. But, she is thinking ahead to resale. If she adds another "house" to her property, she has just priced out a large portion of the potential buyers. What about allowing division of property in this case?? Regarding allowing multi-family on public transit routes, this makes sense!! I will be looking for the policies that boost our public trans system as well.....	7/20/2018

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5083	33	/policies/affordable-housing-production/	<p>From my work in small scale affordable housing:</p> <p>The cost of construction is what it is. There is no way around that fact that building any affordable housing unit requires a LOT of subsidy. Mayor Frey talks of \$50 million for affordable housing. That is what is needed. Nothing is really going to change unless we can change political will to support this need. Put the money where our values lie.</p> <p>Actively support organizations like the City of Lakes Community Land Trust. They are the only ones out there with a mechanism to allow long term affordability. Encourage/incentivize others to come up with a plan as well.</p> <p>How will you support low-income owners aging in place? Grants/loans for rehab to make things accessible? New (subsidized) housing for the elderly in their neighborhoods which allows them to sell their home to new young families?</p> <p>New tools to produce units at 30 or 50% AMI? Inclusionary zoning!!!</p>	7/20/2018
5084	34	/policies/affordable-housing-preservation/	<p>How do you address this through the zoning code???</p> <p>Regarding strategies surrounding multi-generational housing... this is in the wrong box I know (new vs. preservation), but when I have been on projects to develop multi-generational housing, the City has limited their funding contributions to that equal to a single family home. If these houses are serving more than one household, up the funding contribution.</p>	7/20/2018
5085	35	/policies/innovative-housing-types/	<p>Think about removing the conditional use permit requirement for doing cluster developments. Make it easier to do small scale, higher density housing in typical single family neighborhoods. Example at 810 Main Street (which you have showed a photo on on the Housing Goal page). 6 houses on 2(1/2?) lots. Perfect option to bring in a bit more density while this development completely fits in with the neighborhood.</p> <p>Whether this will bring affordability is another discussion. I know how much these little houses on Main are valued at. They are not affordable. Density alone will not bring affordability. It will only make up a small portion of the deficit.</p>	7/20/2018
5086	37	/policies/mixed-income-housing/	<p>Fully support!!!! Now back it up with enforceable policy. Inclusionary zoning. This would go a long way toward addressing your rhetoric surrounding equity in housing access and combat the effects of the long history of segregation that you have laid out in the housing goal section.</p>	7/20/2018
5087	38	/policies/affordable-housing-near-transit-and-job-	<p>Fully support this. Also will be looking to find out how the City will support transit development.</p> <p>I especially like this forward thinking as one my children is visually impaired and will never be able to drive a car. This is not just good for people with low incomes, but also those that are not able to drive OR are eventually able to make the choice not to if there is good infrastructure in place.</p>	7/20/2018
5088	80	/policies/development-near-metro-stations/	<p>Applaud the large number of action items around this area of development that deal with the pedestrian and the human aspect of a high density development.</p>	7/20/2018
5089	59	/policies/downtown/	<p>For action item c to be successful there needs to be affordable housing for residents who work downtown to live downtown.</p>	7/20/2018
5090	40	/policies/homelessness/	<p>Support efforts to prevent homelessness such as situations in which the county can identify households that are in danger of losing their housing, but are living in a situation in which they will never be able to find new housing should they lose their existing home. Partnerships between the county and organizations like the CLCLT have been addressing this - the City could step in as a partner as well.</p> <p>What ever happened to the One Stop events that got all service providers in one place to assist the many concerns that the homeless have? Is there a permanent place for this now? If not, there should be.</p>	7/20/2018

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5091	42	/policies/expand-homeownership/	<p>The City of Lakes Community Land Trust!!</p> <p>What kind of policies can the City bring to the table to strengthen the ways in which programs such as the CLCLT and Build Wealth and others serve communities of color?</p> <p>Can the City create a zoning overlay that indicates areas in which any new single family home be one that is long term affordable?</p>	7/20/2018
5092	43	/policies/housing-displacement/	<p>inclusionary zoning.</p> <p>support land banking efforts for future affordable housing when identifying neighborhoods where market trends indicate coming gentrification.</p>	7/20/2018
5093	23	/policies/coordinated-development-strategy/	<p>It is always good to have people working in the same direction on something. Developing in a way that creates a sustainable and self-supporting environment makes sense.</p>	7/20/2018
5094	45	/policies/leverage-housing-programs-to-benefit-c	<p>Make the process of hiring local, small business, people of color, etc. easier. CERT certification and things like those sorts of regulation restrict the pool of potential workers. I have gone through the process. It is doable, but takes quite a bit of time and may be daunting to someone with less experience. There are a lot of qualified people out there that are not listed on the CERT list or others as meeting the requirements to have their hours counted in programs like this.</p> <p>Make reporting requirements easier for developers in this regard easier as well.</p> <p>Employ the assistance of organizations such as Marnita's Table in order to get 51% people of color to the table at important conversations regarding community participation.</p>	7/20/2018
5095	46	/policies/healthy-housing/	<p>include all of these priorities when working on affordable housing preservation efforts.</p>	7/20/2018
5096	47	/policies/housing-maintenance/	<p>Bring back the "This Old Home" tax deferral option for people putting maintenance expenses into the City's old housing stock?? Provide a program for rental owners as well?</p>	7/20/2018
5097	6	/policies/pedestrian-oriented-building-and-site-de	<p>These ideas sound lovely but I can see them pushing out new development with so many regulations. What if I was going to build a new light industrial building but now the city says I have to have windows everywhere. That would make it very difficult to maximize the use of space. Walking home in my neighborhood yesterday I looked at the buildings and thought about windows. Commercial buildings facing the street did have large windows in the front as you would expect but for those on the corners they didn't have them on the sides. These parts of the buildings hide things like kitchens and workspaces. I did not feel endangered or disappointed as I walked past the brick walls. These are vibrant businesses in my neighborhood. Many of them are owned by recent immigrants. Too many building requirements will send innovation, new businesses elsewhere. What if I wanted to build a new clinic or a church on a corner? Clinics may have some windows but not usually transparent windows into examining rooms. Churches often have stained glass so that would be against your rules too.</p>	7/20/2018
5098	48	/policies/data-driven-decisions/	<p>Data can be helpful. Make sure to use this when presenting to communities in community engagement processes. Use it in a way to help quell the fear that always seems to arise when any new change is suggested (i.e. the extreme fear around the 4-plex possibilities).</p>	7/20/2018
5099	6	/policies/pedestrian-oriented-building-and-site-de	<p>Does no one who wrote this plan own a car? I realize we are trying to reduce car use and I'm sure this will happen but we aren't there yet. If there is no off street parking what are we going to do during snow emergencies? Is it a coincidence that none of the pictures in this report show winter? Unless we suddenly have amazing transit that takes people everywhere very easily and cheaply this is going to create street nightmares full of cars everywhere.</p>	7/20/2018

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5100	20	/policies/transit/	<p>This is super important. While in reviewing this comp plan, my main focus in on housing due to my line of work in small scale affordable housing development, I think transportation is probably one of the key factors regarding livability as a city grows in density.</p> <p>This is also one of the key areas of change that people are fearful about. Traffic is already a problem. Parking is already a problem. I appreciate many of the strategies to get more people walking/biking (the complete neighborhood design), but there will always be a need to venture out of the neighborhood and having a top notch public trans system is one of the main factors in making a dense city livable.</p> <p>While suburban/downtown transit is important for the workforce, it is equally important to improve the neighborhood to neighborhood transportation options as that is where you will also eliminate a lot of the single person car trips.</p>	7/20/2018
5101	16	/policies/environmental-impacts-of-transportation/	<p>This is the future - the city must push for this. Much of the push back is from people who are not able to bike everywhere in the city. Also, our climate is not friendly toward year round bikers. Public trans will have to step up its' game to get everyone on board in reducing car trips.</p>	7/20/2018
5102	17	/policies/complete-streets/	<p>The City seems to be moving ahead on this pretty quickly. I think that we are in a transition phase. There are still many people who do not support this. Traffic is worse and half the street is taken up by a bike lane. Intersections are confusing. Snow covers up the lines on the streets...</p> <p>I am in support of this effort, however, I think a lot more work and education and people's adjustments to change will need to happen before this is seen to be working.</p> <p>Agree with the context based approach suggestion. Whether this works or not is very dependent on the unique situations in different parts of the city, who is using those routes, what commercial or services are along those routes, etc.</p>	7/20/2018
5103	18	/policies/walking/	<p>There should be more intersections with no turn on red signs. Especially those near parks, and schools and very busy bus stops. Too many people turn without noticing pedestrians. I would like to see enforcement of traffic laws in general focusing on driver behavior that endangers pedestrians. Speeding, running lights or stop signs, crowding into intersections when the light is green even though there isn't room to get across (downtown) leaving no crosswalk for people. Also please actually enforce parking laws such as no parking zones, not parking too close to corners or driveways or alleys which make it so hard for people to see around these parked vehicles.</p>	7/20/2018
5104	0.1	/topics/land-use-built-form/	<p>I am totally against the Interior 1 Built Form district. Allowing 3 or 4 unit buildings on a typical city lot will ruin the character of residential neighborhoods. I have lived on abbott ave south for over 30 years. The house next to us was torn down and replaced with a large mcmansion. The building took up most of the lot and eliminated the back yard. This was before new ordinances that restricted the size of new replacement homes. Newer homes since then have been better designed preserving some small amount of green space in the yard. Allowing 3 or 4 unit buildings would be dropping current design requirements and go back to full lots being consumed by buildings. The renderings shown suggest reducing the front yard setbacks to allow for larger buildings, further ruining the character of single family neighborhoods. Only single family and duplex buildings should be allowed with the current lot use restrictions enforced.</p>	7/20/2018
5105	19	/policies/bicycling/	<p>I biked in Munich 25 years ago and wished our city could have such a great bike system. We are getting there. We are still in transition. Keep studying best practices. Think about winter effects on this structure.</p>	7/20/2018
5106	73	/policies/stormwater-management/	<p>L. Also education people and businesses about the overuse of sidewalk salt</p>	7/20/2018
5107	73	/policies/stormwater-management/	<p>Public campaigns about lawn chemicals that get into waterways.</p>	7/20/2018
5108	82	/policies/aging/	<p>PEDESTRIAN SAFETY!!! Please add improvements to Pedestrian safety to this plan.</p>	7/20/2018
5109	83	/policies/people-with-disabilities/	<p>PEDESTRIAN SAFETY!!!! Please add more specifics regarding pedestrian safety to this plan!</p>	7/20/2018
5110	79	/policies/healthy-youth-development/	<p>PEDESTRIAN SAFETY! How can my child who is 12 safely walk to the YWCA in Uptown without nearly being hit by a car in the process. Improve the pedestrian experience with a focus on safety.</p>	7/20/2018
5111	1	/policies/access-to-housing/	<p>Protect existing industrial/commercial zonings to allow for sustaining and growing arts production and small businesses, and especially within the Northeast Minneapolis Arts District.</p>	7/20/2018

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5112	1	/policies/access-to-housing/	<p>HOW!?</p> <p>I believe the arguments around the 2040 Housing Plan have been so polarized because the details of HOW have not been laid out for the citizens to react to. In draft 2, we should be allowed to comment on the details missing from the current draft. HOW will it work? WE NEED TO KNOW. The Planners expect the citizens of Minneapolis to weigh in on a plan without showing how these things will be accomplished! Neighbors for More Neighbors choose to review the plan through the lense that benefits their agenda of adding more people to the city. While Wedge Live is activating neighborhood interest through a series of "Don't Bulldoze Our Neighborhoods" signs. One side is looking through rose colored glasses, while the other side is preparing for the worst-case scenario. Meanwhile CMs and Heather Worthington are unable to answer basic questions about affordability, testing the plan's efficacy, property values, potential what-if scenarios, and the like. It's as if the people in charge of writing this plan got so caught up in the plan itself, that they forgot to think it through.</p>	7/20/2018
5113	3	/policies/production-and-processing/	Require City funded projects to include public art which is purchased locally	7/20/2018
5114	33	/policies/affordable-housing-production/	<p>Has the city investigated HOW it lost 15,000 homes? Did they simply disappear? Neighborhoods need revitalization. These communities need investment in the whole picture in order to fuel demand. Because when one looks at the maps, it's not hard to see that where the most money will be made by developers is in SW Minneapolis. Housing is more than placing a structure near a transit line. Please, take a bigger look at the neighborhoods that need housing the MOST and rework this plan.</p> <p>To that end: it is absolutely shameful that the people involved in drafting this plan could not speak to more affordability. My cousin, who lives in Wisconsin, would like to move her family of six to Minneapolis. She and her partner are both interviewing for jobs in social justice but with four kids, they would like a larger space. They are now looking as far out as Isanti and Lindstrom to be able to afford something. They can't afford Minneapolis now, and without a plan that includes affordability, they never will.</p> <p>It's as if the people drafting the document don't really understand the communities and what they need. The 2040 Plan does very little to address rounding out communities where proposed density is being lauded as the answer. There is more to a neighborhood than housing. Is there a market? Restaurants? Retail shops? Office space for local services like plumbers, insurance agents, a vet? I was shocked to see there wasn't more to the idea of neighborhood revitalization for the neighborhoods that need it most.</p> <p>What the plan fails to do is paint a cohesive picture especially for the most underserved neighborhoods as to how this plan is going to fix the disparities. Again: HOW?</p>	7/20/2018
5115	5	/policies/visual-quality-of-new-development/	Require City funded projects to include public art which is purchased locally	7/20/2018

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5116	38	/policies/affordable-housing-near-transit-and-job-	<p>INFRASTRUCTURE IMPROVEMENTS</p> <p>Increasing density along transit lines is a great idea IN THEORY.</p> <p>This plan does not address how the neighborhoods will absorb and manage that increased density. Making more housing is only ONE PART of a very complicated equation. Pedestrian safety is hardly mentioned. The notion that cars will disappear is a joke! Spend some time around Lake Street and Dean Parkway and/or Market Street on a Friday afternoon, around 5 pm and tell me Uptown has absorbed the current levels of density as it is! Without significant infrastructure changes, pedestrian right-of-way safety opportunities like raised crosswalks, lighted crosswalks, etc. the city will not be able to absorb the proposed changes. And where is mention of schools? Parks (not "green spaces") Where is affordable and low-income housing? PLEASE GO BACK AND REWORK THIS PLAN to MAKE IT MORE PEOPLE FRIENDLY. Think of it from the perspective of the people who will live here, instead of the perspective of a city planner.</p> <p>If Downtown, Uptown, the Lakes, Linden Hills, etc. are also local tourism destinations, we have to factor in the amount of Minneapolis tourism we take in on a weekly basis. Basic infrastructure improvements must go hand-in-hand with this plan.</p> <p>The city has consistently dismissed pedestrian and traffic-related safety concerns related to upzoning, new development, and growing density. Even in this plan, the city "prioritizes walking first" but has only done so as it relates to development. Minimizing parking spaces for cars, and dismissing cars in general is NOT a plan! HOW will the neighborhoods absorb more people? More density? How will neighborhoods reduce increased congestion, traffic, accidents, speeding cars, and safety concerns for residents, especially those who reside near the lakes or more urban centers?</p> <p>Where is the plan to include and implement autonomous vehicles? These are "self-driving" cars. They will be here before you know it.</p>	7/20/2018
5117	80	/policies/development-near-metro-stations/	<p>INFRASTRUCTURE IMPROVEMENTS</p> <p>Increasing density along transit lines is a great idea IN THEORY.</p> <p>This plan does not address how the neighborhoods will absorb and manage that increased density. Making more housing is only ONE PART of a very complicated equation. Pedestrian safety is hardly mentioned. The notion that cars will disappear is a joke! Spend some time around Lake Street and Dean Parkway and/or Market Street on a Friday afternoon, around 5 pm and tell me Uptown has absorbed the current levels of density as it is! Without significant infrastructure changes, pedestrian right-of-way safety opportunities like raised crosswalks, lighted crosswalks, etc. the city will not be able to absorb the proposed changes. And where is mention of schools? Parks (not "green spaces") Where is affordable and low-income housing? PLEASE GO BACK AND REWORK THIS PLAN to MAKE IT MORE PEOPLE FRIENDLY. Think of it from the perspective of the people who will live here, instead of the perspective of a city planner.</p> <p>If Downtown, Uptown, the Lakes, Linden Hills, etc. are also local tourism destinations, we have to factor in the amount of Minneapolis tourism we take in on a weekly basis. Basic infrastructure improvements must go hand-in-hand with this plan.</p> <p>The city has consistently dismissed pedestrian and traffic-related safety concerns related to upzoning, new development, and growing density. Even in this plan, the city "prioritizes walking first" but has only done so as it relates to development. Minimizing parking spaces for cars, and dismissing cars in general is NOT a plan! HOW will the neighborhoods absorb more people? More density? How will neighborhoods reduce increased congestion, traffic, accidents, speeding cars, and safety concerns for residents, especially those who reside near the lakes or more urban centers?</p> <p>Where is the plan to include and implement autonomous vehicles? These are "self-driving" cars. They will be here before you know it.</p>	7/20/2018
5118	29	/policies/creative-sector-economy/	Protect existing Arts Districts.	7/20/2018
5119	30	/policies/arts-and-cultural-assets/	Protect the existing infrastructure of production space within the Northeast Minneapolis Arts District.	7/20/2018

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5120	1	/policies/access-to-housing/	<p>What the plan fails to do is paint a cohesive picture especially for the most underserved neighborhoods as to how this plan is going to fix the disparities. Again: HOW?</p> <p>Many homes in Mpls were built at least 100 years ago. These houses are old, some run-down, many in need of repairs and maintenance. The costs of saving them are sometimes higher than rebuilding something new. But with each tear-down, we lose another piece of our history. How about instead of the open-ended plan that would allow developers carte balance to tear down old structures and replace with new, larger ones, We:</p> <ul style="list-style-type: none"> - Incentivize current property owners to fix up their own place? - What if we further incentivized property owners to convert their existing properties into larger, multi-family units? The more units, the more subsidies Most of what concerns me with the language of upzoning along transit lines, and along the residential interior is HOW has not been worked out. What's to keep developers from snapping up the existing starter home stock (which is already low)? - What if you froze tear down/rebuild construction until the vacant lots are filled? That would show you were serious about prioritizing housing in the areas that need it most, not just in the ares where developers can make the most money (SW). - What if you forced developers who wanted to do a build on a vacant lot, to do so within the affordable "box." (This is what IKEA does, by the way. They begin with the item and the price, then they figure out how to make it work.) In one section of the plan, you discuss cultural heritage and preservation. To say that the 2040 plan respects the heritage of our city in one area, but would allow the destruction of many 100 year old homes, seems completely at odds. In a revision, I would like to see more definitive language about preserving original structures and keeping the integrity of neighborhoods. - Show you're serious about Policies 60 and 94 by not allowing our old homes to be torn down by developers. 	7/20/2018
5121	1	/policies/access-to-housing/	<p>What the plan fails to do is paint a cohesive picture especially for the most underserved neighborhoods as to how this plan is going to fix the disparities. Again: HOW?</p> <p>Many homes in Mpls were built at least 100 years ago. These houses are old, some run-down, many in need of repairs and maintenance. The costs of saving them are sometimes higher than rebuilding something new. But with each tear-down, we lose another piece of our history. How about instead of the open-ended plan that would allow developers carte balance to tear down old structures and replace with new, larger ones, We:</p> <ul style="list-style-type: none"> - Incentivize current property owners to fix up their own place? - What if we further incentivized property owners to convert their existing properties into larger, multi-family units? The more units, the more subsidies Most of what concerns me with the language of upzoning along transit lines, and along the residential interior is HOW has not been worked out. What's to keep developers from snapping up the existing starter home stock (which is already low)? - What if you froze tear down/rebuild construction until the vacant lots are filled? That would show you were serious about prioritizing housing in the areas that need it most, not just in the ares where developers can make the most money (SW). - What if you forced developers who wanted to do a build on a vacant lot, to do so within the affordable "box." (This is what IKEA does, by the way. They begin with the item and the price, then they figure out how to make it work.) In one section of the plan, you discuss cultural heritage and preservation. To say that the 2040 plan respects the heritage of our city in one area, but would allow the destruction of many 100 year old homes, seems completely at odds. In a revision, I would like to see more definitive language about preserving original structures and keeping the integrity of neighborhoods. - Show you're serious about Policies 60 and 94 by not allowing our old homes to be torn down by developers. 	7/20/2018
5122	31	/policies/creative-workers/	Provide Property Tax Abatement opportunities to Arts Production Buildings to prevent the cost of space forcing artists out of the City.	7/20/2018
5123	38	/policies/affordable-housing-near-transit-and-job-	Except in existing industrial production areas.	7/20/2018
5124	55	/policies/business-innovation-and-expansion/	Add preserving existing uses, assets and Art Districts.	7/20/2018
5125	56	/policies/supporting-small-businesses/	Add artists to this section (Support the development and growth of small business and artists.)	7/20/2018
5126	58	/policies/business-districts-and-corridors/	<p>g. Support the existing Arts Districts</p> <p>h. Develop programs & strategies specifically aimed at maintaining affordable rents for art studios and arts production space and minimizing displacement.</p>	7/20/2018

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5127	81	/policies/social-connectedness/	<p>*Support the existing mixed used Northeast Minneapolis Arts District as an example of a socially vital community.</p> <p>*Preserve existing buildings.</p>	7/20/2018
5128	79	/policies/healthy-youth-development/	<p>SCHEMATIC MOVEMENTS THAT CORRELATE WITH A GROWING CITY</p> <p>If Minneapolis Public Schools are funded majorly through state aid (which is comprised of a combination of sources, but mostly through state sales and income taxes*), and through property taxes, and taxable rental income of property owners ... HOW is it that the population of MPLS continues to rise (with said housing shortage) yet MPS budgets continue to get slashed? I understand MPS is a completely different entity with a different governing body and budgeting process. But big-picture: If the city is growing, how are our schools still economically in decline? This plan does nothing to address overlays to schools (an in fact "in the case of Kenwood School, proposed to use Penn Ave S. as increasing density, putting 450 school children at risk.)</p> <p>The funding for schools would seem to grow from the (growing, not shrinking) population. I find it hard to believe that with property taxes being what they are in our neighborhood (and on the rise), that our schools are suffering as they are. One would think they should be thriving as a result of tax hikes, increased revenue from income and sales taxes of so many new people! Nope. MPS continues to slash budgets city wide. It doesn't add up. Plus, it's the property owners "not the renters" who end up paying the most toward school funding. Increasing density does not round out the community "especially education" as a whole. The 2040 plan asks us to invest in our young people ... but not in our schools! This is bananas.</p> <p>FYI - Both of these questions will be on the ballot in November (potentially Raising Property Taxes for PROPERTY OWNERS, not renters)</p> <p>MPS Strong Referendum sample ballot with explanations On November 6, look for the following questions on your general election ballot.</p> <p>School District Question 1: Approval of School District Referendum Revenue Authorization The Board of Special School District No. 1 (Minneapolis Public Schools) has proposed to increase its general education revenue by \$485.00 per pupil. The proposed referendum revenue authorization would increase each year by the rate of inflation and be applicable for seven years beginning with taxes payable in 2019, unless otherwise revoked or reduced as provided by law.</p> <p>Yes/No</p> <p>Shall the increase in the revenue proposed by the board of Special School District No. 1 be approved? (goes to the right to the yes/no bubbles)</p>	7/20/2018
5129	29	/policies/creative-sector-economy/	Keep the creative sector creative! Allow creativity to thrive in those areas, by keeping them accessible, attractive and affordable. Support diversity of cultures and ages to keep this vital part of our local economy vibrant!	7/20/2018
5130	84	/policies/public-safety/	What about pedestrian safety? Have you looked at the X crosswalks in LA? More needs to be done in Minneapolis to educate drivers, and protect pedestrians, especially if this plan is to promote "walking first."	7/20/2018
5131	76	/policies/new-parks/	This is very important for equity reasons. We have a world class park system and we should make sure all have access in their neighborhoods.	7/20/2018
5132	6	/policies/pedestrian-oriented-building-and-site-de	We go into this level of detail around pedestrian focused design of buildings, while meanwhile it's hardly safe to cross the street in Uptown? Improve crosswalks!!! Improve pedestrian safety!	7/20/2018
5133	88	/policies/public-services-policy/	Good, but more trained inspectors are needed. A new fancy cafe did extensive renovations before opening which required permits. Why were they allowed to build something that made it impossible for a wheelchair to get in the front door? More than half the tables are also too tall for the young people in our community who need to use electric carts.	7/20/2018
5134	1	/policies/access-to-housing/	As a whole, 2040 Plan disenfranchises property owners and neighborhood groups from having any input on the fabric of their communities. Within this plan, there are far too many blanket policy changes that take thoughtful consideration and debate out of the approval process. Please, put the neighborhoods BACK into the process. Especially the taxpayers.	7/20/2018

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5135	88	/policies/public-services-policy/	As a whole, 2040 Plan disenfranchises property owners and neighborhood groups from having any input on the fabric of their communities. Within this plan, there are far too many blanket policy changes that take thoughtful consideration and debate out of the approval process. Please, put the neighborhoods BACK into the process.	7/20/2018
5136	3	/policies/production-and-processing/	Hello! I work in NE. Many of my friends live here and I have some friends with studios here. I hope you expand and maintain areas for production, processing, and distribution of products, services, and ideas. We need to include artistic production and services in the Policy. Please consider adding them as a protected class for production processing areas. Our artists are part of the reason that NE is becoming vibrant again. I don't want to lose what makes this area so unique. --Chris Madsen, 612-722-9982	7/20/2018
5137	5	/policies/visual-quality-of-new-development/	Hello. I hope the Policy you craft will ensure a high-quality and distinctive physical environment in all parts of the city through building and site design requirements. There's a lot of leeway in how the qualifiers 'high quality' or 'distinctive' could be interpreted. Also, there is no mention of public art at all. Please require City funded projects to include public art which is purchased locally. The State of MN used this method, in the past, to bring art to every new building. It adds to the glory of the city at a small cost and constantly reminds builders and the public that art gives back in a multitude of ways. Thank you. Chris Madsen, 612-722-9982	7/20/2018
5138	89	/policies/technology-in-the-city-enterprise/	I'm all for cameras in public places plagued repeatably by vandalism. A few of us neighbors go out to clean graffiti off public art, Murals, mailboxes and signs in our Community on a weekly basis. Gang Tagging is a concern. We also see graffiti that seems racist or incites violence. It is very destructive. We have seen dangerous graffiti obscuring freeway signs. I sincerely hope that some of these folks find outlets for their "Art" that doesn't destroy property and make our neighborhood look like it doesn't care.	7/20/2018
5139	29	/policies/creative-sector-economy/	Hello. Our artists give back a great deal to the community. Look at how our community has changed since Art-A-Whirl was founded. We were the top city in the country, two years ago for our NE Arts District! Please ensure growth and sustainability in the creative sector economy by providing arts, culture and design organizations, creative entrepreneurs, and small businesses with working, material, and physical capital resources. Acknowledge and highlight the significant contributions made by creative sector, and the capital and space needs necessary to sustain the creative economy. We need to protect our existing arts districts. Buildings get sold and artists get dislocated. Suddenly the art effect is diminished and people start to feel unvalued. If the policy doesn't acknowledge the importance of concentration and community to arts production, all of our arts organizations become at risk. Thank you, Chris Madsen, 612-722-9982	7/20/2018
5140	30	/policies/arts-and-cultural-assets/	Hello. It's not enough to promote the assets we have. We also need to protect them, with wording that encompasses our existing arts infrastructure and community as critical to the local arts it calls to protect. Without thoughtful language in the policy, developers will move in and trade the arts infrastructure for the biggest price. We've seen seniors get dumped out of low-income housing and we've seen arts buildings get revamped for condo's. Let's protect what we have, so that NE continues to shine for both the residents and the artists that work here. Thank you, Chris Madsen, 612-722-9982	7/20/2018

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5141	0.1 /topics/land-use-built-form/	<p>We have enjoyed living in our home in southwest Minneapolis for over 26 years. We have serious concerns about the draft of the Minneapolis 2040 Comprehensive Plan. We agree that housing affordability is an important goal; however, we believe indiscriminate rezoning of our neighborhoods to allow fourplexes will not address this affordability goal. Rather, it will enrich the developers and leave us with more density that remains unaffordable to low-income residents. We believe that the goal of addressing affordable housing should be focused and cannot be solved simply through rezoning. We also think that any plan to tackle housing affordability should seek a metro-wide solution that involves our suburban counterparts.</p> <p>Regarding increased density. We understand that housing trends are putting pressure on cities to increase their density of housing stock. Having said that, the growth should be managed in such a way that our neighborhoods maintain a good quality of life. Some areas can handle increased density better than others can and great care and discernment must be employed in making these rezoning decisions. In our neighborhood, adding more density that increases congestion and limits parking will diminish our quality of life. As it is, the increased airport noise has been detrimental to our enjoyment of our neighborhood over the past couple of years. At some point, neighborhoods will hit a tipping point in which people seek out other places to live. Our Minneapolis "golden egg" of a livable city risks being broken. It would be unfortunate to see this happen and we rely on the wisdom of our elected leaders to think very carefully of the various unintended consequences that could occur under this current plan.</p> <p>We do not support increasing density on our interior streets.</p>	7/20/2018
5142	0.1 /topics/land-use-built-form/	<p>I have lived in the City of Minneapolis for 37 years, with 34 of those years in owner-occupied single family housing. Minneapolis is unique among major US cities in that it still offers this housing option within the city limits. As a Midwestern city, this makes sense, in that many of its residents migrated here from farms and small towns, and had this option not been available, they would undoubtedly have chosen to locate in the suburbs instead.</p> <p>The 2040 Plan proposal to upzone all currently zoned single family parcels to allow for multi-unit buildings, with no off-street parking requirements, will destroy the city as it now exists. The current demand for housing is not for small rental units in a fourplex with no yard or garage. Would-be homebuyers are not engaging in bidding wars to rent apartments; rather, they are looking for single family homes in neighborhoods of similar types of homes. The Plan fails to recognize this reality.</p> <p>Furthermore, the underlying assumptions that grocery stores and other retail establishments will miraculously appear every three or four blocks and residents will bike, walk or take public transit to reach those establishments are unrealistic. Given the trend toward online shopping and door-to-door delivery of goods, it seems more likely that the number of brick-and-mortar retail establishments will decline rather than expand (as has already happened in the downtown core, including, in particular, along the newly and costly "redesigned" Nicollet Mall). As for public transit service, it is mediocre at best and it is not readily available in many parts of the city. (For several years I took the bus to my office downtown, but I gave up after the schedule was cut back to only a few hours a day and after too many mornings of waiting in below-zero temperatures for a bus that never appeared.) There is no reason to expect any significant improvement on this front, other than perhaps along a few light rail corridors. Also, regardless of the effects of climate change, it is still going to be cold and snowy for 5 - 6 months out of the year, and there is little desire on the part of most residents to bike or walk through the snow for blocks and blocks with bags full of groceries. People are going to continue to drive to and from their destinations, even if it those destinations are only a few blocks away.</p> <p>The 2040 website states that the plan "does not call for the end of single family homes," but this will be the result if the plan is implemented. Most houses in my neighborhood have valuations in excess of \$500,000, but almost every block has at least one house that is in marginal condition at best. If this plan is implemented, it is only a matter of time until those properties are purchased by nonresident developers and turned into multiunit buildings, with rent or resale prices far above anything that could be reasonably be considered "affordable." Once that process begins, others on the block will sell in order to avoid being the last single family house standing in a neighborhood of multiunit rental buildings. This pattern has historically happened in other parts of the city (see Lowry Hill East and Whittier as examples) and there is no reason to believe that it will not be repeated if the zoning in neighborhoods where single family housing</p>	7/20/2018

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5143	0.1 /topics/land-use-built-form/		<p>"No, City Council President Lisa Bender and planning director Heather Worthington, all the residents of the 10th Ward are not fine with what is happening there. Rather, as citizens throughout Minneapolis are now experiencing, 10th Ward residents who express concern or propose modifications are labeled as NIMBYS, racists, classists or, at best, alarmists, or simply resistant to change. This justifies dismissing any questioning of city leaders -who by the way, never informed the public during their recent campaigns of their eagerness to reshape the entire city.</p> <p>At the July 11 VFW meeting, Worthington called the desire to preserve open and green spaces 'white pastoralism.' Really? Is she actually suggesting that people of color have no need for trees, grass, plants and unpolluted lakes? Or that only white people care about the environment? Or that research showing the positive effect of nature on physical and mental health is merely a reflection of white privilege?" Tamara Kaiser, Minneapolis. Letter to the STARTRIBUNE 7/20/18</p> <p>I couldn't have said it better. Ms Worthington needs to resign for her hateful speech and total disrespect for the hardworking, tax-paying middle class people who pay her salary and whom she is supposed to serve. I am one of them. Please assign someone else who really cares about all people and the environment into her position now. For an example of the environment she wants to make more dense and thus less inhabitable just try driving or biking down the very streets targeted for more density - Nicollet, Chicago, Penn, and Lyndale. These streets and neighborhoods are already packed with buildings, pavement, and businesses. People living in them are under incredible and unhealthy stress already.</p> <p>IF increased density is necessary, let's line up the mansions and huge yards around Lake Harriet first. But 2040 has no provision for affordable housing and developers will not be willing to spend the money necessary to "densify" the wealthy neighborhoods. Again, the poor and middle class will carry this burden.</p> <p>STOP IT!</p>	7/20/2018
5144	0.1 /topics/land-use-built-form/		<p>Over development around the city lakes with high rise construction will create such congestion as to destroy the amenity that makes the city unique.</p>	7/20/2018
5145	31 /policies/creative-workers/		<p>Hello.</p> <p>I work in NE for two artists. This job provides my livelihood. I also am an artist. Supporting our creative Workers makes good sense, economically. We're a very inventive group and given resources and opportunities to thrive, we can give back to our communities. It seems as though the policy fails to acknowledge the importance of the existing infrastructure and community as "resources . . . to thrive". This is a real mistake. Artists want to be a valuable part of the community. They love to give back. But if they have no resources, some of them lash out, and express themselves in less fortunate ways, like graffiti.</p> <p>I never want to see us as a "little Los Angeles." Providing Property Tax Abatement opportunities to Arts Production Buildings to prevent the cost of space forcing artists out of the City makes it easier for artists to find a space to work and live within the community. They are no longer disenfranchised. They are supported and celebrated for what they create and then NE Minneapolis becomes an even bigger draw to the outside world.</p> <p>Thank you, Chris Madsen, 612-722-9982</p>	7/20/2018
5146	38 /policies/affordable-housing-near-transit-and-job-		<p>Hello.</p> <p>Affordable housing is very important, always. What's really wonderful, is when it is mixed, having both high end and low end right next to each other, or in the same building, so that both ends of the economic spectrum see the value of the "other." It's also important that the policy recognizes the importance of production zones.</p> <p>Thank you, Chris Madsen, 612-722-9982</p>	7/20/2018

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5147	0.1	/topics/land-use-built-form/	Please! I live on Sheridan Avenue in Linden Hills. But don't zone it as interior 4!!! 2 should be the highest and that could reach throughout the neighborhood to increase density near the bus stops. Put a half way house here or subsidize 2 ½ story low income housing (developers will NEVER do this in this neighborhood) I'm all for it. You are instead gifting developers will destroy the character as they try to do with behemoth SINGLE family homes that we also fight in the neighborhood. We're a reliably political progressive and inclusive neighborhood but happen to be expensive. Please don't call us racist or NIMBY people. We value green spaces and character wherever they are found or can be developed. We support things we will never use in the service of diversity and fairness. This destruction of character and esthetics will serve neither affordable housing or diversity, just developers. And they have enough as it is! Please listen	7/20/2018
5148	33	/policies/affordable-housing-production/	These are all worthy goals but I don't see specifics within them that ensure their success. I have questions about where the funds will come from, I also wonder how we will be able to inspect and maintain existing and or new structures when the city inspectors already seem overwhelmed and inspections of low income rentals are far and few between. Where will the funds come from to afford both current standards that aren't being met and new construction?	7/20/2018
5149	0.1	/topics/land-use-built-form/	The corridors identified in the Plan include Sheridan and 44th. Both of these streets are narrow, normal, or customary residential streets that already carry bike lane designations and bus routes. In fact, Sheridan is so narrow that it prohibits parking on one side of the street from William Berry Parkway to 44th to accommodate the current traffic. Down 44th, while there is parking on both sides, it is a narrow, normal-width residential street; in the winter, at times, the street is down to a lane or lane and a half, at best. Notwithstanding, the 2040 Plan treats these streets the same as Hennepin Avenue, Lyndale Avenue, France Avenue, and 50th Street. All of these are four-lane and/or adapted two-lane roads that are wide and sweeping boulevards that can better accommodate the 2040 Plan. Sheridan and 44th are not physically capable of supporting four (or more) story buildings. And their accompanying "Interior 3" designated areas also cannot support 3 story buildings. These blocks (which are on the adjacent parcels to the commercial corridors) are made up primarily of single family homes which will negatively impact the supply housing stock for families in the community. These blocks simply do not have the capacity to properly handle the additional traffic, parking, and other demands that would be created as those are developed, much less the overflow of traffic and parking from the structurally insufficient commercial corridors.	7/20/2018
5150	50	/policies/access-to-technology/	Affordable internet access for those of us who can not afford \$50.00 a month would be a great step!	7/20/2018
5151	30	/policies/arts-and-cultural-assets/	I am so glad that you have identified these goals that support the creative and innovative spirits of our diverse citizenry. These values are so important to acknowledge because they make our growing multicultural city rich and engaging. They give all of us inspiration and joy!	7/20/2018
5152	1	/policies/access-to-housing/	The broad brush rezoning doesn't feel like city planning, rather it seems to be a total relegation of responsibility which will lead to city pandemonium, with the primary winners being the developers and the losers being current residents. Ironically, the rezoning will actually be counterproductive to the stated goal as the current stock of affordable housing will be redeveloped into apartments which will not be any more affordable. Additionally, the lack of any parking requirements will create significant issues at the present time. There may come a day when ride sharing takes a bigger share of commuting, but at present time this is not a feasible alternative. The current state of this country is that we are a car society, and likely will be for the foreseeable future - This needs to be recognized in city planning.	7/20/2018

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5153	41	/policies/tenant-protections/	<p>As a property manager i personally and the company I work for have been attacked [verbally] and in print. By the community and city for a tenant's actions</p> <p>What I mean is this; the city will punish a landlord or property management agency if a tenant is causing infractions on city ordinances; city regulations; state laws, and so on even; if the property owner has an immaculate property that passes each housing inspection the tenant and their bad behavior; and that of their company can cause a property owner to receive sanctions from the city by way of increasing the tier rating. The resources a property owner has at their disposal to check the rental history of any person is a rental background check this will tell a property owner where someone lived and how long they lived there, if there is an eviction on their record, criminal [conviction record] and if requested their credit score.</p> <p>So I am looking up jane doe's record and I see she lived at 123 abc street for 3 years. No criminal. Or evictions. On her background check and her credit is good; so I rent to her after a few weeks she begins to sell cans of beer to neighbors [singles] or sell cigarettes to neighbors one at a time or other borderline criminal activity that is not a major crime but a crime nun the less and that attracts more dangerous people and more dangerous crime.</p> <p>How is the property owner the cause or perpetrator of the problem?</p>	7/20/2018
5154	1	/policies/access-to-housing/	<p>As a property manager i personally and the company I work for have been attacked [verbally] and in print. By the community and city for a tenant's actions</p> <p>What I mean is this; the city will punish a landlord or property management agency if a tenant is causing infractions on city ordinances; city regulations; state laws, and so on even; if the property owner has an immaculate property that passes each housing inspection the tenant and their bad behavior; and that of their company can cause a property owner to receive sanctions from the city by way of increasing the tier rating. The resources a property owner has at their disposal to check the rental history of any person is a rental background check this will tell a property owner where someone lived and how long they lived there, if there is an eviction on their record, criminal [conviction record] and if requested their credit score.</p> <p>So I am looking up jane doe's record and I see she lived at 123 abc street for 3 years. No criminal. Or evictions. On her background check and her credit is good; so I rent to her after a few weeks she begins to sell cans of beer to neighbors [singles] or sell cigarettes to neighbors one at a time or other borderline criminal activity that is not a major crime but a crime nun the less and that attracts more dangerous people and more dangerous crime.</p> <p>How is the property owner the cause or perpetrator of the problem?</p>	7/20/2018
5155	14	/policies/tree-canopy-and-urban-forest/	Trees and greenery/flowers inspire calm and emotional wellbeing as well as their environmental value. thank you for including these goals in your plan1	7/20/2018
5156	11	/policies/skyways/	keep and expand all skyways	7/20/2018
5157	31	/policies/creative-workers/	Great Goals!	7/20/2018
5158	41	/policies/tenant-protections/	<p>As a property manager i personally and the company I work for have been attacked [verbally] and in print. By the community and city for a tenant's actions</p> <p>What I mean is this; the city will punish a landlord or property management agency if a tenant is causing infractions on city ordinances; city regulations; state laws, and so on even; if the property owner has an immaculate property that passes each housing inspection the tenant and their bad behavior; and that of their company can cause a property owner to receive sanctions from the city by way of increasing the tier rating. The resources a property owner has at their disposal to check the rental history of any person is a rental background check this will tell a property owner where someone lived and how long they lived there, if there is an eviction on their record, criminal [conviction record] and if requested their credit score.</p> <p>So I am looking up jane doe's record and I see she lived at 123 abc street for 3 years. No criminal. Or evictions. On her background check and her credit is good; so I rent to her after a few weeks she begins to sell cans of beer to neighbors [singles] or sell cigarettes to neighbors one at a time or other borderline criminal activity that is not a major crime but a crime nun the less and that attracts more dangerous people and more dangerous crime.</p> <p>How is the property owner the cause or perpetrator of the problem?</p>	7/20/2018

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5159	40	/policies/homelessness/	<p>As a property manager i personally and the company I work for have been attacked [verbally] and in print. By the community and city for a tenant's actions</p> <p>What I mean is this; the city will punish a landlord or property management agency if a tenant is causing infractions on city ordinances; city regulations; state laws, and so on even; if the property owner has an immaculate property that passes each housing inspection the tenant and their bad behavior; and that of their company can cause a property owner to receive sanctions from the city by way of increasing the tier rating. The resources a property owner has at their disposal to check the rental history of any person is a rental background check this will tell a property owner where someone lived and how long they lived there, if there is an eviction on their record, criminal [conviction record] and if requested their credit score.</p> <p>So I am looking up jane doe's record and I see she lived at 123 abc street for 3 years. No criminal. Or evictions. On her background check and her credit is good; so I rent to her after a few weeks she begins to sell cans of beer to neighbors [singles] or sell cigarettes to neighbors one at a time or other borderline criminal activity that is not a major crime but a crime nun the less and that attracts more dangerous people and more dangerous crime.</p> <p>How is the property owner the cause or perpetrator of the problem?</p>	7/20/2018
5160	34	/policies/affordable-housing-preservation/	<p>As a property manager i personally and the company I work for have been attacked [verbally] and in print. By the community and city for a tenant's actions</p> <p>What I mean is this; the city will punish a landlord or property management agency if a tenant is causing infractions on city ordinances; city regulations; state laws, and so on even; if the property owner has an immaculate property that passes each housing inspection the tenant and their bad behavior; and that of their company can cause a property owner to receive sanctions from the city by way of increasing the tier rating. The resources a property owner has at their disposal to check the rental history of any person is a rental background check this will tell a property owner where someone lived and how long they lived there, if there is an eviction on their record, criminal [conviction record] and if requested their credit score.</p> <p>So I am looking up jane doe's record and I see she lived at 123 abc street for 3 years. No criminal. Or evictions. On her background check and her credit is good; so I rent to her after a few weeks she begins to sell cans of beer to neighbors [singles] or sell cigarettes to neighbors one at a time or other borderline criminal activity that is not a major crime but a crime nun the less and that attracts more dangerous people and more dangerous crime.</p> <p>How is the property owner the cause or perpetrator of the problem?</p>	7/20/2018
5161	37	/policies/mixed-income-housing/	<p>As a property manager i personally and the company I work for have been attacked [verbally] and in print. By the community and city for a tenant's actions</p> <p>What I mean is this; the city will punish a landlord or property management agency if a tenant is causing infractions on city ordinances; city regulations; state laws, and so on even; if the property owner has an immaculate property that passes each housing inspection the tenant and their bad behavior; and that of their company can cause a property owner to receive sanctions from the city by way of increasing the tier rating. The resources a property owner has at their disposal to check the rental history of any person is a rental background check this will tell a property owner where someone lived and how long they lived there, if there is an eviction on their record, criminal [conviction record] and if requested their credit score.</p> <p>So I am looking up jane doe's record and I see she lived at 123 abc street for 3 years. No criminal. Or evictions. On her background check and her credit is good; so I rent to her after a few weeks she begins to sell cans of beer to neighbors [singles] or sell cigarettes to neighbors one at a time or other borderline criminal activity that is not a major crime but a crime nun the less and that attracts more dangerous people and more dangerous crime.</p> <p>How is the property owner the cause or perpetrator of the problem?</p>	7/20/2018

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5162	84	/policies/public-safety/	<p>While gardening in a public place, I've run into a young woman who I believe needs help. She said that she was an alcoholic, then that she really wasn't, but drank because of the way she had been treated by men. She seemed on the verge of doing something to further put herself at risk. We talked for a few minutes and I asked her to Please take care of herself. She hugged me and went away. I've seen her twice there. I think she lacks confidence to take control of her life. One Day At A Time. In any case, I wish I had a card to give her with a number to call for free counseling. I'm not sure what her problems are, but I recall there used to be one number for all kinds of counselling and referrals. Re-instate that and make it better.</p> <p>We also have a problem with people taking a shortcut across BNSF tracks that diagonally dissect our neighborhood. Two people have died crossing in the wrong place, even though there is a good safety at-grade crossing just a half block away. Mary was a young mother walking her dog and thought she was being careful. She waited for a train to pass, but didn't see the one coming from the other direction. Jordan was looking forward to beginning classes at the U of MN. Neighbors saw the railroad cleaning up his remains. His housemates were devastated and I brought them muffins. His former teammates thought a fence to prevent another tragedy would be a good memorial. Our neighborhood association has asked the city to erect a fence on each side to keep people from crossing there. I've seen a woman with a toddler crossing there, people walking dogs, and young people running back and forth across while laughing and throwing a cooler and it's contents across. Furniture has been dumped there. A railroad crossing sign was added, but it is only on one side and cannot be read unless you are already crossing.</p>	7/20/2018
5163	39	/policies/fair-housing/	<p>As a property manager i personally and the company I work for have been attacked [verbally] and in print. By the community and city for a tenant's actions</p> <p>What I mean is this; the city will punish a landlord or property management agency if a tenant is causing infractions on city ordinances; city regulations; state laws, and so on even; if the property owner has an immaculate property that passes each housing inspection the tenant and their bad behavior; and that of their company can cause a property owner to receive sanctions from the city by way of increasing the tier rating. The resources a property owner has at their disposal to check the rental history of any person is a rental background check this will tell a property owner where someone lived and how long they lived there, if there is an eviction on their record, criminal [conviction record] and if requested their credit score.</p> <p>So I am looking up jane doe's record and I see she lived at 123 abc street for 3 years. No criminal. Or evictions. On her background check and her credit is good; so I rent to her after a few weeks she begins to sell cans of beer to neighbors [singles] or sell cigarettes to neighbors one at a time or other borderline criminal activity that is not a major crime but a crime none the less and that attracts more dangerous people and more dangerous crime.</p> <p>How is the property owner the cause or perpetrator of the problem?</p>	7/20/2018
5164	40	/policies/homelessness/	<p>As a property manager i personally and the company I work for have been attacked [verbally] and in print. By the community and city for a tenant's actions</p> <p>What I mean is this; the city will punish a landlord or property management agency if a tenant is causing infractions on city ordinances; city regulations; state laws, and so on even; if the property owner has an immaculate property that passes each housing inspection the tenant and their bad behavior; and that of their company can cause a property owner to receive sanctions from the city by way of increasing the tier rating. The resources a property owner has at their disposal to check the rental history of any person is a rental background check this will tell a property owner where someone lived and how long they lived there, if there is an eviction on their record, criminal [conviction record] and if requested their credit score.</p> <p>So I am looking up jane doe's record and I see she lived at 123 abc street for 3 years. No criminal. Or evictions. On her background check and her credit is good; so I rent to her after a few weeks she begins to sell cans of beer to neighbors [singles] or sell cigarettes to neighbors one at a time or other borderline criminal activity that is not a major crime but a crime none the less and that attracts more dangerous people and more dangerous crime.</p> <p>How is the property owner the cause or perpetrator of the problem?</p>	7/20/2018

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5165	43	/policies/housing-displacement/	<p>As a property manager i personally and the company I work for have been attacked [verbally] and in print. By the community and city for a tenant's actions</p> <p>What I mean is this; the city will punish a landlord or property management agency if a tenant is causing infractions on city ordinances; city regulations; state laws, and so on even; if the property owner has an immaculate property that passes each housing inspection the tenant and their bad behavior; and that of their company can cause a property owner to receive sanctions from the city by way of increasing the tier rating. The resources a property owner has at their disposal to check the rental history of any person is a rental background check this will tell a property owner where someone lived and how long they lived there, if there is an eviction on their record, criminal [conviction record] and if requested their credit score.</p> <p>So I am looking up jane doe's record and I see she lived at 123 abc street for 3 years. No criminal. Or evictions. On her background check and her credit is good; so I rent to her after a few weeks she begins to sell cans of beer to neighbors [singles] or sell cigarettes to neighbors one at a time or other borderline criminal activity that is not a major crime but a crime nun the less and that attracts more dangerous people and more dangerous crime.</p> <p>How is the property owner the cause or perpetrator of the problem?</p>	7/20/2018
5166	46	/policies/healthy-housing/	<p>As a property manager i personally and the company I work for have been attacked [verbally] and in print. By the community and city for a tenant's actions</p> <p>What I mean is this; the city will punish a landlord or property management agency if a tenant is causing infractions on city ordinances; city regulations; state laws, and so on even; if the property owner has an immaculate property that passes each housing inspection the tenant and their bad behavior; and that of their company can cause a property owner to receive sanctions from the city by way of increasing the tier rating. The resources a property owner has at their disposal to check the rental history of any person is a rental background check this will tell a property owner where someone lived and how long they lived there, if there is an eviction on their record, criminal [conviction record] and if requested their credit score.</p> <p>So I am looking up jane doe's record and I see she lived at 123 abc street for 3 years. No criminal. Or evictions. On her background check and her credit is good; so I rent to her after a few weeks she begins to sell cans of beer to neighbors [singles] or sell cigarettes to neighbors one at a time or other borderline criminal activity that is not a major crime but a crime nun the less and that attracts more dangerous people and more dangerous crime.</p> <p>How is the property owner the cause or perpetrator of the problem?</p>	7/20/2018
5167	59	/policies/downtown/	Downtown residencies now belong to the upper middle classes and wealthy, please look at supporting mixed income housing and low income housing g for singles and families so that downtown isn't an island of high income!	7/20/2018
5168	0.1	/topics/land-use-built-form/	This map doesn't direct city growth. That's your job!	7/20/2018
5169	18	/policies/walking/	These goals are extremely important, walking is not only healthy but it builds communities and engagement. We need to insure that our streets and crosswalks are safe for all of our citizens. We also need to be innovative allowing community groups to be creative, for example the rainbow crossing g at Loring Park. A great idea! lets make sure that happens!	7/20/2018
5170	33	/policies/affordable-housing-production/	<p>Minneapolis Public Housing Authority (MPHA) supports the focus on producing and preserving affordable housing options that meet the changing needs of Minneapolis residents. The policies and action steps outline an expansion of tools and resources to produce more housing at 30, 50, and 80 percent of area median income, with a prioritization of housing stability for households with incomes at or below 30 percent area median income. MPHA's mission is to preserve and create long term affordable housing for some of the most vulnerable residents who earn at or below 30 percent of area median income. Thus, we see ourselves as vital partners in these policies and action steps and ultimately meeting the goals of the plan.</p> <p>Recommendation: Include more information on household incomes in Minneapolis and why it is important to prioritize the needs of those with incomes at or below 30 percent of AMI. In these policies or in policy 35 and 36 call out the partnership with MPHA and the importance of preserving and creating more public housing to ensure all residents have access to affordable housing.</p>	7/20/2018

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5171	34	/policies/affordable-housing-preservation/	<p>Minneapolis Public Housing Authority (MPHA) supports the focus on producing and preserving affordable housing options that meet the changing needs of Minneapolis residents. The policies and action steps outline an expansion of tools and resources to produce more housing at 30, 50, and 80 percent of area median income, with a prioritization of housing stability for households with incomes at or below 30 percent area median income. MPHA's mission is to preserve and create long term affordable housing for some of the most vulnerable residents who earn at or below 30 percent of area median income. Thus, we see ourselves as vital partners in these policies and action steps and ultimately meeting the goals of the plan.</p> <p>Recommendation: Include more information on household incomes in Minneapolis and why it is important to prioritize the needs of those with incomes at or below 30 percent of AMI. In these policies or in policy 35 and 36 call out the partnership with MPHA and the importance of preserving and creating more public housing to ensure all residents have access to affordable housing.</p>	7/20/2018
5172	26	/policies/vision-zero/	<p>Enforcement is key, I believe, as are speed reduction, and design choices that are aligned with the complete streets policies. Winter Maintenance is also something we need to improve and enforce!</p>	7/20/2018
5173	35	/policies/innovative-housing-types/	<p>Minneapolis Public Housing Authority (MPHA) supports the focus on innovative housing types and funding opportunities. As the plan states, the current tools and resources have not been enough to meet the needs of our city. Innovation is vital to ensuring all households have access to safe, decent, and affordable housing. MPHA is eager to find innovative construction techniques and funding opportunities to preserve and develop affordable housing, specifically for the lowest income residents.</p> <p>Recommendation: Ensure that updated zoning and building codes support and encourage the future innovation in housing types, building techniques, and energy efficiency.</p>	7/20/2018
5174	36	/policies/innovative-housing-strategies/	<p>Minneapolis Public Housing Authority (MPHA) supports the focus on innovative housing types and funding opportunities. As the plan states, the current tools and resources have not been enough to meet the needs of our city. Innovation is vital to ensuring all households have access to safe, decent, and affordable housing. MPHA is eager to find innovative construction techniques and funding opportunities to preserve and develop affordable housing, specifically for the lowest income residents.</p> <p>Recommendation: Ensure that updated zoning and building codes support and encourage the future innovation in housing types, building techniques, and energy efficiency.</p>	7/20/2018
5175	41	/policies/tenant-protections/	<p>Minneapolis Public Housing Authority (MPHA) agrees that improving tenant protections is a key to improving living conditions in rental housing and ensuring renters have choice in their housing decisions. Action step e specifically calls out a collaboration with MPHA and the Section 8 Housing Choice Voucher Program. This ordinance is a city-led initiative and supported by action steps taken by the city.</p> <p>Recommendation: In action step e, remove "Minneapolis Public Housing Authority" and replace with "property owners and housing providers."</p>	7/20/2018
5176	20	/policies/transit/	<p>I don't drive or bike. I take the bus or walk. When we bought our home one of my requirements was that it be within a couple blocks of the 6 bus line which at that time ran from Roseville through Dinkytown, the University of Minnesota, Downtown, Uptown, and all the way to Southdale without a transfer. Busses continued to the two end malls till the stores closed. Metro Transit changed the routes. If I want to go to Rosedale I have to transfer, but the transfer location changes for different times of day and is at a freeway ramp with little foot traffic. I wouldn't transfer there at night, but there is no evening bus service there, so if I want to go there I need to take a cab home. My Mom used to get up at 4:00 am to catch her bus to work in Saint Paul. I understand wanting to give drivers a break by stringing shorter routes, but could we have longer routes and switch off drivers? How about a bus service from Downtown to the Minnesota Zoo twice a day on weekends?</p>	7/20/2018
5177	1	/policies/access-to-housing/	<p>YES. We must end exclusionary zoning! Unnecessary regulations on the number of neighbors in a particular area have resulted in increased prices and have negatively impacted low income and people of color. We must allow up to 4 units on every residential parcel through the city. There must NOT be any exception to this - especially in our wealthiest neighborhoods that have shut people out for decades.</p>	7/20/2018
5178	43	/policies/housing-displacement/	<p>The number one way to reduce displacement is to allow enough housing to be built. We must allow more housing by right in every neighborhood and on every parcel.</p>	7/20/2018
5179	11	/policies/skyways/	<p>Sounds good. Please add maps that include businesses every time a skyway crosses a street. Make the street level sidewalks more attractive by adding plants, modified rain gardens to take the runoff from all that concrete.</p>	7/20/2018
5180	35	/policies/innovative-housing-types/	<p>Social housing. The city should issue bonds and build cheap good housing all over the city. Stop waiting for private developers to lead!</p>	7/20/2018
5181	36	/policies/innovative-housing-strategies/	<p>Guarantee tenant right to counsel in landlord disputes. Team with Mid Minnesota Legal Aid.</p>	7/20/2018

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5182	26	/policies/vision-zero/	I highly approve of all of the goals listed here for Vision Zero. This is long overdue, as pedestrians and cyclists are menaced on a daily basis by scofflaw car drivers. Our city is far less safe than it should be, and it's all because of reckless drivers. I strongly approve of the enforcement aspect of this policy, though all of its goals are laudable.	7/20/2018
5183	0.1	/topics/land-use-built-form/	<p>WE have lived in Minneapolis since 1962 and purchased 2 homes in southwest. We purposely purchased homes in zoning areas where there would not be multi family dwellings or commercial areas next door to us. If we had purchased homes next to these areas, we would not be surprised by development in such areas as the Bryant/50th Street intersection that is a block from us. We have had long existing transportation hubs in our neighborhood and it appears to me that this is where multi-family housing should be built. This encourages more families to live here but preserves the well built and some would argue as we have important Elmslie homes here for example, historic housing stock that we continue to put thousands of dollars of preservation and restoration. Just this year we have put at least \$20,000 in brick and chimney restoration and plan on putting another \$20,000 in kitchen renovation. The Metropolitan Airport Commission invested \$20,000 into this house this year and by the constant sightings of their construction crews in this area have invested in many homes in this area. I know 3 other homes in this block alone.</p> <p>I am concerned about single family homes being converted to multi family homes. I have a friend renovating a 1880 built home in North Chicago. The neighborhood was re-zoned for multi family and the house historic elements were ripped out and the house fell in dis-repair. They have spent years restoring this home to bring it back to its' original state. So we want our neighborhoods to fall into dis-repair this way and most of the time not be in good enough shape to repair?</p> <p>I am not against multi-family dwellings in this area, but I think we have plenty of options in existing commercial areas so that we do not have to threaten 1/2 blocks into established single family dwellings in our city and have a blanket re-zoning of every single family home in the city. I am not talking about just South and Southwest either. I happened to be up in Northeast and noticed signs against 2040 as well. People are proud of their neighborhoods and I presume everyone in a single family home does not want to be threatened no matter where they live in the city.</p> <p>I am concerned that we do not have any estimates of how many people we need to accommodate in the next 50-100 years. This plan does not address that we have an entire development area right across the Ford bridge in St. Paul where there will be a very large opportunity for people to live and very close to the Hiawatha train line.</p> <p>That also brings up my concern that transportation has not been addressed. I know that we want to plan for fewer cars, but transportation especially in the outer rings of the city are not dependable. The argument that 20% of the population will be able to rides bikes is not plausible when either the cold, snow and extreme heat leave this option off the table. When I had jury duty last fall, it was suggested I take the train to downtown. It seemed absurd that I should drive nearly 10 miles to get to the train to go downtown and then drive 10 miles back. The bus was not an option as I needed to be on call and had less than an hour to get to the court house.</p> <p>I would like the city to slow down and give the residents more time to discuss this. I feel that most people are not aware of this plan and only recently have heard about this through Next Door in the past couple of weeks and the plan was just discussed in the Southwest Journal in the last edition, one week before feedback deadline.</p>	7/20/2018
5184	0.1	/topics/land-use-built-form/	Franklin Avenue in Lowry Hill is not a high frequency route! Blanket rezoning of the corridor to 4 stories -- on a street that is now largely single family houses would be a mistake.	7/20/2018
5185	0.1	/topics/land-use-built-form/	I think the wholesale zoning of areas in single family neighborhoods to Interior 3 and Corridor 4 is a bad idea and a blank check for developers to build high cost housing. I would like to see more oversight of development, not less. I would much prefer to see a more thoughtful approach to increase density. When projects are approved on a case by case basis, that enables the City to ensure that the building includes affordable housing and amenities like bicycle parking. Under Action steps for Affordable Housing, I would like to see the City include requirements for affordable housing in large housing developments. Making Minneapolis a more livable city for everyone is a laudable goal. But it is important not to lose the qualities that make Minneapolis desirable now.	7/20/2018
5186	1	/policies/access-to-housing/	To me developers are winning here, not the people!	7/20/2018

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5187	0.1	/topics/land-use-built-form/	<p>As a homeowner in Minneapolis near the 50th & France area, I have particular concern with proposed mixed-use development and including siting multi-family (duplex, 3-, 4-plex units) on site currently occupied by single family homes. While I am, in general, in support of denser urban development and a focus on alternative transportation from an environmental perspective, I would argue that it is not a good fit for proposed area near 50th & France:</p> <ol style="list-style-type: none"> 1. Street parking is already limited. Denser development would create further scarcity. Increased traffic and streets lined with parked cars increases the safety risk to children who are often less visible to drivers. The Fulton neighborhood has a high concentration of families with young children 2. Cars are a necessity in this area, unfortunately. Many individuals in this area have to commute to downtown or the western suburbs. There simply is not even alternative transportation options to meet that need and for many, pedestrian options are out of the question due to distances. A comprehensive transportation plan with light rail and express buses would be necessary for this to begin to make sense. I would also note that direct bus routes along France Ave to the University of Minnesota have been eliminated thereby complicating this. <p>Given the need for transportation to offset the impact of densification of the community, it would seem to make more sense to begin in the downtown core and expand outward. Attempting to do this in the outskirts is problematic since many individuals living in these communities have to commute to their places of employment.</p>	7/20/2018
5188	9	/policies/open-spaces-in-new-development/	<p>Brian Crotteau 20 Jul 2018: I like the idea of plazas and open spaces on what could be very housing-dense streets under the new plan. But open space and plazas should not be confused with green space. We also need real green space with native plants and habitat for wildlife, for water runoff/ quality and space that allows for trees.</p>	7/20/2018
5189	4	/policies/access-to-commercial-goods-and-service	<p>b and e should also contemplate preservation and expansion of light commercial uses in neighborhoods at nodal points in order to advance the goal of complete neighborhoods.</p>	7/20/2018
5190	17	/policies/complete-streets/	<p>It's time to look forward toward a future that isn't hamstrung by land use choices designed around our mid 19th century love affair with the private automobile. Nostalgia for car dependency culture is a luxury we can no longer afford.</p>	7/20/2018
5191	5	/policies/visual-quality-of-new-development/	<p>Brian Crotteau 20 Jul 2018: We support the text describing the visual quality of new buildings, but many of the setbacks are not enough to ensure some green space and room for trees.</p>	7/20/2018
5192	25	/policies/innovations-in-transportation-and-infras	<p>In Addition, visual quality should talk about green building practices, such as green exteriors, green rooftops, solar, etc.</p> <p>(a) should read "proactively regulate all private automobiles"</p>	7/20/2018
5193	15	/policies/transportation-and-equity/	<p>The intent of the Policy is good, but it isn't clear that the action steps will have any effect. There should be a mention of the fact that freeways like I35 and I94 destroyed neighborhoods and continue to result in barriers, pollution, and concentrations of poverty. Also, the way resources have been disproportionately put towards making it easy to own and store private vehicles in Minneapolis seems inequitable. There is little investment in making it easy to walk, bike and take transit. The text needs a lot of work.</p>	7/20/2018
5194	7	/policies/public-realm/	<p>Brian Crotteau 20 Jul 2018: The current draft plan does not do enough to ensure no net loss (we need a net gain) of green space, not just more concrete. The city needs space for trees, gardens, natural areas and especially natural areas in and around new and existing parks. We need more native habitat with native plants to support a sustainable ecosystem.</p>	7/20/2018
5195	4	/policies/access-to-commercial-goods-and-service	<p>To promote the city's goal of complete neighborhoods, every land-use decision must be assessed through a lens of whether it promotes higher-priority transportation modes. Does a land-use decision promote using a bus, train, car sharing/rental, or walkable proximity vs. does it promote owning a private automobile? Decisions that promote private automobile ownership should be pursued if there is no alternative that does a superior job of promoting the former.</p>	7/20/2018
5196	14	/policies/tree-canopy-and-urban-forest/	<p>Brian Crotteau 20 Jul 2018: While I applaud the 2040 plan to increase the canopy, the current build form map would do the opposite by turning single family home streets with trees and yards into Interior 3 and Corridor 4. 3 and 4 allow 4 stories (or more because the city always grants height and footprint variances) and footprint to the edge of the lots, which will eliminate green space, trees, gardens and space for water to seep into the ground.</p>	7/20/2018
5197	16	/policies/environmental-impacts-of-transportation	<p>I would love to see incentives and encouragement of single car households for families. This would mean that public transportation would be safe, timely, and widespread</p>	7/20/2018
5198	20	/policies/transit/	<p>Brian Crotteau 20 Jul 2018: I support the general direction of the transit section but we need more investment in light rail and electric trolley corridors, not just more bus routes.</p>	7/20/2018

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5199	51	/policies/healthy-pre-k-development/	Emphasis should be placed on targeted home nursing visits to assist young parents with learning to foster the health and education of the youngest minority children. Somehow these families must develop a culture that values and promotes learning at all levels. I doubt that City initiatives will be to any effect, and I would support the City encouraging voluntary community initiatives.	7/20/2018
5200	17	/policies/complete-streets/	I think the complete streets policy needs to be implemented as strenuously as possible- accommodating healthier, more environmentally conscious modes of transit-even at the expense of drivability in the city	7/20/2018
5201	19	/policies/bicycling/	As a biker, I find physical barriers for bike lanes are more effective and feel safer than paint. For example, Blaisdell has plastic posts marking its bike lane- I vastly prefer taking blaisdell in my commute instead of Bryant where there is paint and signage	7/20/2018
5202	67	/policies/climate-resilient-communities/	Brian Crotteau 20 Jul 2018: Many of the renderings and illustrations of interior 3, corridor 4, 5, etc. show enormous new apartment building taking up multiple lots, right to the edge of the lots and I see no requirements for green building codes, such as green rooftops, rooftop gardens, green space requirements. The current 2040 plan takes away too many trees, eliminates space for runoff and eliminates green space.	7/20/2018
5203	16	/policies/environmental-impacts-of-transportation/	The intent of this Policy is good, but the action steps are very weak and likely will make no impact. It is currently very easy to drive a car in Minneapolis because we have freeways, highways, and wide streets that make it the fastest and most desirable option. We also have free parking on most of our streets, or at least plenty of paid parking choices in the most dense areas. To make it inconvenient to drive, the alternatives like walking, biking, and transit need to be a lot better, and it needs to get more expensive and inconvenient to drive everywhere. Why does the City even own and operate giant parking ramps? Tear them down or sell them to private owners who will need to pay property taxes. Dismantle Hiawatha Avenue as a divided highway making the area actually pleasant to walk, bike and take transit. Cover the freeways or begin planning to phase them out. Put some money into making bus stops comfortable, widen sidewalks, slow car traffic.	7/20/2018
5204	20	/policies/transit/	I want four more (at least) light rail/train corridors- two more running north/south connecting Minneapolis to Richfield, Bloomington, Edina, Columbia heights, Brooklyn Park and Brooklyn center and two more running east west between Saint Paul and Minneapolis	7/20/2018
5205	47	/policies/housing-maintenance/	The plan's promotion of "upzoning" huge area of the residential city is directly opposed to this goal. Homeowners and landlords facing substantial expenditures to maintain their existing buildings will instead sell to the newly empowered developers of "denser" housing. The result will be less owned-occupied housing.	7/20/2018
5206	60	/policies/intrinsic-value-of-properties/	These are excellent actions steps to help with heritage preservation. But won't they conflict with plans to allow 6 story buildings on combined lots on major transit corridors, and to allow 4 story buildings on combined lots on the next level corridors? Exclude some transit corridor blocks from intensive development, using heritage preservation values as part of the criteria.	7/20/2018
5207	0.1	/topics/land-use-built-form/	20 Jul 2018 Brian Crotteau: Too many artificially made so-called corridors go way too far in creating Corridor 4 and Interior 3 zones which eliminate too many single family homes. Corridor 4 and Interior 3 should be scaled back and limited to blighted areas and areas that need re-development. Instead of spreading out upzoning across the entire city, we would like to see redevelopment happen in and around business clusters or little mini-main streets, first served by transit. Do not take out historic, well kept single family homes and duplexes in already thriving neighborhoods and instead focus on making parts of the city that need help into nice places that people want to live and work. Areas that could use focused upzoning could include Lyndale/ Diamond Lake Rd. zone, all along Lake Street, Franklin Avenue west of Hennepin, all along Broadway up through North, Northeast along both University and Central.	7/20/2018
5208	26	/policies/vision-zero/	The Pedestrian Crash Study was released about 9 months ago and there has been almost no effort to make improvements at the most dangerous intersections. Most of them are owned by Hennepin County, which shouldn't be an excuse. Public Works continues to be oriented towards moving and storing cars first, with making safe and comfortable places to walk as the lowest priority. The jargon described in this Policy is unlikely to change that fact.	7/20/2018

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			<p>Unethical approach to community involvement</p> <p>Despite living in Minneapolis since before the “2040” planning process began in 2016, my family and most of our community was unaware of the Minneapolis 2040 plan. We never hear anything on the news, print publications, or even a direct mailing. At a minimum each effected resident should have received a mailing about the proposed changes and also the opportunities to guide this plant. That did not happen. This appears to be the city pulling a “fast one” under the radar.</p> <p>Unethical and possibly Illegal rezoning of private property Property owners should have the right to vote if they want their whole city re-zoned. I consider the MPLS2040 approach unethical and possible Illegal. In Seattle the residents ended up suing the city to stop a comparable plan, and I would fully support that action here both with involvement and also resources. This would be a great case for a competent firm to take on “ They”ll get great PR if they squash this planned failure that is Minneapolis 2040.</p> <p>Complete disregard for property values Last night at the 10th ward meeting the response to concerns over property values was essentially “too bad we need to right the wrongs of the past.” This is unethical and un-American. If you spend your time focused in the rear-view mirror you will never accomplish anything. Additionally, property ownership has been a cornerstone in building the foundation of financial stability since July 4th 1776. What a terrible message for the city to send: we don’t care how our policy will affect your property values. You will push large taxpayers out of the city.</p> <p>Unintended Consequences Developers will not buy mansions and redevelop them in du/quad-plexes. Ironically, they will buy the city’s most affordable houses to do that. All real world examples of up-zoning quantitatively and imperially prove that increasing density this way drives prices up. This has FAILED in Seattle, Portland, Fresno, and San-Francisco. Last evening in response to these facts, the response basically was “we know it’s only ever failed but well figure it out.” This seems incredibly reckless and I personally have no confidence in the city to “figure it out on the fly.” Furthermore, you will erode your tax base as you erode property values and will either need to curb spending or spread the difference out over everyone else including those you are trying to help.</p> <p>This will end political careers Minneapolis has been “working” as evidenced by the strong demand growth over the past decade. I cannot fathom the logic behind trying to change almost all the existing framework that has allowed this city to thrive! Make no mistake about it: if this plan is brought to</p>	7/20/2018
5209	1	/policies/access-to-housing/		
5210	94	/policies/heritage-preservation-regulation/	These seem like extremely important steps. I'm surprised these items aren't already in place.	7/20/2018
5211	27	/policies/transportation-partnerships/	The partnerships with MNDOT and Hennepin County described in this Policy have resulted in freeways, highways, and streets that are designed solely to move cars efficiently. They are awful places for walkers, bikers, and transit users. Stop accepting funding to make our City awful for people who don't drive.	7/20/2018
5212	50	/policies/access-to-technology/	The language used to discuss Policy 50, technology access in Minneapolis, needs to be more specific. In particular, action step B has the potential to truly increase access. However, I would recommend including plans that would require all multi-dwelling housing units to be equipped with more than one connection for internet providers. In addition, a program should be created to encourage multi-dwelling unit owners to NOT sign the non-compete clauses often required when selecting an internet provider for the complex. Both of these suggestions help remove barriers to private development of city infrastructure. This also can increase competition and hopefully decrease internet prices.	7/20/2018
5213	41	/policies/tenant-protections/	The action steps should include instruction of tenants in their obligations as well as their rights. Too many landlords decline to participate in Section 8 programs because their experience with tenants leads them to fear destruction of their rental property through misuse and ignorance of basic codes of behavior. If Section 8 tenants are satisfactory tenants, landlord participation will increase.	7/20/2018
5214	12	/policies/lighting/	In the past, pedestrian scale lighting on important shared trails has been denied because it was tied to property assessments. Such was the case for the recently completed 26th Avenue North and later the 18th Avenue NE shared bike bed path that stretches from Theodore Wirth to the Diagonal Trail. In applying this policy, consideration should be given retroactively to projects denied previously by property tax assessments.	7/20/2018

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5215	80	/policies/development-near-metro-stations/	The development of real property uses around the Metro stations is likely to be most successful if left to private citizens responding to the opportunities. The less the intervention of City government in this process, the better. Central planning does not have a good record anywhere in the world. Why imagine that Minneapolis will be different?	7/20/2018
5216	12	/policies/lighting/	Highly are with applying PSL to neighborhood business nodes to encourage walking and business development.	7/20/2018
5217	83	/policies/people-with-disabilities/	The Public Works Department has done a poor job identifying accessibility barriers and implementing projects to address them. The existing ADA Transition Plan was never reviewed or approved by the City Council, and the document does the bare minimum. It focuses on replacing pedestrian ramps, but continues at a slow pace to accomplish it over decades. It doesn't mention sidewalk gaps, sidewalks with barriers (i.e. poles, trees, etc.), sidewalk gaps, snow & ice clearance. narrow sidewalks, or inaccessible bus stops. Public Works is only now creating a new ADA Transition Plan, and based on past experience, I expect it to have little impact.	7/20/2018
5218	0.1	/topics/land-use-built-form/	The Corridor 6 area located in and around 4700 OSSEO RD is currently the Victory Dog Park and wildflower area. I object to the proposal to turn this area into staging/production for the Ryan Lake housing build. Please indicate if there is a proposal to create a replacement dog park. This is an incredibly important feature of this northside neighborhood.	7/20/2018
5219	62	/policies/contaminated-sites/	https://www.wakefieldbiochar.com/ways-to-use-biochar/ The above link includes a YouTube video about how they're using Biochar in St. Louis for soil remediation. Recommend biochar be investigated as a carbon sequestration/natural way for remediation purposes when considered effective both in efficacy and cost.	7/20/2018
5220	0.1	/topics/land-use-built-form/	I am a resident of Minneapolis at 3131 Excelsior Blvd. I realize I have chosen to live in a high density, urban neighborhood, but increasing the density seems counterproductive to me, and to your high ideals for development for the City of Minneapolis. I applaud those high ideals, but increasing urban density does not seem a way to add quality of life. I understand that you hope to encourage people living in the city to abandon their personal automobiles and substitute public transportation for getting around. Perhaps the younger generations will move in this direction eventually, but I still think Americans are married to their cars and will not give them up. Allowing high density building to be created without corresponding parking options creates a nightmare of traffic. Allowing high density building to be created shrinks our open, green spaces, for which Minneapolis has become so well-known and well-regarded. Allowing high density building to be created may devalue some of our properties, if we no longer have views, or parking options, or parking options for friends to visit us, or green spaces nearby in which to play and exercise. Idealism may be the starting point for change, but it must give way to practical considerations, if you truly want us who live in Minneapolis to have healthy and happy lives here. Bravo to inclusion and affordable housing, though I see zero evidence of that being available to anyone right now in Minneapolis (friends, and adult children of friends, are unable to purchase housing in desired neighborhoods due to impossible costs of housing.) Something is amiss with your ideals about that aspect of the plan. However, my main concern is your dedication to urban density. If I want to live in the Loop in Chicago, or in Manhattan, I'll move there. I don't want that. I want parks and lakes and space to move around and breathe, and not look into the windows of the 30-story monstrosity next door. Doubtless, you don't care about what I, or anyone else in Minneapolis wants. I'm beginning to think you want what I read in the Strib, quoting someone who said the Minneapolis City Council just wants to beat Portland, Oregon, as the best city in the country for bicycles. M.J. Mercer	7/20/2018
5221	19	/policies/bicycling/	More emphasis should be placed upon having safe and easily available parking at businesses, shopping and recreation areas. The parking should be near entrances and use locations similar to handicap parking where it encourages both visitors and employees to bicycle. Racks such as old school yard racks prevalent in parks and shopping areas is inadequate and should be updated.	7/20/2018
5222	33	/policies/affordable-housing-production/	Density is good for homeowners and the community. It allows people (like me) to buy small units (450 sf) at a younger age and have a stable month to month living situation (financially). The brownstones of Whitter are beautiful and add so much to the aesthetic of the skyline. It reminds me that we are in a vibrant city full of people (who want the city to be better) and those neighborhoods are more closely tied together. Despite what some in the suburbs and less dense metro areas may publicly state, communities are stronger when they are dense -- more resources, more manpower, more opportunities for friendships and new activities.	7/20/2018
5223	36	/policies/innovative-housing-strategies/	Split up for sale homes into multi-housing units. I've seen plenty of homes in Uptown/Whittier that look exactly like "single-family" homes which are actually 3-5 apartments. There are plenty of people that would like to fill those homes, and local landlords will have guaranteed tenants and income. Win win	7/20/2018
5224	1	/policies/access-to-housing/	I strongly support increased housing density throughout Minneapolis. I am a home owner in Seward. It is very important to me that there be enough housing in the city for everyone. There isn't currently, and increased density can help with this. I also highly value quality public transportation and vibrant street life, and I know increased density helps with this. I support the plan to allow zoning for fourplexes in all parts of the city.	7/20/2018

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5225	0.1	/topics/land-use-built-form/	Preserve the Kenilworth corridor for public park space as promised! The 2014 MOU b/t Met Council and the City of Mpls "The council intends that any property located in the Kenilworth Corridor that it may acquire from the Hennepin County Regional Rail Authority that it will not actively use for either the (SWLRT) Project or freight rail shall be conveyed to the Minneapolis Park and Recreation Board for use as parkland upon terms and conditions that are agreeable to both the Council and the Park Board." Follow through on this commitment and do NOT allow building construction in this space.	7/20/2018
5226	16	/policies/environmental-impacts-of-transportation/	<p>More express buses to get around the city (like they have from the uptown area to the U). More heat shelters around the bus areas, I don't take the bus in the winter simply because I don't like to stand in the freezing weather for 15 minutes (especially since bus times can be unreliable in the winter time).</p> <p>Light rail is great for bringing people from the suburbs into the city for work (even though they should go a bit faster). But if you want to have people use public transportation it needs to be fast and RELIABLE on time. I loved taking the light rail to work in the winter since I lived only 10 minutes from the stop. I could show up a few minutes before the train came and I would never miss it (no waiting around in the cold wondering if it'll ever come). But for city dwellers, why aren't we building a subway, sure it would take 5 years or so to build it but then it's done. No taking up car space, can go faster, and can stop in more places in the city for the locals</p>	7/20/2018
5227	1	/policies/access-to-housing/	I agree with these action steps, but I think there need to be specific mechanisms to ensure that new housing (such as fourplexes in "non-impacted" neighborhoods) has income restrictions, to be available to people earning 30-50 MMI. And there need to be protections in place to prevent absentee developers/landlords from tearing down existing housing and/or building cheap new housing just to make a profit. I also would like to see more specific efforts to add housing density and affordability in neighborhoods that currently have very little, such as Southwest Minneapolis.	7/20/2018
5228	14	/policies/tree-canopy-and-urban-forest/	Please evaluate why the trees are dying and create preventative plans based off it. Within the last 18 mos I've been at my house, 3/4 of our trees were cut down.. and a couple just grew into large bushes from the stumps, which blocks the sidewalk and creates no shade.	7/20/2018
5229	0.1	/topics/land-use-built-form/	I am not in favor of allowing unlimited amounts of fourplexes in so many (all, really) neighborhoods. This is a radical change with foreseeable negative effects. It is top-down and a heavy-handed, one-size-fits-all proposal that should NOT be enacted.	7/20/2018
5230	75	/policies/waste-reduction/	Before getting everyone on the compost train, what about recycling plastic bags at home. I don't care to save my plastic bags in my very small apartment to take them to the businesses in the suburbs (a whole weekend event).	7/20/2018
5231	33	/policies/affordable-housing-production/	Yes! But forget about targeting 80% MMI. I think all new city affordable housing resources should be devoted to people/families earning 30-50% MMI, with a majority benefiting the lowest income levels.	7/20/2018
5232	34	/policies/affordable-housing-preservation/	I would like to see the Affordable Housing Trust Fund increased to \$20 million/year, and to find a designated source of income for it.	7/20/2018
5233	73	/policies/stormwater-management/	<p>From https://www.theurbanist.org/2015/10/21/will-soil-save-cities-from-climate-change/</p> <p>Philadelphia received accolades for its green stormwater management plan that saved the city the expense of adding storm sewer capacity by greening the riverfront to reduce demand. Other cities are following Philadelphia's lead and restorative land management could amplify those efforts by capturing more carbon and make the soil even more absorbent and healthy.</p> <p>The virtuous cycle green management techniques foster isn't well documented, but Philadelphia has found many perks: "The widespread implementation of green stormwater infrastructure also promises what city officials like to tout as a "triple win" for Philadelphia: a cleaner environment; cost-effective stormwater solutions that provide jobs for local people; and a social fabric reinforced by better neighborhood parks and public spaces. Another benefit is that unlike pipes known only by engineers, many elements of green infrastructure can be seen and tended by the entire community." This is also what restorative agriculture looks like in an urban setting.</p>	7/20/2018
5234	37	/policies/mixed-income-housing/	I agree, but I would not like to see City resources being used to support higher income (60-80% MMI) housing. Mixed income housing is fine, but in neighborhoods such as southwest Minneapolis, the focus should be on filling in the gap, producing housing for households at 30-50% MMI. In effect that would help produce mixed income neighborhoods.	7/20/2018
5235	38	/policies/affordable-housing-near-transit-and-job/	Definitely yes, but this needs to be done in a way that does NOT gentrify those (and adjacent) neighborhoods.	7/20/2018

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5236	28	/policies/msp-airport/	<p>Stop being so supportive of the growth of MSP. More flights does not make the City a better place. It makes it noisier and more stressful and a less desirable place to live.</p> <p>In 2012 the FAA predicted there would be a 90% increase in air traffic in the next 20 years. Minneapolis residents should not be asked to endure that volume of noise and disruption.</p> <p>The City should be working with MSP to limit flights between 6am and 10pm. Air traffic noise begins at 5am and does not start to taper off until 10:30 or 11pm. This is unacceptable!</p> <p>Studies show that even when sleeping, the sympathetic nervous system reacts to noise “ plane, train, traffic ” by elevating heart rates, blood pressure and respiration. If the City is worried about residents’ health, then airport noise needs to be addressed.</p> <p>A study out of the EU shows that children attending elementary schools near major airports showed that noise had a significant impact on reading comprehension, memory, and hyperactivity. For every 5 decibels of increase in noise, reading scores dropped the equivalent of a two-month delay!!</p> <p>National Park Service noise maps show Minneapolis as one of the loudest cities in the USA at 53-54 decibels. Beside impacting humans, it also negatively impacts wildlife. By raising the ambient sound in the city, including parks, by a mere 5 decibels it reduces the distance at which prey species can hear predators approaching by 45% which is quite literally a matter of life and death. Noise also impacts the effectiveness of mating calls for frogs and birds as it can take them longer to hear and find a potential mate.</p> <p>It's time to look at regional solution to airport noise, including the construction or expansion of an airport north of the cities.</p>	7/20/2018
5237	6	/policies/pedestrian-oriented-building-and-site-de	<p>h. - need to think about snow storage!</p> <p>k. I strongly disagree with this statement. the elimination of off street parking minimums should based on formula that takes into account different levels of transit availability, and demographics of the nbrhd.</p>	7/20/2018
5238	33	/policies/affordable-housing-production/	<p>This is a very important goal, and one that must be met.</p>	7/20/2018
5239	0.1	/topics/land-use-built-form/	<p>I think the general aim of this policy is excellent and look forward to seeing more specifics on how 2040 will desegregate my neighborhood</p>	7/20/2018
5240	8	/policies/public-safety-through-environmental-de	<p>Please call out Dark Sky lighting!! The City should be providing education to developers and contractors about lighting, working with hardware stores and big box stores to stock Dark Sky lighting fixtures, and helping residents navigate this neighbors who insist on intense security lighting.</p>	7/20/2018
5241	37	/policies/mixed-income-housing/	<p>We must especially work to locate new affordable, dense housing in the wealthiest areas as development by right. For example, the small proposal on Hennepin Ave near Franklin Ave - this infill development of supportive housing should have been allowed by right. All sorts of people deserve to live in all of our neighborhoods.</p>	7/20/2018
5242	1	/policies/access-to-housing/	<p>Part e is an essential step that must be taken. As a resident of SouthEast Como who is seeing my rent increase, I strongly wish for 3 and 4-plexes to be allowed in my neighborhood.</p>	7/20/2018
5243	1	/policies/access-to-housing/	<p>Four plexes allowed everywhere by right is a fantastic example of incremental increases in options for new neighbors throughout our city. We must allow more homes - attached homes - to be built on EVERY parcel in Minneapolis. It is the only way to ensure as many neighborhoods remain accessible to as many people as possible.</p>	7/20/2018
5244	12	/policies/lighting/	<p>Commit to replacing all street lights with fixtures that meet dark sky standards, AND do not increase the glare or light bounce by increasing light wattage.</p> <p>I volunteer the 35th Ave S between 51st & 52nd streets, and the alley between 35th & 34th to be a pilot project to show the before and after.</p>	7/20/2018
5245	35	/policies/innovative-housing-types/	<p>Enabling the use of tiny homes within the city or creating a tiny home community would be really beneficial in creating affordable housing. Having one-level housing would also be extremely beneficial for our aging population, as falls within the home are one of the main concerns for elderly homeowners.</p>	7/20/2018
5246	13	/policies/landscaping/	<p>Call out that it needs to be well maintained landscaping! Need to also think about how the built environment & its treatment impacts the plants (hard surface, lighting, and salt)</p>	7/20/2018

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5247	14	/policies/tree-canopy-and-urban-forest/	<p>Share this article with business districts that are resisting trees - - https://dirt.asla.org/2018/07/10/interview-with-robert-gibbs-trees-cause-you-to-spend-more/</p> <p>What about incentivizing property owners to keep their boulevard trees alive? If mature tree preservation is important, what about a tax reduction for those of us who pay to inoculate our elm trees?</p> <p>Need an alert system for homeowners within a six block radius of an elm tree found with DED. Give those homeowners the opportunity to protect their trees.</p> <p>Need forestry to do more specific to oak species - they should be looking for and condemning oak trees with oak wilt and oak blight on private property in order to protect the rest of the canopy. N need to expand their powers beyond EAB & DED.</p> <p>\$100 per tax payer is not persuasive number. need to provide the grand total to show what a big deal trees are.</p>	7/20/2018
5248	0.1	/topics/land-use-built-form/	<p>While I agree with the 14 goals of the draft 2040 Comprehensive Plan (small business support, environment, reducing disparities, etc.), rezoning the entire city is extreme, unnecessary and even could be at cross purposes to the goals of the plan.</p> <p>Blanket upzoning is unnecessary. The city was able to absorb 40,000 residents over the last 20 years with its current zoning. There is no justification that current zoning cannot accommodate another 40,000 projected residents over the next 20 years. There are thousand of new housing units already in the pipeline. In short, blanket upzoning is not necessary to meet availability needs.</p> <p>It has been stated by several city and community leaders as well as the City's Long Range Planning Director that blanket upzoning does not lead to addressing the city's affordable housing crisis. In fact, there is research and real world examples where such an approach leads to an even wider gap. Blanket upzoning is not only unnecessary it could make the affordable housing crisis worse.</p> <p>We should be striving to improve all parts of the city and for all of its residents. It is not necessary to adopt the proposed zoning changes in the draft 2040 Comprehensive Plan to do so.</p>	7/20/2018
5249	0.1	/topics/land-use-built-form/	<p>Allowing four-plexes in small residential areas will continue to ruin the appeal of these neighborhoods. It is already a problem with developers tearing down smaller homes only to put together very poorly built (in 60 days or less) oversized homes on a small lot. The only folks who are going to win in the scenario are property developers; not actual tax paying residents. I understand that we need more housing in Minneapolis in general and with the ever increasing rent and property prices creates a vacuum. I believe that incentivizing down payment programs and refurbishing of existing homes will be able to disperse the populous more accordingly rather than trying to force mass amounts into already over populated areas.</p>	7/20/2018
5250	33	/policies/affordable-housing-production/	<p>Action steps are too vague. With new policies to encourage multiple-family and 4-plex housing, we cannot trust the marketplace to keep costs down. A percentage of new housing must be made affordable by regulation, and the regulation must have a longer time limit, say 50 years instead of ten years of controlled rent.</p>	7/20/2018
5251	1	/policies/access-to-housing/	<p>Step E requires more analysis and better planning. The specification on which neighborhood interiors this plan is focusing on is simply a mapping exercise versus true analysis, there is no detailed economic plan as to why greater housing supply is required in these interiors and the biggest issue is how this influx of residents is even possible with current infrastructure. Building duplex, 3-unit, and 4-unit lots in most "neighborhood interiors" will clog streets with parking issues, cause more issues with snow removal, and ultimately not be possible on "traditional size city lots". This clearly is simply a case of blindly highlighting a map of Minneapolis vs. being strategic with the right "interiors" that can support this type of growth.</p>	7/20/2018
5252	1	/policies/access-to-housing/	<p>Please be sure to PROTECT existing industrial/commercial zonings to allow for sustaining and growing arts production and small businesses, and especially within the Northeast Minneapolis Arts District.</p>	7/20/2018

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5253	0.1	/topics/land-use-built-form/	<p>Political double speak for this is what you want to hear but in the end we will give contracts and tax breaks to our buddies and the handful of other folks who can afford it and have the wherewithal to figure it out. Meanwhile, the tax paying citizens how aren't displaced in the name of development wont be able to afford to stay in their current homes (or if they can, their neighborhood vibe and landscape will be forever changed) due to tax increases for property and paying the public transportation fees etc and put up with the construction mess, and the "affordable housing" will cost so much the displaced locals will be lucky to afford to move in. AND..... there wont be a police, fire, legal or public transit system in place to handle the extra load so good luck with that too. But hey, it sounds like we mean well so we can keep our job and our friends, shell companies and foreign investors will profit.</p>	7/20/2018
5254	46	/policies/healthy-housing/	<p>I think it's imperative that radon testing is done on the purchase of all homes. Right now, it's an optional service in the home-buying process and most people aren't aware of the severe impacts of radon. It's the second leading cause of lung cancer. It would be beneficial if we could provide more education from the public sector, i.e. state and local government, and/or private sector, i.e. real estate agencies. Even if home-buyers received a one-page handout about radon, or a post was made on the City social media site. If more people were aware of radon and its effects, it could lead to lower incidences of lung cancer in Minnesota.</p>	7/20/2018
5255	29	/policies/creative-sector-economy/	<p>Protect existing Arts Districts. Artists and arts based small businesses do better when we're allowed to be in community with one another!! Part of what makes the NE Mpls. Arts district an attractive area is the high concentration of artists. If our spaces, buildings, studios, etc. are not protected...and if costs at our buildings are increased, we cannot continue to exist.</p>	7/20/2018
5256	1	/policies/access-to-housing/	<p>Let's promote infill housing. On any new housing land, no new single family mansion houses. If land is redeveloped, it's one of these.</p> <p>And for goodness sake, any zoning that only allows for a single family house to be built on any property that is currently a duplex, triplex, etc. has got to be changed back to allow that a multi-family unit be allowed. Let's not at least go backwards on any property within the city.</p> <p>From https://www.cob.org/gov/dept/pcd/Pages/infill-housing-toolkit.aspx</p> <p>"Infill housing is one of the best ways to make use of our remaining residential land. This type of housing focuses on developing vacant or underused land in urban areas, and helps to reduce sprawl, while encouraging long-term sustainability and housing options for all types of individuals and families.</p> <p>The Infill Toolkit represents nine traditional housing types that use a limited amount of residential space. In general, these housing types represent small homes that have a low transportation impact, make the best use of the City's remaining land and allow for new affordable housing options.</p> <p>These housing types include:</p> <ul style="list-style-type: none"> Cottages Carriage houses over existing garages Townhouses Duplexes Triplexes Small or smaller lot detached, single-family houses Detached accessory dwelling units Shared courtyard housing Garden courtyard housing <p>All of these housing types can be built in Bellingham's residential zones, with exception to most single-family zones, neighborhood commercial zones and the Lake Whatcom Watershed.</p>	7/20/2018

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5257	1	/policies/access-to-housing/	In order to appeal to a variety of people, there should be a variety of housing. Minneapolis already has this! We chose to live in a mixed use neighborhood in uptown but not everyone wants that. If I bought a single family home in an area with other single family homes I would be quite upset to have some of those homes turned into multiplexes. If that were to happen, there would be no difference between parts of the city. Everything would be the same and you would lose people. If I wanted a high rise, I would move to downtown. If I wanted a single family home, I would move to Fulton. If you are concerned that there is not affordable housing in Minneapolis, work to improve the areas that are considered "not desirable". Otherwise you will get an entire city of "not desirable". Fair does not mean everyone has to have the same thing.	7/20/2018
5258	76	/policies/new-parks/	Our parks are wonderful and we should make sure that everyone lives within a certain radius of green space	7/20/2018
5259	51	/policies/healthy-pre-k-development/	Universal all day pre-k is the key to reducing the pervasive achievement gaps within Minnesota. It should be available to all children aged 3-4, regardless of income. Childcare costs are so expensive and there's no guarantee that children will receive early childhood education at daycare. It's becoming more and more difficult for the average two-parent household to work and afford daycare costs. If we had an all day universal pre-k program, more parents could stay in the workforce and contribute to society. Moreover, children would receive early childhood education and parents could also avoid the high costs of daycare. New York City was able to find money within their budget to implement a universal pre-k. If we don't have the funding, can we offer all day universal pre-k at a sliding fee scale? Can we secure private capital or increase the local sales tax, income tax, or property tax? As John Rawls wrote, "deliberative democracy also recognizes that without wide-spread education in the basic aspects of constitutional democratic government for all citizens, and without a public informed about pressing problems, crucial political and social decisions simply cannot be made".	7/20/2018
5260	78	/policies/park-design-and-programming/	Our parks do a nice job of offering a variety of things in a variety of areas. When I had small children, we visited the wading pools at many parks. It would be great if there was a wading pool within walking or biking distance of all residents.	7/20/2018
5261	49	/policies/educational-and-economic-access/	It would be monumental if we had legislation to support child care needs. Not only are families having to face the high costs of child care, but families are also faced with an increased responsibility to take care of elder parents. There's just not enough support from the public and private sector to financially and emotionally stay afloat in our modern times.	7/20/2018
5262	39	/policies/fair-housing/	These are fine ideas, but I wouldn't call them action steps. Would fair housing testing be done in collaboration with the Housing Discrimination Law Project at Legal Aid? Can the City identify any "teeth" to bring to the enforcement of fair housing laws?	7/20/2018
5263	1	/policies/access-to-housing/	I am currently someone who is highly impacted by the very high and rising rental rates. In general I very much support this policy. The one area of concern I have is the number of multi family units allowed on each block and the way that apartment buildings are built. I worry that allowing an unlimited number of multi family dwellings on a block will result in basically row houses and a decreased level of livability. I also worry about multi family dwellings and apartments being allowed to be built all the way up to the property line eliminating any green spaces in that area.	7/20/2018
5264	33	/policies/affordable-housing-production/	While I understand the desire to provide affordable housing for all, there are many many reasons why people choose to live where they live. Neighborhoods have distinctive personalities, and by people choose to live in their neighborhood in part based on that personality. By creating an "all the same" you would be destroying each neighborhood vibe. Raise up the areas that are neglected, and leave the thriving areas alone. Uptown was once an undesirable area, now it is bustling. The north loop is another example. Northeast has a very artsy and blue collar vibe. People create communities within these areas. Let them be what they are going to be without forcing them to be what you want them to be.	7/20/2018

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5265	17	/policies/complete-streets/	<p>In order to make meaningful progress on a policy to "plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes walking first, followed by bicycling and transit use, and lastly motor vehicle use," the city must end its practice of socializing the costs of private automobile transportation as completely as possible. It need to look for creative and innovative ways to recover costs from cost-causers, and in rough proportion to their cost causation, with the city's modal priorities in mind. Doing so would provide appropriate price signals to users of Minneapolis's transportation infrastructure so they can make rational choices about their modes of transportation.</p> <p>These principles of matching costs to cost-causers and sending appropriate price signals to drive behavior are well understood concepts in the field of utility regulation, and it is time to stop socializing costs that are disproportionately caused by car ownership and car trips.</p> <p>The city can start by evaluating the amount of city property devoted to free private vehicle storage and exploring ways to recover those costs from car owners (with appropriate provision for financial hardship-- those costs should be borne by people with the ability to pay).</p>	7/20/2018
5266	41	/policies/tenant-protections/	Work with MPHA and other large rental property owners/managers to create more equitable tenant selection policies and practices. Arbitrary rules such as not accepting tenants with any UD's on their record should be discouraged. Tenants, like everyone else, deserve the opportunity to explain their rental histories, and deserve a second (or third) chance.	7/20/2018
5267	10	/policies/street-grid/	Action step d: what does "ownership over vacations" mean in this usage?	7/20/2018
5268	42	/policies/expand-homeownership/	I agree with the focus for home-ownership on communities of color and renters with low incomes. City resources should NOT be used to support white middle class home-ownership in "impacted" (or other) neighborhoods.	7/20/2018
5269	1	/policies/access-to-housing/	This is a good and important policy. Every person that wants to live in Minneapolis, and near its jobs, but can't afford to at market rates, is forced to contribute to sprawl and then drive into the city. This is a completely avoidable net loss for society and for the residents of Minneapolis. Artificial political constraints on housing supply raise housing prices and the wealthy and well-connected of the city should not be given a pass on their shared responsibility to welcome more residents.	7/20/2018
5270	85	/policies/access-to-health-social-and-emergency-s	On behalf of Allina Health and our 10,000+ employees in Minneapolis we look forward to an open, collaborative dialogue about the work we are already doing to advance the priorities of Policy 85 regarding access to health, social and emergency services and if there are additional aligned opportunities to form partnerships with the city to best collectively serve the needs of our community. Among many other initiatives, we are providing a variety of services to try to meet the mental health and substance abuse treatment needs of the communities we serve. We are also currently developing a new model to better identify needs and integrate access to social services into our clinical care. Our federally required Community Health Needs Assessment continues to be the primary tool we rely upon to connect us to community identified health-related priorities.	7/20/2018
5271	1	/policies/access-to-housing/	Please put this in the public record. Yes, affordable housing is important. But do not put developers before families who live in neighborhoods that would become more concrete and less green with the current plan. Green space...not only parks, in neighborhoods is one of Minneapolis' many draws. Also, more hard space means more run off into our lakes, the pride of Minneapolis. Please revise this plan.	7/20/2018
5272	86	/policies/healthy-food-in-institutions/	As a large healthcare provider with a significant campus in Minneapolis, Allina Health understands the important of access to affordable nutritious food and strives to provide a healthy food environment to our employees, patients and the surrounding community. Efforts like hosting a farmers market on Abbott Northwestern campus, support for the Midtown Global Market, changing to healthier food service vendors and community services and education are just some examples of our work in this area. We strongly encourage the city to implement a transparent, open process that allows time for learning and discussion of incentives to reach healthy food goals with the impacted institutions and organizations rather than creating additional regulations.	7/20/2018
5273	18	/policies/walking/	Action step e: current full-width streets are already considerably narrowed by snow banks in the winter; why purposely narrow streets to the point of impassibility?	7/20/2018
5274	45	/policies/leverage-housing-programs-to-benefit-c	Please include representative outcomes in setting hiring "priorities", as well as consequences when hiring goals are not met.	7/20/2018
5275	38	/policies/affordable-housing-near-transit-and-job	I love this! What good is affordable housing if it is out of reach of the transit lines? We need the most new housing along transit stations.	7/20/2018

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5276	49	/policies/educational-and-economic-access/	Housing segregation in Minneapolis has a huge impact on access to good educational opportunities. Public schools that are in majority white communities (such as in SW Minneapolis) should set aside at least 20% of their "seats" for students from impacted neighborhoods. A mini "choice is yours" program should be expanded.	7/20/2018
5277	90	/policies/technology-in-the-economy/	I think that we really need to invest in encouraging folks with liberal arts backgrounds to do career shifts and re-training into the tech sector. Having a non-STEM educational background can humanize the tech that is built!	7/20/2018
5278	89	/policies/technology-in-the-city-enterprise/	This is so important, I have not had great experiences with city information systems.	7/20/2018
5279	26	/policies/vision-zero/	Action step f; what is "perceived safety"?	7/20/2018
5280	1	/policies/access-to-housing/	I think that 4 plexes are great, we need to have rules about how high those 4 plexes are built up. Two-story 4 plexes are great. 4 story 4 plexes are a nightmare.	7/20/2018
5281	33	/policies/affordable-housing-production/	The development of higher density, multi-family housing is needed throughout the city, including communities that are currently all single-family households. The City should develop policies/practices to ensure that all neighborhoods include a mix of homeowner and affordable, higher density rental housing.	7/20/2018
5282	28	/policies/msp-airport/	Action step b: pedestrian access to the airport...seriously? From where?	7/20/2018
5283	1	/policies/access-to-housing/	<p>Please eliminate Policy 1 Action Step e) which calls for blanket rezoning, an extreme and unnecessary action to take.</p> <p>The idea of eliminating single-family home zoning requires more study and trials now, before it can be considered a reasonable change. Otherwise, some neighborhoods in the City will instantly go from 50% - 80% single-family zoning to 0%, which is indeed a radical change and even reckless considering that the City won't predict what will happen (i.e., what developers will do to maximize profits).</p> <p>According to the Met Council, Minneapolis population grew by almost 40,000 since 2010. We don't need to rezone the whole city to accommodate the 50,000 or so population increase over the next 20 years; current zoning would be sufficient. The housing building boom is already happening: http://m.startribune.com/index.php/developers-propose-hundreds-of-apartments-units-in-minneapolis/488326041/</p> <p>Alternatively, revise this action step to read: "Investigate potential strategies and tools to achieve greater housing supply and diversity in neighborhood interiors farthest from downtown that today contain primarily single-family homes."</p>	7/20/2018
5284	5	/policies/visual-quality-of-new-development/	I like these goals	7/20/2018
5285	1	/policies/access-to-housing/	<p>Need to make sure that those managing the housing and land not only respect the residents by making their housing options affordable, good quality, and environmentally friendly, but have the community in mind when building new structures or adding onto news ones. Do we have plans to uplift and treat our homelessness population with respect by providing safe and desirable places to stay to ALL income levels? Do we have plans to help college students not acquire a ton of debt because of academic and housing costs? Housing quality is something that is directly linked to financial wealth and neighborhood segregation, and we need to make sure that all Minnesotans get an opportunity to good housing in all neighbors. How do we support the citizen and not let big contractors take advantage of them?</p>	7/20/2018
5286	1	/policies/access-to-housing/	Please eliminate Policy 1 Action Step a) which calls for allowing housing to be built in all areas of the City. Some places, including parkland, should be off limits for development, including housing. The action step is so broad as to be meaningless, and it's unnecessary and could have unintended consequences.	7/20/2018
5287	91	/policies/heritage-preservation-outreach/	This is sound thinking	7/20/2018
5288	81	/policies/social-connectedness/	I like that you are thinking of the entire community in these arenas.	7/20/2018
5289	66	/policies/air-quality/	Please strengthen Policy 66 Action Step i) to include enforcement of backyard fire ordinances. In some neighborhoods, people already have to keep their windows shut because of air pollution caused by recreational fires, for health reasons. As the population grows, the number of fires may increase, furthering degrading air quality.	7/20/2018

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5290	33	/policies/affordable-housing-production/	<p>The 2040 Plan lacks details and clarity on how it will specifically address racial equity and affordable housing. I would have a lot more peace of mind if the 2040 Plan included language stating all new multi-family homes must include 30%, or more, affordable housing rental prices. Simply allowing for more housing density at market rates does not address affordable housing, or racial equity. As presented the plan is a boon for developers who face no mandates to increase affordable housing. All of this is at the expense of existing neighborhoods.</p>	7/20/2018
5291	66	/policies/air-quality/	<p>Please strengthen Policy 66 Action Step i) to include policies to regulate and reduce air pollution caused by yard maintenance including leaf blowers and lawn mowers. In some neighborhoods, people already have to keep their windows shut because of air pollution and noise pollution caused by these devices. As the population grows, the number of leaf blowers and lawn mowers might increase, furthering degrading air quality.</p> <p>Also please outright BAN two-stroke engines, which are known to be an environmental hazard. "In leaf blowers, two-stroke engines have been shown to emit contaminants comparable to large automobiles." https://www.washingtonpost.com/national/health-science/how-bad-for-the-environment-are-gas-powered-leaf-blowers/2013/09/16/8eed7b9a-18bb-11e3-a628-7e6dde8f889d_story.html?utm_term=.1fc511281199</p>	7/20/2018
5292	34	/policies/affordable-housing-preservation/	<p>In the last decade, eight homes on my block in SW Mpls have been torn down. Before the tear downs, all of them were lovely, small, affordable homes. None of their replacements are any of those three things. One is soon going on the market for \$1.2 million. If affordable housing is truly a goal of Minneapolis, you can't leave it up to the developers as to what is built. Most are only out to make a quick buck. They care little for quality or decent workmanship, and they certainly don't give a hoot about affordable housing.</p>	7/20/2018
5293	34	/policies/affordable-housing-preservation/	<p>Work to preserve the starter homes that are being torn down extremely quickly in SW Mpls. There aren't enough of them, and the monstrosities that replace them are not anyone's idea of starter homes. When we moved into this neighborhood 25 years ago, it was an excellent mix of families, singles, retirees, etc. People at a variety of income levels could afford to live here. No more, and lots of rich people moving in has NOT improved the neighborhood. Primarily they work and don't add or give back much (if anything) to the neighborhood.</p>	7/20/2018
5294	1	/policies/access-to-housing/	<p>Talk of building four-plexes throughout the city are ridiculous. Developers, out for a quick buck, will now snatch up the nicest of homes when they go on the market, as they'll always make money when replacing a single home with a four-plex. Almost all of our city lots are way too small to fit any kind of a comfortable four-plex, let alone if you add in garages, which are useful in our climate. Developers will win, as they have with the single-family homes. Neighborhoods will lose.</p>	7/20/2018
5295	0.1	/topics/land-use-built-form/	<p>I don't have time to look at all of these documents, but I will say that I am unhappy with the direction we are going. Many of the ideas here are laudable, but I am concerned about how they are being implemented. What makes Minneapolis an enjoyable place to live is its affordability, its green space, its small town-big city feel, it's former unique neighborhoods. I really dislike the big push for growth. I don't like seeing how all of our funky neighborhoods have been flipped - small, local businesses run out and replaced with the corporate garbage of every corner in America, every new construction built to the sky in the style of luxury condos and apartments and parking ramps, increasing cost and taxes so that no one will be able to afford the places they live. Bike paths take up all the roads with lanes that aren't actually protected. Public transportation is nice, but must it run through our green space? I appreciate the focus on alternative transportation but I think this is not the way to do it. The ideals of the plan are great, but I disagree with much of the implementation.</p>	7/20/2018

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5296	67	/policies/climate-resilient-communities/	<p>a) is so vague as to be meaningless--and seems more a goal than a policy.</p> <p>Isn't b) already happening, and the justification for a Chief Resilience Officer at City Hall? Anticipate and prepare for pressures and shocks that climate change will introduce or worsen by collaborating across City departments, government agencies, private businesses and organizations, and resident networks. This wording is too weak--collaboration across City departments, government agencies, private businesses and organizations, and resident networks should already be happening for many reasons.</p> <p>c) Increase carbon sequestration in soils is too vague. Which soils, where and how to increase carbon sequestration? Perhaps: "Investigate and apply methods to increase carbon sequestration on public and private lands."</p> <p>Since e) is under the purview of MPRB, "Establish an urban tree canopy goal and adopt a plan to manage the urban heat island effect across all communities." should mention MPRB, and should be strengthened to do more than establish a tree canopy goal.</p> <p>f) should be stronger: "Conduct risk and cost-benefit analyses for increasingly extreme rain events on all stormwater infrastructure investments AND apply those analyses to reduce stormwater runoff."</p>	7/20/2018
5297	67	/policies/climate-resilient-communities/	<p>Since e) is under the purview of MPRB, "Establish an urban tree canopy goal and adopt a plan to manage the urban heat island effect across all communities." should mention MPRB, and should be broadened to address not just the urban heat island effect, but the increased challenges to trees from climate change, invasive species, and increased development.</p>	7/20/2018
5298	33	/policies/affordable-housing-production/	<p>Make sure to make funds available to home owners and not just to developers. Make the American dream a reality for low income people of color. Make money available to buy and to up keep single family homes in disadvantaged neighborhoods. I have searched for assistance for home owners in Minneapolis and ageism also plays a role. Money is available for developers to build low income places and take rent from low income people. But if you are a senior home owner the only available help is help OUT of you home! That's a disgrace!</p>	7/20/2018
5299	1	/policies/access-to-housing/	<p>I'm deeply concerned about the re-zoning that would occur as part of this plan which would allow high density dwellings in our historic residential neighborhoods. Part of what is great and livable about Minneapolis is all the neighborhoods with single family homes where middle class families can actually afford to own their own home. There is a sense of pride, rootedness and community when you own your home that is different from renting. Homeowners are invested in their communities in a way that landlords are certainly not. Let's work to make it possible for more Minneapolis residents to own their own home---particularly people of color--- not create more opportunities for developers and landlords to make a buck. High density zoning may make sense in some neighborhoods but this should be examined on a neighborhood by neighborhood scale with input from community members. This 2040 plan is so removed from the people it seems totalitarian and decidedly anti-democratic.</p>	7/20/2018
5300	1	/policies/access-to-housing/	<p>Allowing high rise apartments in the bde maka ska area will destroy the residential character of the neighborhood, especially without significantly improved transit. 4-5 story multi family dwellings are a far more inviting and better solution. Transit must also be improved: bring back the trolleys!</p>	7/20/2018
5301	33	/policies/affordable-housing-production/	<p>Minneapolis has bend over backwards to supply affordable housing for the Metropolitan area for the last hundred years. The suburbs have done little and enacted zoning laws to keep affordable housing out of their neighborhoods. It is their turn to accommodate the affordable housing needs of the metropolitan area. Our home values have finally started to rise. No policy should depress prices now.</p>	7/20/2018

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5302	68	/policies/energy-efficient-buildings/	<p>a) is too weak with the weak verb Pursue; strengthen to: Design and implement a deep-carbon building retrofit program, including a fuel-switching component that eliminates fossil fuel dependency from all existing buildings.</p> <p>b) Prioritize and incentivize energy efficiency improvements in existing residential and commercial buildings with program emphasis on low-income neighborhoods and Green Zones. What does prioritize mean here? Strengthen with: Establish a program to incentivize energy efficiency improvements in existing residential and commercial buildings with program emphasis on low-income neighborhoods and Green Zones</p> <p>d) For those projects supported with City financing, encourage sustainable design practices and principles with a focus on robust energy efficiency and building envelope. Should be strengthened to cover not just projects with City financing. Change to: For those projects supported with City financing, require sustainable design practices and principles with a focus on robust energy efficiency and building envelope.</p> <p>e) strengthen to: For privately-funded projects, encourage and incentivize sustainable design practices/principles (awards, competitions, etc.)</p>	7/20/2018
5303	51	/policies/healthy-pre-k-development/	It's ridiculous that you have to enter a lottery to participate in Early Child Family Education programming in Minneapolis. No other surrounding city seems to have this policy. Increase the number of ECFE opportunities so all families who wish to participate can do so.	7/20/2018
5304	83	/policies/people-with-disabilities/	As a disabled individual, I have found it highly problematic that bike traffic has dominated the street and sidewalk planning over the past decade. For those of us reliant on adequate sidewalk space and efficient driving lanes, the over-emphasis on the streetscape towards those willing and able to bicycle is deeply concerning. Please factor the need for effective transportation options through smooth sidewalks and adequate driving lanes; to not do so would be discriminatory at worst and inattentive to resident needs at best.	7/20/2018
5305	85	/policies/access-to-health-social-and-emergency-s	Broader access to mental health services, please!!!	7/20/2018
5306	0.1	/topics/land-use-built-form/	<p>As a long term homeowner on a busy SW Minneapolis street, you will effectively steal part of the retirement savings I have sacrificed to accumulate. I have paid my mortgage and for improvements to my house. My house has increased in value because of my improvements. If you zone my street for six story apartment buildings, you have effectively stolen my equity by devaluing my property.</p> <p>I will be filing to dramatically decrease the property tax I pay if this plan is approved. What a bunch of crooks - stealing from the middle class and lining the pockets of the wealthy developers.</p>	7/20/2018
5307	33	/policies/affordable-housing-production/	Your new zoning plan will not meet your goal of providing more affordable housing for low income people. Stop giving our money to the wealthy developers. They will not provide low income housing, but rather elite housing that destroys the nature and charm of the existing city. You will effectively be destroying the jeweled charm of our beautiful city.	7/20/2018
5308	70	/policies/ecology-and-habitat/	This policy's action steps should also include a step that seeks to actually preserve existing natural land environments as natural preserves. Many residents remain highly concerned that the city chose to sell acres of untouched, natural park land around the water pumping station at 40th st. and France Ave. Ensuring that the natural land be preserved in as natural a state as possible should be an action step for the city to prioritize. Step E's reference to collaborations with MPRB and other organizations is good, but specifically mentioning preservation of natural land needs inclusion in this policy.	7/20/2018
5309	37	/policies/mixed-income-housing/	<p>I think mixed income housing is essential, especially for our schools. If poverty is concentrated in one area, the schools reflect that. It's also easier to create a sense of us vs them when you don't live near people of different incomes.</p> <p>A few years ago I was thinking, "I can see why people wouldn't want low income housing in their neighborhood," and then I realized I have a lot in my neighborhood, Seward, and it is not a problem.</p>	7/20/2018

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5310	0.1	/topics/land-use-built-form/	<p>This is not representing the vast majority of homeowners in South Minneapolis. The Minneapolis City Council's and Mayor's jobs are to REPRESENT us. We need to scrap this zoning 'plan' and start over, with resident input.</p> <p>Also, the City needs to mail each and every resident a letter stating how many levels (i.e. from single family upzoned to 3 story apartment or 4plex) is proposed for their property. Homeowners are owed at least this much. Many are truly unaware!</p>	7/20/2018
5311	29	/policies/creative-sector-economy/	<p>My thought is that big corp will move in and think the improvements will be so much better. When in actuality they will be destroying the charm and appeal of North East Mpls. We used to go to Uptown all the time years ago. Now its a waste land and boring. Big corp so called improved that too.</p>	7/20/2018
5312	0.1	/topics/land-use-built-form/	<p>As a resident of Minneapolis, I am completely opposed to this Upzoning plan. Please vote against it and start over with a more reasonable plan.</p>	7/20/2018
5313	1	/policies/access-to-housing/	<p>e. The plan does not show HOW this policy will result in below market prices or even market rate prices. The outcomes will be just like it has been in other places that have tried this type of policy. It is no more than throw the door open and let the developers get rich. This goes for both ownership market values and rental market values. This is naive and unrealistic wishful thinking.</p>	7/20/2018
5314	0.1	/topics/land-use-built-form/	<p>I strongly oppose the 2040 plan. As a 15+ year resident of the Armatage neighborhood of SW Minneapolis, I do not support multi family housing units in our neighborhood.</p>	7/20/2018
5315	1	/policies/access-to-housing/	<p>In regards to d. This statement seems very open: "allow new housing within that existing range." We already allow new housing so what do you really mean by "new housing"? A big housing project with no parking next to a single family home?</p> <p>In regards to e. are the structures "3-unit, 4-unit" going to have height requirements? or is my small home going to be next to the new modern high ceiling apts. and will they require to have parking or will they just fill up the street with their cars?</p> <p>I like the idea of adding some of these homes as starter homes are hard to find for people just starting out...but isn't part of that problem bldrs coming in and tearing down the starter home and building the mini mansion homes...I agree we need all kinds of dwelling places, however I hope as each permit is given to builders who are in it just for the money and not the community will be looked at very carefully we are a city of lakes and parks not cement and sterile environment. There is a lot to all of these proposals and hard to maneuver through all of it...a great way for things to slip through the cracks and slyly get stuff passed without residents knowing ...good luck to us all.....</p>	7/20/2018
5316	1	/policies/access-to-housing/	<p>I strongly oppose Action step e. I live in a neighborhood of single family homes built between approximately 1920 and 1950. It is diverse in every way imaginable: age, race, household composition, income, and home ownership/rental. Neighbors know and look out for one another. Children play in each others yards (How will that happen in a fourplex which typically has no yard?) Building anything larger than a duplex will utterly destroy the character of this neighborhood (Cleveland, North Minneapolis).</p>	7/20/2018
5317	19	/policies/bicycling/	<p>It is incredibly poor urban planning to ensure traffic congestion for the many while increasing the number of bike lanes for the few. While I support the creation and maintenance of dedicated bike paths, such as the Greenway, it should not come at the expense of existing traffic arteries that operate effectively and reduce the amount of car traffic on neighborhood streets. For example, 26th and 28th Street were excellent east-west arteries that are now reduced to two- and even one-lane streets, yet the dedicated Greenway is all of 2-4 blocks to the south. As a result, both of these thoroughfares are now crowded and unpleasant to drive, and their congestion has resulted in a great increase in residential car traffic. This is urban planning at its worst, producing ineffective results and angry residents.</p> <p>Quite simply, a majority of Minneapolis commuters are not about to begin bicycling in winter months, nor should those with physical or age-related restrictions be expected to give up their driving rights. I would like to see some kind of balance whereby some dedicated bikeways are created (as alongside existing light rail lines), more light rail lines are built, and streets and avenues intended primarily for car traffic are maintained. I would also like to see greater responsiveness in this matter to the stated positions taken by home and business owners.</p>	7/20/2018

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5318	1	/policies/access-to-housing/	Do not push current single family residents from their homes as the neighborhood already has diversity of nationality, businesses & has some duplexes & apartments nearby. I already walk in my area & shop here. I do not want to be forced to move for at least 10-15 years & I love to walk all over to the businesses,lakes,creek,ride my bike & love the atmosphere . I know my neighbors & feel very safe here. It is already walkable,yet busy. More multiple housing units would just increase congestion.	7/20/2018
5319	84	/policies/public-safety/	I am all in favor of greater diversity in the ranks for those who are first responders to crime, medical and fire emergencies. First and foremost, however, I support hiring and supporting those most qualified to be hired as police officers, fire fighters and EMT's. Of course diversity is important and, ideally, should reflect the demographics of the urban population they serve. But more important still is ensuring that the men and women who show up at a critical moment to provide help are the same people best trained, prepared and committed to the task at hand.	7/20/2018
5320	0.2	/small-area-plans/	I live in an area of single family homes. I have lived in apartments and liked that also, but chose to live in this type of area. I think that most cities have single family home areas and it enhances the appeal of those cities. I do not agree with 6 story buildings along Lyndale AVE South. I think it is not in character with the neighborhood. I also do not agree with the rezoning of single family homes to allow for 4 plexes anywhere the developers decide to put them. Developers are probably not city residents interested in the city in any way other than making money selling buildings. It seems to me that putting 4 plexes next to single family homes will lower the value of the homes they are next to. Most of the population has their home as their biggest investment in their life and a loss of that investment would be unfair to the homeowners. I believe that these changes will make the city a less desirable place to live. I am completely opposed to the 2040 plan.	7/20/2018
5321	1	/policies/access-to-housing/	Minneapolis has experienced past discriminatory policies which are well evidenced in certain parts of the city, including the North Side. The lawsuit which led to the demolition of the projects and the construction of Heritage Park is a case in point. We all learned that concentrating poverty does not work! In implementing its policies designed to reduce disparities, the City needs to review the facts underlying each individual neighborhood. For example, the Old Highland neighborhood in north Minneapolis has a low income population of 42.58% below the poverty line per the 2010 Census. It does not need more low income housing. Spread it around to other neighborhoods in the City.	7/20/2018
5322	0.1	/topics/land-use-built-form/	My name is Gloria Plautz, and I live at 4849 Dupont Avenue South. I think you are doing a very bad job of promoting this plan, first of all. I am not necessarily against greater density, but this plan seems to destroy the sense of neighborhood which most of us most treasure. It says absolutely NOTHING about how new buildings must look, either, and does nothing to retain the architectural charm of our neighborhoods. I think what people are opposing is charming older homes being torn down and replaced with the kind of dreadful buildings under construction at Southdale. Most of the multiple family buildings being put up near me of late are absolutely ugly. The city long prohibited mother-in-law apartments, but now is trying to force upon us ugly apartments with no provision for the parking which would come with them. I don't know if this plan was designed by contractors, but it certainly looks like it has! Definitely the discussion period should be extended. If it is not, I expect several people will pay for it in the next election.	7/20/2018
5323	58	/policies/business-districts-and-corridors/	Specifically include Arts Districts along with Business Districts and Corridors	7/20/2018
5324	50	/policies/access-to-technology/	I am encouraged by the city's plans around digital equity and inclusion, but what are the specific steps for Part A? Will there be a Minneapolis-based organization that provides the same kinds of services to low-income individuals and families as St. Paul's PCs for People? Among other things, PCs for People sells affordable, mobile internet hotspots, ideal for individuals and families who may move often and/or are priced out of other internet options. Local and private internet providers seem to struggle with conveying the relevance of high-speed fiber internet technology. What role will local government play in educating and promoting digital resources to the marginalized and underserved populations in our communities? How might the digital literacy programs be extended to affordable housing complexes, community centers and employment services? I believe the facilitation described must be active and reach everyone in the city.	7/20/2018
5325	56	/policies/supporting-small-businesses/	Add artists in the growth and development of small businesses: "Support the development and growth of small businesses and artists."	7/20/2018

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5326	42	/policies/expand-homeownership/	Research studies have documented repeatedly that home ownership is an important contributor to neighborhood stability. The home ownership effect applies regardless of homeowners income level: low income, moderate income or other income home owners all demonstrated the positive impact of home ownership on neighborhoods. Neighborhoods that are currently experiencing problems can be helped by increasing the percentage of home ownership. For example, in the Old Highland neighborhood the ratio of home owner units is at 43% vs rental units at 56%. Ideally, home owner units should account for at least 50% of total housing units. Neighborhoods like Old Highland need more home ownership support to remain stable.	7/20/2018
5327	20	/policies/transit/	Nonsmoking must be enforced in and around all waiting areas for transport.	7/20/2018
5328	6	/policies/pedestrian-oriented-building-and-site-de	Love all of this, especially providing sufficient setbacks from street to building to allow room for pedestrians. With snowfall in winter especially, but also with sidewalk cafes in summer and panhandlers, it can become difficult to navigate sidewalks now. Widening these spaces is paramount to pedestrian use of space-- as is eliminating smoking in all these areas and discouraging car traffic in as many areas as possible to improve air quality for those trying to breathe out of doors.	7/20/2018
5329	11	/policies/skyways/	I see no reason to artificially limit skyway development-- there are costs to build them, so if they are being built it is because there is an anticipated need that outweighs the anticipated cost. I'd also encourage charity walks and expo events use these spaces to improve their profile and make use of the space during weekend mornings or other low-traffic times.	7/20/2018
5330	1	/policies/access-to-housing/	I understand that Minneapolis is growing and that we need to facilitate that growth, but we also need to think about long term investment of residents in the city. I have no problem with increasing the density in downtown areas. Although I feel what makes Minneapolis a great city is retention in the most southern and northern areas of residents. I this is done be keeping as many single family houses in those section. Minneapolis is made great by it's diversity of people and not the plans. Without these plans the suburbs would just continue to grow. I understand this is one way to increase tax base but this will also cause more problems if the city does not maintain balance. Make sure when you think about these plans you think about all people not just the plans that you did. Having seen how other cities evolve downtown will grow, but make sure you don't lose the charm that draws families to stay and grow families of all different income levels in Minneapolis. Remember a short term plan gain doesn't help in the long term. Put People over plans and listen.	7/20/2018
5331	48	/policies/data-driven-decisions/	Implementation of policies uniformly across the city's neighborhoods is not smart planning. Each neighborhoods individual characteristics need to be considered when implementing policies in a comprehensive plan. For example, we know that concentrating poverty in certain neighborhoods does not work. So before implementing more low-income housing, consider where low income housing already exists. For example, in the Old Highland neighborhood 42.58% of the population is below the Low Income poverty line per the 2010 census. That translates to a Median Family Income in 2010 Inflation Adjusted Dollars at \$33,370 (according to the American Community Survey 2006 - 2010 estimates). Mixed income development is the ideal. That means a neighborhood that already has a high percentage of Low Income needs development for more moderate income individuals/families.	7/20/2018
5332	7	/policies/public-realm/	Air quality needs improvement. Eliminate smoking and wood smoke in city entertainment and transit corridors and especially in residential areas.	7/20/2018
5333	1	/policies/access-to-housing/	Today, money provides access to housing regardless of color or creed. Allowing increased density throughout the city will do nothing to help people live wherever they want in the city. The premise behind this policy proposal seems to be a simplistic supply side economic argument that by increasing supply, prices will fall. Economics is a far more complex social science that defies a simple equation. Development will follow the money, and will occur in those areas of high demand. Those developments will not be affordable because there is money to be made. So, how does this help assure that all city residents can access those areas of the city? They still need money to do so. The only ones who will benefit from this policy are developers and their clientele who already can afford access. As to the idea of reducing greenhouse gas emissions by increasing density, you sure as heck better have the transportation systems in place first, because without them you will instead be faced with even more cars on streets that can't hold them. One of the areas in which the greatest density is proposed is that on the west side of the city, north of Lake Calhoun, an area already paralyzed by traffic. To add more housing now, without any way except cars to transport folks, is guarantied to worsen air quality.	7/20/2018

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5334	19	/policies/bicycling/	Bike lanes need to be protected and drivers need to know bikes can take a lane, especially on one-lane one-way streets where there isn't room to safely pass with large vehicles. Also air quality needs to be improved with sources of wood smoke eliminated so riding through neighborhoods is safe for everyone, even those with asthma or other need for clean air to breathe.	7/20/2018
5335	54	/policies/supporting-economic-growth/	Add: improve existing properties and infrastructure to support the existing Arts District	7/20/2018
5336	82	/policies/aging/	An aging population can't rely strictly on mass transportation or bicycling. The city needs to recognize that some people need cars. An aging population also can't deal with inaccessible streets resulting from the failure to clear snow, or sidewalks blocked to accommodate building developers. Enforce existing snow clearance regulations. Don't allow sidewalks to be shut to make life easier for developers.	7/20/2018
5337	0.2	/small-area-plans/	I very much support the comments of the League of Women Voters on the 2040 plan. I also support increased density along transit and commercial corridors, but I would like the successful single-family interior neighborhoods to remain as they are. These neighborhoods provide our city and our city schools with an important tax-base even when homeowners send their children to private schools. Parking is also a great concern. We in Southwest Minneapolis are not the city's enemies. Many of us have lived here for 40 years and done our best to keep the city alive.	7/20/2018
5338	31	/policies/creative-workers/	ADD: i. Provide Property Tax Abatement opportunities to Arts Production Buildings to prevent the cost of space forcing artists out of the City.	7/20/2018
5339	83	/policies/people-with-disabilities/	People with disabilities can't navigate sidewalks blocked with snow or to make building easier for developers. Enforce snow clearance. Don't allow developers to block sidewalks for construction.	7/20/2018
5340	1	/policies/access-to-housing/	Protection for setbacks and height limits need to stay in place-- new structures in residential neighborhoods must not take more air/light/lot space than existing structures. In addition, those building the multifamily dwellings must pay estimated costs for increased noise and disruptions (such as increased need for police presence and response to noise calls resulting from increased density/thinner walls/etc) so as not to degrade quality of life that exists in Minneapolis today.	7/20/2018
5341	30	/policies/arts-and-cultural-assets/	Add: Protect the existing infrastructure of production space within the Northeast Minneapolis Arts District.	7/20/2018
5342	38	/policies/affordable-housing-near-transit-and-job-	I support this policy. While many residents are reluctant to see change to their low-density semi-suburban neighborhoods, climate change requires lifestyle changes. The city should strongly encourage housing options that allow residents to break from the assumption that every adult needs a car. More people should have access to already functional bike and transit infrastructure (which of course has plenty of room for growth as well).	7/20/2018
5343	80	/policies/development-near-metro-stations/	I support this policy. Enabling more people to reduce driving by supporting dense livable neighborhoods near transit corridors is an essential response to climate change.	7/20/2018
5344	29	/policies/creative-sector-economy/	In order to maintain affordable property for both creative and suppliers for the long term, property taxes and property value must remain stable. I am thinking of the typical demise of areas like NE which become gentrified. As property value climbs, the creative class and those that supply them can no longer afford to stay. It is happening now to the Riverplace neighborhood with apartments replacing other business. The north loop is another example. However we can keep buildings like Northrup King and Casket Arts from being swallowed up by developers is the goal.	7/20/2018
5345	41	/policies/tenant-protections/	I support this policy. Minneapolis should support organizations like Homeline, and ensure that they are adequately funded.	7/20/2018
5346	33	/policies/affordable-housing-production/	The policy of increased density across all areas of the city collides with the policies geared toward making the city more livable, walkable, and accessible to the extent that parking isn't part of the building calculation. By not providing off-street parking, and without a fundamental change in people's driving habits which are years off, cars will be on streets. That comes at a cost to all of us trying to navigate those streets. Why not charge for the privilege of parking, by requiring permits for street parking?	7/20/2018
5347	29	/policies/creative-sector-economy/	Support and encourage using the existing Arts Districts to serve as incubators for the creative sector.	7/20/2018
5348	0.1	/topics/land-use-built-form/	I am concerned, as many, that the increase in density will ultimately reduce the availability of affordable housing, degrade the character of the city and benefit wealthy developers at the expense of everyone else.	7/20/2018
5349	5	/policies/visual-quality-of-new-development/	i. Expand requirements for public art in city projects to make the city more interesting.	7/20/2018

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5350	79	/policies/healthy-youth-development/	So many of the photographs on this site show children, but very little of this plan talks about parks and schools. I understand that we have a separate park system and school system, but how does this plan relate to either? Where are the athletic facilities for the children in our denser neighborhoods? Where are the schools and classrooms to educate them? How do we get kids to those places? How do we encourage participation in after school activities of all kinds? It's hard to bike with baseball or hockey gear or a trumpet or guitar.	7/20/2018
5351	5	/policies/visual-quality-of-new-development/	Recognize the distinctiveness of the North East Arts District and preserve it.	7/20/2018
5352	33	/policies/affordable-housing-production/	I am strongly strongly opposed to refining and putting four plexes up all over our neighborhoods!!! And with no additional parking. This is not a good plan and only benefits builders who will tear down beautiful homes and ruin our new neighborhood.	7/20/2018
5353	3	/policies/production-and-processing/	North Mpls needs more jobs! Our neighborhoods are impacted by several factors that contribute to high unemployment. For example, the population in the Old Highland neighborhood in Near North is 47.8% Black or African-American. According to data detailed in the Comprehensive Plan, "the unemployment rate for blacks and American Indians is approximately three times higher than it is for white non-hispanics." We need jobs in north Mpls so individuals do not have to spent hours commuting to their jobs. We have a high population of young people in our neighborhood. These young people need employment training and jobs so they can launch their careers. Their parents need local jobs so they can spend more time with their families instead of commuting. The training opportunities that currently exist in north Mpls need strong support from the City including Emerge, and the proposed Northgate Training and Technical Center on Plymouth.	7/20/2018
5354	3	/policies/production-and-processing/	Protect and preserve the North East Arts District	7/20/2018
5355	1	/policies/access-to-housing/	I support all of the action steps listed here, particularly upzoning in neighborhoods that are currently primarily zoned for SFDs.	7/20/2018
5356	1	/policies/access-to-housing/	Protect existing industrial/commercial zonings to allow for sustaining and growing arts production and small businesses, and especially within the Northeast Minneapolis Arts District.	7/20/2018
5357	1	/policies/access-to-housing/	Why will tearing down existing single family homes in the neighborhoods referenced in letter "e" create more affordable housing? This multi-family housing will be designed, built, and owned by developers and/or investors, what will insure that this housing creates more opportunities for lower income people? Have you considered the fact that when homes are sold to developers, instead of to an owner/occupant, that builder will care NOTHING about the neighbors or the neighborhood. Why have you created a policy that purposely pits one segment of our city against another - i.e., homeowners vs. renters, newcomers vs. long time residents, old vs. young, etc. This policy is divisive and frightening for people that have invested a considerable portion of their life savings in their houses. YOU CAN'T CHANGE THE RULES IN THE MIDDLE OF THE GAME without serious consequences. Something else you may want to consider - as soon as the city changes zoning restrictions in single family residential neighborhoods, many seniors and adult children of aging parents will simply stop maintaining their homes, knowing that they can sell it to a developer at any time, skip paying a real estate commission, and walk away. The rest of the neighborhood is left to deal with the fall out: dumpsters in the street for months at a time, asbestos dust flying everywhere, noise from 7 am til 7 pm. I have lived through it and it is awful. I came to Minneapolis to get away from all of that. If you tip the scales too far in the direction of renters vs. homeowners (Mpls. is already primarily a city of tenants), you will change the character of the neighborhoods forever, and create areas of disinvestment. And just for the record, I am not elitist, racist, or uncaring about my fellow human beings. I am very sorry about the racist federal housing lending policies from the early 20th century but this is not the answer. Finally, where is the money going to come from the build the housing that is affordable for the people making 30% of median income? I hope you are not making the mistake of thinking that Ben Carson and HUD are going to help us in any way.	7/20/2018
5358	1	/policies/access-to-housing/	I am hugely opposed to this plan! Building high rises and four plexes in our neighborhood will ruin it! You will push people out of the city and the economics will not work. When homes cost upwards of \$800,000 the only option will be to create luxurious condos that will not be affordable and ruin the character of our neighborhoods. Families will leave. It will not be affordable	7/20/2018
5359	20	/policies/transit/	The more I think about the priorities you have set, the more I think that creating dense transit options BEFORE creating high density developments will be essential. Without a dense, extensive transit system, and with all the priorities for walking and biking, new residents will not be able to get around. How can this work? Right now, existing transit is not convenient for many many people, it doesn't cover enough destinations and times. And you will lose people to the suburbs, where they can use cars.	7/20/2018
5360	33	/policies/affordable-housing-production/	I support policies that promote housing stability for cost-burdened households.	7/20/2018

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5361	17	/policies/complete-streets/	I could not help but notice that EVERY SINGLE PICTURE on the Minneapolis 2040 website shows scenes of Minneapolis in the summer. Where are the pictures of people walking and biking in the winter? I can't believe what an incredible oversight that is, especially after the winter we just had. It is naive to think that cars are going to become unimportant to city residents. The most recent example of this is the one way streets of 26th and 28th Streets, these are major east west arterial streets and are constantly choked with traffic, and this precedes the 35W reconstruction project.	7/20/2018
5362	41	/policies/tenant-protections/	I support policies that protect tenants from retaliation when reporting code violations.	7/20/2018
5363	58	/policies/business-districts-and-corridors/	West Broadway in north Mpls has several historic buildings which should be preserved as the City promotes and attracts businesses to West Broadway. Many of these historic buildings have already been lost to previous planning department initiatives to replace them with strip malls. The neighborhoods in north Mpls were opposed to the strip malls when they were first introduced and that opinion has not changed. The strip malls have not thrived. They continue to have difficulty attracting viable businesses. They are a haven for crime and "after the bar closes" parties. The police continually report difficulties trying to control criminal activity in these strip malls after hours. The parking lots are filled with litter and have no amenities that would attract greater lawful consumer economic activity. Please preserve what we have left and discontinue previous destructive practices implemented in the name of economic development.	7/20/2018
5364	0.1	/topics/land-use-built-form/	In the land use and built form section, I am submitting the following "rhetorical questions". Proposed city wide density increases. 1. Will there be a substantive effect on utilities: Local Sewer System capacity, Water carrier capacity, electrical grid? 2. MPCA future anticipated requirement to treat Storm Sewer effluent. How does resultant decrease in pervious surfaces affect this? Will dwellings be required to handle rain runoff on the property? Ground Water capacity to handle this? 3. School and Park capacity effects? 4. Street Infrastructure: Increased traffic effects on road wear and increased cost in maintenance? 5. If behavioral studies are valid that single family home residents/owners are dramatically more involved in the community, what level of multi-dwelling vs. single family land use will change the character of community involvement in the city of Minneapolis?	7/20/2018

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5365	4	/policies/access-to-commercial-goods-and-service	<p>Please include something about Establishing and Strengthening Focal points. This builds community ownership in area. Plus provides jobs in community, encourages walking, etc. The below was from the 2014 Oak Park, Ill comprehensive plan. I love Oak Park, nice place to visit my relatives!</p> <p>Establishing and Strengthening Focal Points Objective 4.1.1. Establish and strengthen focal points, such as schools, parks, commercial districts, and other community gathering spaces, within the village's neighborhoods.</p> <p>Strong focal points are a common characteristic of healthy neighborhoods and communities, providing gathering places and fostering interaction among neighbors and visitors. Oak Park's neighborhoods are rich with community facilities, including schools and parks, in addition to shopping areas and religious institutions, all of which have the potential to anchor Oak Park's neighborhoods. In many neighborhoods, such amenities already function as focal points, while they may be lacking in other neighborhoods. Working with its community partners and neighborhood groups, Village government could identify and strengthen focal points to reinforce the social fabric of the community. This can be achieved by enhancing these areas with plazas and pavilions, pocket parks, and other flexible spaces, promoting community gatherings and hosting special events throughout the year.</p>	7/20/2018
5366	0.1	/topics/land-use-built-form/	<p>I think a duplex should be the largest building type in Interior 1 spaces. There is not enough parking and larger residents would make the single family homes leave the city. It would be the end to single family homes.</p>	7/20/2018
5367	1	/policies/access-to-housing/	<p>I SUPPORT the Access to Housing policy and its proposed Action Steps. Increased density within traditional neighborhoods comprised of single-family homes can be successfully accommodated with the introduction of 2-4 unit structures, particularly if Minneapolis maintains a rigorous design review process that continues to require minimum standards for project design and building materials. This may require that such projects be approved by Conditional Use Permit or other means to assure sufficient public review.</p> <p>Paul Gates 4917 Garfield Ave.</p>	7/20/2018

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5368	0.1 /topics/land-use-built-form/	<p>It is obvious that the city planners and the city council members do not live in the West Calhoun neighborhood. If they did, the 2040 plan for the north west section of West Calhoun would not be in the form that it is today and it would not have been approved by the city council.</p> <p>The 2040 plan for the West Calhoun neighborhood, especially for the area of Calhoun Square, Calhoun Village, W. 32nd St., Ivy Lane., Zenith Ave. S., Lake Street, Excelsior Blvd., and the Bader Towers apartment area, is a very detrimental plan for the neighborhood. The plan as it now stands makes this small area totally unlivable.</p> <p>The plan as it is today shows nothing but wall to wall high rises, up to 33 stories high, and wall to wall concrete for the entire area. I see no greenery other than along the lake and the greenway. There are no shops or restaurants shown. The plan states that there will not be adequate parking for the tenants of the buildings. The buildings are not set back from the streets. There are no trees and no greenery except a couple of bushes.</p> <p>I would be in favor of building attractive low rise apartment buildings (4-5 stories maximum) that incorporate shops and restaurants on the ground level of every building and that contained adequate underground parking for all residents in the buildings. I specify "attractive" buildings because the last apartment building that was constructed at 3118 W Lake St. is an ugly monstrosity that looks cheap and detracts from the entire neighborhood. The area also needs green space around the buildings and trees lining the streets on both sides and down the center of the streets.</p> <p>However, the 2040 plan for this area shows multiple high rises (up to 33 stories) filling every conceivable spot of land. All of these tall buildings will make the area unlivable, will create wind tunnels, and will destroy greenery, views, and privacy. The wall to wall cement will increase the heat index for this area. The increased number of cars will create even more congestion in an area which is already severely congested and which is dangerous for pedestrians. The lack of trees and greenery will deter people from wanting to live in the neighborhood.</p> <p>In addition, the light rail line is being constructed in the wrong place. The light rail line should be going east long Lake Street and NOT through Cedar-Isles-Kenwood. The light rail should go along Lake Street to the Hiawatha line or further, perhaps to the river. It should have feeder lines along Hennepin, Lyndale, Blaisedell, Chicago, and Bloomington or Cedar, and more. The stops should be no more than 5-6 blocks apart at most. There should be a link so that people can easily and conveniently use the light rail to get to the University of Minnesota and the University of Minnesota Medical Center.</p>	7/20/2018
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5369	36	/policies/innovative-housing-strategies/	<p>Something to think about from :https://www.oak-park.us/sites/default/files/planning-documents/2014-09-15-envision-oak-park-comprehensive-plan-small.pdf</p> <p>Objective 7.4.5. Support apartment properties and condominium associations so they can continue to provide high quality multi-family housing throughout Oak Park.</p> <p>According to the US Census, in 2012 an estimated 47% of Oak Park's total housing units were in apartment or condominium buildings with three or more units. This type of housing represents the majority of the community's accessible housing and is prominent in many of the village's neighborhoods. The Village could work with apartment building owners and condominium associations to ensure that properties are well-maintained. This can be done through incentives for buildings that include accessible housing and investment in structures and sites beyond standard maintenance, the coordinated provision of contracted services, such as lawn maintenance, snow removal, etc., that creates economic savings, and on-going communication with properties to ensure emerging challenges are addressed to the extent possible through municipal codes and policies.</p>	7/20/2018
5370	50	/policies/access-to-technology/	What specific barriers currently exist to private development of citywide information infrastructure?	7/20/2018
5371	1	/policies/access-to-housing/	If you allow 3 and 4 unit dwellings on small lots you must require that they follow and respect the same height, setback, lot coverage, and perviousness controls as the single family homes to respect the scale and fabric of the neighborhoods. Do NOT increase height and massing restrictions because that will dwarf existing single family homes, block light access to gardens and outdoor spaces, place units overlooking back yards existing residents enjoy as partially private, and entirely change the calm, quiet qualities sought by the families the City is claiming it wants to offer single family housing opportunities for.	7/20/2018
5372	1	/policies/access-to-housing/	In SF neighborhoods, the concept of allowing 1-4 unit bldgs on single lots needs to include design guidelines for the buildings. The greater unit bldgs should blend in with the existing housing styles. There should also be a limit on the number of 2-4 unit structures built on each block, so we don't once again concentrate low income housing.	7/20/2018
5373	63	/policies/food-access/	If the above two issues aren't addressed: design guidelines and limited number per block, than this idea should not be implemented. Kathy Larsen, Fulton neighborhood.	7/20/2018
5373	63	/policies/food-access/	what exactly is intended by G? who is going to determine what is unhealthy? if you're vegan, would you argue meat is unhealthy? how will this impact food trucks and event vendors?	7/20/2018
5374	64	/policies/food-businesses/	how can the City alter its ordinances and policies so that the kitchens found in recreation centers can used for people to preserve food or make value-added food products and sell them at markets, etc? if the City could alter its policies, there would be way more kitchens available to entrepreneurs.	7/20/2018
5375	49	/policies/educational-and-economic-access/	Agree with #1 & #2 above. Providing equal educational opportunities to some should NOT mean reducing educational opportunities for others. MPS must have excellence as a goal -- for all students. The city workforce needs to be competent more than it needs to reflect every demographic.	7/20/2018
5376	1	/policies/access-to-housing/	This is for developers and have nothing for residents. Developers are stymied by our building regulations and want to tear down our beautiful old houses to build ugly buildings that will be rented out at high rents to make them a sickening amount of money. No to fourplexes	7/20/2018

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5377	65	/policies/urban-agriculture-and-food-production/	<p>When Homegrown Mpls started, we were promised that garden space for residents would become available on the open spaces adjacent to fire stations & other city owned land - this would provide access to water, secure tool storage, a sense of security to reduce veggie theft or vandalism. What happened to that promise?</p> <p>The City could give vacant lots to the park system - with ongoing source of maintenance funds - to hold in perpetuity for community garden space.</p> <p>I would encourage the City to conduct research into the unintended consequences of supporting urban ag in the city - specifically how it negatively impacts existing farmers' market vendors. Many of these vendors are immigrants and communities of color and based on informal conversations, vendors have to go more markets, end up with more left over produce, etc. Could the focus for the City be more on providing facilities so that vendors could create value-added products to stretch the season and make more money from their hard work farming/growing?</p>	7/20/2018
5378	41	/policies/tenant-protections/	<p>Many Landlords with "affordable rates" have non smoking rules. A large percentage of people with mental illness also happen to be smokers. Obviously not healthy, but smoking helps relieve stress. When a tenant violates a Lease by smoking, termination leads to a "bad record", which results in the inability to find housing. this is just a simple example of hundreds. So unless the affordable housing people (society) learn to understand the complexities of their clients, we will still have a homeless problem.</p>	7/20/2018
5379	50	/policies/access-to-technology/	<p>Depends on what "private development" you're talking about. Note that equal access to information infrastructure includes cost -- both in dollars and in percentage of income.</p>	7/20/2018
5380	37	/policies/mixed-income-housing/	<p>I am in complete agreement with a broader base of affordable housing. I am unclear as to the research documented link between zoning changes and increased affordable housing absent other supports such as tax advantages for developers or public income based rental or home purchase financial support. The plan well documents the effect zoning has had on exclusionary development. It is less clear to me that zoning changes alone will lead to broader housing choices. It appears to me, instead, that market factors would seem to support whatever development results in the greatest return to developers. My assumption is that public sector direct subsidization of rents/house purchases is too great a financial challenge for the City and as a result there is a hope that zoning changes alone will work on this challenge. I am not sure I see the research based support for this supposition.</p>	7/20/2018
5381	51	/policies/healthy-pre-k-development/	<p>Need to add something about making day care safe --improve licensing requirements and follow through. The city should accept some of the responsibility to ensure daycare is not accessible but safe -- every day.</p>	7/20/2018
5382	70	/policies/ecology-and-habitat/	<p>please refer to pollinators generally and not specifically bee pollinators.</p> <p>b. this would also benefit songbirds. 80 to 90% of a baby songbird's diet is insects! not just "bee pollinators".</p> <p>should also think very strongly if eliminate is the correct word when referencing pesticides. if the City is managing invasive species, judicious use may be required as there are few organic means that have proven successful against terrestrial invasives.</p> <p>The City will need to develop a wildlife management plan. Creating more habitat doesn't mean only the good things will show. water habitat will result in more mosquitoes - which can carry assorted viruses. other habitats will support ticks, also virus and disease carriers.</p> <p>g. what about terrestrial corridors, like the Midtown Greenway? this could be widened and enhanced to serve that purpose.</p>	7/20/2018
5383	72	/policies/sustainable-water-system-management/	<p>f. the vast majority of riparian areas are owned by the MPRB. the City should provide an ongoing maintenance funds to the MPRB to ensure these areas are resilient to flooding.</p> <p>g. while native species would be ideal, in light of global climate change, should really be emphasizing the right plant in the right place. Mpls is no longer zone 3 to 4. we are more zone 4 to 5 which means different plants will now grow here and could be more resilient. as a result, Mpls will end up with novel ecosystems.</p>	7/20/2018

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5384	52	/policies/human-capital-and-a-trained-workforce/	Most of these "action steps" seem too general... and generic. Take another look; be more specific. Among the barriers to holding jobs, include reliable, affordable day care... and both routine and emergency transportation needs. Also: don't stick your head in the sand about disruptive technologies that are going to happen anyway.	7/20/2018
5385	55	/policies/business-innovation-and-expansion/	Not all business startups and expansions are worth promoting. Entrepreneurial connections should not be race/color/gender-based (especially if you want them to be effective). Allowing/incentivizing home-based businesses could be in here somewhere.	7/20/2018
5386	73	/policies/stormwater-management/	<p>What new funding will be directed to the Mpls park system to support these action steps?</p> <p>The City needs to start acquiring additional land to handle stormwater runoff rather than relying on parks to absorb the brunt of storm events. Park flooding prevents the use of recreational facilities.</p> <p>e. is the City contributing funds to the park system to help with this specific action step?</p> <p>g. please refer to pollinators generally, not just bee pollinators.</p> <p>h. interconnected habitat corridors will also benefit wildlife that residents may not appreciate including turkeys, white tail deer, and coyotes. the City will need to develop a wildlife management plan. The DNR does not look kindly on the creation of habitat and then a request for a permit to remove the wildlife.</p>	7/20/2018
5387	63	/policies/food-access/	One suggestion is to work with local convenience stores to have them stock healthy, affordable food options. Also, it may be helpful to coordinate bus routes to stop at health food locations for community members who don't have another mode of transportation.	7/20/2018
5388	56	/policies/supporting-small-businesses/	Note that many small businesses are very high income employers (law firms; investment groups; insurance agents, consulting firms, etc.) Be sure that "small business" means what you think it should and be wary of offering resources to those who don't need it -- regardless of the gender/color of owners.	7/20/2018
5389	0.1	/topics/land-use-built-form/	I am very much opposed to the proposed zoning changes for the residential neighborhoods. I chose to live on a block with single family homes. Behind our house, the homes on Cedar Avenue are some single and some duplexes. The plan makes three and four story apartment possible on my block.	7/20/2018
5390	29	/policies/creative-sector-economy/	Protect existing arts districts!	7/20/2018
5391	76	/policies/new-parks/	<p>need to focus on the size & QUALITY of the parks. the ability to walk to a triangle park is not the same as walking to Powderhorn or North Commons.</p> <p>Give Alice Rainville Park to the Mpls park system with an increase in funding for its maintenance and programming (some capital funds to develop it would be good too). This "park" does not currently read as public space nor does it provide recreational amenities for nearby residents. The City should also buy out the four or five single family homes located along the edge of this "park" so that the new park could be complete and completely available to the public.</p>	7/20/2018
5392	86	/policies/healthy-food-in-institutions/	In regards to healthy food skills education, having classes that teach people how to make healthy food can be more beneficial than just advocating for healthy food choices. If children and adults know how to combine ingredients to make a healthy meal, they can change their lives. It could be beneficial to have students pick out ingredients from the garden and have a local chef teach them how to make a meal. A live cooking demo could be interesting and fun, and you could pass out the recipe afterwards. Or, have a family fun fit day where kids learn about healthy food choices from dietitians, athletes, and other role models within the community.	7/20/2018
5393	3	/policies/production-and-processing/	This list needs to be condensed. The phrase "production and processing" needs to be clarified with examples -- both those that are and those that aren't. Also could clarify what "mixed use" means in this context.	7/20/2018

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5394	78	/policies/park-design-and-programming/	<p>Every place that the 2040 plan references parks, the Minneapolis Park & Recreation Board should be identified and called out as the responsible party. And then call out how the City is going to alter & improve funding to support all the listed action steps.</p> <p>In the first paragraph need to also call out AGING populations.</p> <p>within action steps - while the additional funding for neighborhood parks is fantastic, the fact is that the regional park system serves more residents than neighborhood parks, and that residents value regional parks and natural areas more than they value recreation centers (see the survey from the MPRB's current Comp Plan). How can the City help support the regional park & trail system?</p> <p>Overall, need more emphasis on access to NATURE!</p> <p>g. Needs one more word: Ensure a variety of QUALITY park experiences across the city.</p> <p>l. need to call out that this would be for both self-directed activities (which the majority of park users are!) and staff led programming</p> <p>k. Please start this statement this phrase: With guidance from educators and scientists, . . . and then the rest of the statement. In this way the content/program the artist creates will be accurate. thank you.</p>	7/20/2018
5395	79	/policies/healthy-youth-development/	<p>this section should also address issues of access to nature, impact of city noise - especially near airport and freeways, impact of too much light (impact to sleep patterns).</p> <p>Please reference Last Child in the Woods, The Nature Fix, as well as Balanced & Barefoot to learn how important access to Nature is for everyone - all ages, cultures, and abilities!</p>	7/21/2018
5396	33	/policies/affordable-housing-production/	<p>Use tax policy. If a developer builds apartments affordable to the 80th percentile, s/he gets a 20% break on property taxes. At fifty percent, s/he gets a 50% break, and so on. BUT, if the developer (or any other owner) takes the building out of the affordable market at any time, s/he has to repay all the property taxes that were forgiven.</p> <p>This will discourage the "flipping" of buildings that has displaced so many low-income people.</p>	7/21/2018
5397	81	/policies/social-connectedness/	<p>d. add in libraries</p> <p>e. what kind of education? funded by what entity?</p> <p>f. another example would be the Mpls Monarch Festival ~ Festival de la Monarca</p>	7/21/2018
5398	82	/policies/aging/	<p>Access to recreational opportunities - how frequently are benches placed along trails? Where's the shade? What are the outdoor activities available for elders in the winter?</p> <p>Embed services that allow elders to age in place. Where's the senior housing and assisted living housing in each neighborhood within walking distance of the market, the drugstore, etc.?</p>	7/21/2018
5399	33	/policies/affordable-housing-production/	<p>I would be very interested in options for rent-controlled housing, as has been done in NYC -- so among existing rental options, helping to maintain its affordability, instead of allowing landlords to keep raising rent year over year.</p> <p>I would also be interested in preserving much of the character of neighborhoods, so not adding a ton of huge generic apartment buildings in new areas of the city, but finding ways to intersperse multi-unit housing and ensure it blends into the neighborhood. It seems that Minneapolis lost a fair amount of its character in earlier decades of redevelopment, some of which St. Paul preserved by its different approach, so if there are ways to preserve the character of Minneapolis that still exists, while still providing affordable housing, that would be a priority for me.</p>	7/21/2018
5400	33	/policies/affordable-housing-production/	<p>I was able to find good info from your blog articles. http://alternatif188bet.com</p>	7/21/2018

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5401	20	/policies/transit/	If there are ways to support supplemental transit such as HourCar or Car2Go car sharing programs, that seems like a helpful way to create more options and alternatives to fill in the gaps of transportation.	7/21/2018
5402	61	/policies/environmental-justice/	To minimize the rich vs. poor divide that this plan retains with respect to environmental quality (e.g., by retaining low density in high price areas like Kenwood), I suggest city-wide policies to limit noise, car pollution, smoking outdoors, campfires, and laundry chemical exhaust, etc that will be much more offensive in the dense areas.	7/21/2018
5403	33	/policies/affordable-housing-production/	The plan seems to argue that upzoning single family neighborhoods will help with affordability, but in at least two open houses I went to, planners admitted there is no basis for that affordability argument. The only way that will happen is if you cheapen standards (not requiring as many windows, lowest quality carpet, etc). If the idea is that simply having more housing will eventually lower the cost of all housing, rather than packing 4-plexes into single family neighborhoods, adding more housing would be much better in apartment buildings with elevators that are designed for ALL residents (including disabled)) and that have roof-mounted ventilation systems and other features which upper units of four-plexes don't provide. You would have to convert 44 single family homes to four-plexes to get as many new units as from just one new 132 unit building. As a former four-plex condo owner, I like them, but they are hardly a solution to affordability, and they are not senior-friendly.	7/21/2018
5404	6	/policies/pedestrian-oriented-building-and-site-de	Action Step 6K: There must be a minimum of parking spaces for each house, apartment and business. Do you really want all of the city to be congested and discouraging of business by not requiring parking minimums? This policy is short sighted and a disaster in the making.	7/21/2018
5405	0.1	/topics/land-use-built-form/	<p>Here are our thoughts on the Minneapolis 2040 plan from two very concerned, Fulton residents:</p> <ul style="list-style-type: none"> *We recently moved to the Fulton neighborhood this year (after deciding against building a new home in Excelsior or Wayzata) because of neighborhood feel, unique single family homes, proximity to the lakes, our jobs, downtown, shopping and many other amenities *While we agree that housing costs are high, encouraging density in housing will not guarantee affordable housing. *Without government intervention, developers and investors will charge market rate. *Zoning that permits building multi-family housing where existing zoning allows single-family will remove the already limited supply of affordable houses. The least expensive houses will likely be targeted by investors as sites for potential apartment building re-builds. *Traffic congestion in 50th and France Ave intersection and parking on the side streets is challenging. The existing plan does not require builders to add off-street parking for prospective residents. Adding more residents will likely make parking very difficult for them and for current residents. *More people will be biking in the future? That is not realistic for several segments of existing and future residents (e.g., the elderly, parents with multiple children, the list goes on) The streets may be bike friendly, however our climate is not bike friendly for at least six months of the year (think about global climate change impact on future severe weather). <p>Proposed solutions to grow our city into the future:</p> <ul style="list-style-type: none"> *Focus improving the existing infrastructure. Help people in and around our city access better, more efficient transport to Minneapolis amenities without changing the makeup of individual neighborhoods. *Improve our schools - the focus on helping people access "good schools" in "better" sections of Minneapolis sadly ignores the schools and neighborhoods with serious challenges. Strong education will bring better paying jobs and improve the opportunity for many of us to live 	7/21/2018

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5406	0.1	/topics/land-use-built-form/	<p>It is not acceptable to allow 3 and 4 units to built on standard size city lots anywhere in the city, especially without any set back requirements, minimum lot size, maximum square footage for the structure footprint to ensure there is a certain percentage of pervious surface on the lot, mandatory off street parking, or height limits to ensure neighbors to the north of the new construction can still get sunlight.</p> <p>The existing standards for allowable home heights is already to high and is unfair & unkind for adjacent homeowners. this should also be changed.</p> <p>demand to not block the sun.This will negatively impact adjacent homeowners e ithout additional limits including required setbacks from adjacent homes, not blocking sunlight for the house to the north of the new construction, off street parking,</p>	7/21/2018
5407	19	/policies/bicycling/	<p>As an active urban biker and car-owner, I think the biking community needs far better self-policing or the police and park police need to enforce bike traffic. By signaling that itâ€™s OK for bikes to ignore traffic lights and other rules, we are encouraging dangerous behavior, bad for the cyclists and for the cars and pedestrians that are in their way. If we donâ€™t get serious about this, we may end up needing to reinstate bike license laws, but with radio chips in the licenses, so that police can identify the bike and cite its owner.</p>	7/21/2018
5408	1	/policies/access-to-housing/	<p>Action step 1E: What is a "traditional size lot?" My neighborhood has lots of 40' by 125'and it would turn a nice residential neighborhood into a dump if someone built anything other than a duplex on the "traditional lot." Wanting space for your home and a yard for the kids to play in is one of the reasons residents moved to the suburbs.</p>	7/21/2018
5409	0.1	/topics/land-use-built-form/	<p>I am a resident of the Wedge neighborhood, and Iâ€™m writing to express my deep concern- actually, my fear- about the Comprehensive 2040 plan.</p> <p>If allowed to proceed as is, the rezoning aspect of this plan will absolutely strip away every single thing that makes Minneapolis delightful, charming, and livable. I cannot imagine who the people on this committee are to dream up such a plan- have they driven through South Minneapolis?? Do they live there?? Why on earth would you envision a Minneapolis without itâ€™s majestic old homes?? The idea that developers could come into neighborhoods, devouring lots two at at time, rip down unique, historic homes, and instead build ugly, generic, concrete behemoths is simply unconscionable!</p> <p>This plan destroy neighborhoods on so many levels. What makes Minneapolis such a joy to live in? What makes Minneapolis a Mecca for people looking for close knit communities? Why do families choose to live in Minneapolis instead of the suburbs? I would argue that part of what makes Minneapolis such a shining star is its older homes and the people who live in them, lovingly care for them, restore them to their original glory, and create gardens that are fun and individual. Not to mention the old growth trees sheltering these streets and homes and neighbors. You want to allow outside corporate developers to come in and redesign this majestic city? Using the cheapest, ugliest materials possible (of course each home will have unyielding, toxic, plastic laminate flooring), these developers will march through our gracious neighborhoods like Godzilla, devouring our rich history, ripping down stately oaks and elms, and making every block a cookie cutter replica of every other block. Soon our gracious city will be indistinguishable from Des Moines, Phoenix, and Fargo. Just another generic, concrete jungle.</p> <p>I implore you to reconsider the rezoning aspect of the Comp 2040 plan. It will ruin our city.</p> <p>Sincerely, Jen Lubow 2605 Fremont Avenue South #301 Minneapolis, MN 55408 Jlubow@yahoo.com 612-501-3934</p>	7/21/2018
5410	3	/policies/production-and-processing/	<p>The past and current direction of the city has driven out businesses of manufacturing and industries. Your plan is too much policing.</p>	7/21/2018

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5411	10	/policies/street-grid/	Strategy 10d: What does this mean????	7/21/2018
5412	11	/policies/skyways/	Skyways are a great development for downtown and should be utilized wherever possible downtown. July 17, 2018	7/21/2018
5413	0.1	/topics/land-use-built-form/	<p>Mayor Jacob Frey, Council President Lisa Bender, Council Member Linea Palmisano,</p> <p>I am writing to provide feedback and react to The 2040 Comprehensive Plan for Minneapolis. I have read most of the plan, it is a daunting document. I have also attended a "listening" session for Ward 10.</p> <p>I am a resident of the 13th Ward. As background I was an executive with what is now Ameriprise and worked downtown for 25 years. I was a vice president in our corporate Strategic Planning Department so I have some background in long range planning. I have also run national implementation projects in our sales force. Additionally, I have been and my wife currently is a small business owner.</p> <p>My comments focus on the most drastic and risky change proposed, the rezoning of most of the residential housing in Minneapolis. Your proposed policy 48 states: Use data and research to guide and evaluation housing priorities, policies, and programs.</p> <p>It appears that you are addressing the housing issues with an ideology that is not data based. The Plan does a good job of summarizing historical issues but there is no cause-effect relationship that mass rezoning will solve historical problems. Heather stated at the Ward 10 meeting that other cities, e.g. Seattle, Portland, etc, have not gotten rezoning right. Yet she did not say why they got it wrong and why Minneapolis will get it right.</p> <p>-Where is the data of other successes and failures? -What is Minneapolis doing to remove barriers to success? -What alternatives were considered? If none were developed, this is a red flag.</p> <p>There is data on projected growth, but not on the growth in housing units, or affordable housing units as a result of this plan. Why not? You should have projections by year. Every corporate plan would require projections with sensitivity analysis.</p>	7/21/2018

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5414	33	/policies/affordable-housing-production/	<p>affordable housing is being talked about in this plan. But unless new affordable housing is subsidized by the government, it will not happen on a scale needed. New construction is just too expensive.</p> <p>New development in the Uptown area are largely for people with mid to high income. The units are getting smaller and the rents are getting larger. Example: the Sons of Norway development of over 300 units, 400 sq ft each, will have starting rents at \$1200/mo. This is NOT affordable. And not sustainable. When young people decide that 400 sq ft units are not going to meet their needs, they'll abandon the city for less expensive housing in the suburbs. It's happening elsewhere in the country. And Uptown will be left with semi-vacant buildings with low demand -- on their way to becoming slums, I'm afraid.</p> <p>A better model. Subsidize converting classic apartment buildings into co-ops. The Nokoma, a small classic apartment building in Stevens Square, was converted to a co-op for people with annual income under \$37,000. A young couple can OWN a 800+ sq ft one-bedroom co-op apartment for about \$800/mo including mortgage and HOA, with a down payment of only \$12,000. This is the way to allow young people to invest in their own future AND simultaneously learn care about the future of their city. It was subsidized by Beacon, a non-profit organization associated with Plymouth Church. Why doesn't the City look at some of the many great classic small apartment buildings in Uptown and incentivize owners to convert their buildings in this way.</p> <p>4-plexes all over the city are not the answer. There is too much leeway for investors to capitalize on this proposal. But DUPLEXES might be part of the solution. I own a duplex and it has been a great retirement plan for me as well as doubling the housing options on the same footprint as a singlefamily home. Owner-occupied duplexes are a plus for the community. People stay longer, improve them over the years, care about their community, because it's their home, not just an "income property." I've lived in my duplex for 24 years. Some of my tenants have stayed as long as 7 years. That's how to create a real, a stable neighborhood. NOT with "junior apartments" or so-called "one bed" studios that people will soon "grow out of" as soon as they want to live as a couple or start a family.</p> <p>Another solution. Allowing "granny-flats" could help everyone and not jeopardize the general appearance of established low-rise neighborhoods. Allowing single-family home owners remodel or rebuild their OWN garages with added small apartments would do a lot to provide TRULY AFFORDABLE housing for both homeowner and renter alike. A home equity loan subsidized by the City -- low interest or no interest, long-term repayment plan -- would motivate RESIDENTS, not DEVELOPERS to come up with creative ways to provide extra housing for the city (and extra incomes for themselves) without wrecking the normal set-backs, volumes, curb appeal and general appearance of residential neighborhoods.</p>	7/21/2018
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5415	1	/policies/access-to-housing/	<p>I do not support rezoning for the insertion of small scale residential rental buildings on traditional city lots that could allow up to 4 dwelling units, including single family, duplex, 3-unit, 4-unit and accessory dwelling unit building types to increase neighborhood density. The small city lots are too small and would not safely accommodate these larger rental entities. With multifamily units there will be an increased need for parking. The residents in these units will have vehicle which require parking, which should not be on the street. Residents within the city have already experienced reduced parking availability. In the winter snow removal is already an issue in the city. On some street parking has been made available on only one side of some city streets.</p> <p>This rezoning/development alters the integrity of neighborhoods. The goal of many families is home ownership. Habitat for Humanity helps individuals help families to achieve this goal.</p> <p>Rental units could alter the stability of the neighborhood. Many families think of renting as a transitional time in their lives and thus there can be significant turnover in apartment residents. This turnover alter the feel and fabric of the neighborhood.</p> <p>This type of development does not address low income or affordable housing. The building of these structure and the other apartment structures put forth in this plan will not lower the rental individual have to pay, but the increase in construction will certainly benefit the developers.</p> <p>It is very important to monitor the stability and quality of the high density rental housing along pubic transit routes. Does the city have the staff to adequately monitor the status of that housing as well as the increase of housing that is projected to come.</p> <p>I lived in a owned a home in a high density neighborhood in Minneapolis and had many occassions where myself or my family were robbed or assaulted (the neighborhood was a mixture of home owners and rental property). As rental units in the neighborhood increased up my experiences with robberies increased until we moved. We/I do not want people leaving Minneapolis.</p>	7/21/2018
5416	16	/policies/environmental-impacts-of-transportation/	<p>Let's be leaders in transportation technology. For example, autonomous trackless trams that run on virtual rail lines and have been tested in China. Australia, Singapore and the UK are leaders in preparing for it. The great news is that it costs a tiny fraction of regular light rail. Let's be leaders instead of trying to match Denver and Portland!</p> <p>"The political, legislative, regulatory and economic issues are going to be much more important than the technological issues," Canberra programmer Kent Fitch said in this article: http://www.abc.net.au/news/2018-07-19/new-technologies-see-light-rail-advocates-change-track/10004258</p>	7/21/2018
5417	0.1	/topics/land-use-built-form/	<p>I am NOT in favor of increasing the density in, or height of, residential structures on this block. I live across the street (even side) and the proposed taller structures would block the morning sunlight and increase street parking, which is already difficult with family density (children with cars) and neighboring churches. The current ratio of 2 duplexes per 25 single-family dwellings between 44th and 45th on Colfax works well yet if exceeded will change the feel from a true neighborhood to a transient place to live where people are not invested in building relationships with neighbors.</p>	7/21/2018
5418	78	/policies/park-design-and-programming/	<p>We have an independent Park Board in Minneapolis. While all these action steps are great, I'm quite sure they are the responsibility of the Minneapolis Park and Recreation Board, and not the purview of the City of Minneapolis.</p>	7/21/2018
5419	0.1	/topics/land-use-built-form/	<p>I'd like every property that abuts a "Goods and Services Corridor" as detailed on the future land use form to be zoned mixed use. Currently, this map seems to merely reflect the current use of each parcel, leaving way too much zoned neighborhood/residential. In a city of increasing density, we should be allowing increasing intensity of use along all parts of these corridors.</p>	7/21/2018
5420	7	/policies/public-realm/	<p>I don't see a policy addressing the core mission of city government -- maintaining the sewer system in good repair -- but maybe I missed it. The sewer pipes under many streets are 100 years old. Many main lines from homes in my old neighborhood have recently been repaired or replaced; is the sewer system likely to develop problems in the near future as well?</p>	7/21/2018
5421	68	/policies/energy-efficient-buildings/	<p>All city buildings should harness solar power, and the city should continue to look for opportunities to run its own utilities in the future, to pressure Xcel and CenterPoint to be better stewards of the environment.</p>	7/21/2018
5422	84	/policies/public-safety/	<p>Does the City need to plan and budget for protection of our internet and communications infrastructure?</p>	7/21/2018

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5423	49	/policies/educational-and-economic-access/	<p>The action steps in this policy are so broad they seem unachievable. For instance, Action Step C essentially outlines maintaining the status quo and outlines multiple goals within the action step which are huge unto themselves.</p> <p>If the goal is also way too broad. The steps to achieve educational access and to achieve economic access may not be the same steps. Honestly, this goal is obviously about economics and not about education. You should be clear and strip education out, as it is getting only lip service here.</p>	7/21/2018
5424	63	/policies/food-access/	I see nothing about support for community gardens - seems a no-brainer to me.	7/21/2018
5425	0.1	/topics/land-use-built-form/	It is with urgency that we need to change our living patterns; we continue to devastate our environment with our spread out cities, polluting individualized transportation choices, big-box retail, sprawling developments, etc. A denser city is a more sustainable city. I don't believe a city with more housing and greater density is the cure-all for reducing our inequities and disparities - and this plan is lacking in prescriptions for ensuring housing affordability and equal opportunities for all - but increased density is necessary if we are to make strides in limiting our waste, our pollution, and our wasteful land use. To that end, this plan doesn't go far enough in allowing for increasing intensity of use throughout the city.	7/21/2018
5426	0.1	/topics/land-use-built-form/	<p>The Kenilworth Corridor should not be designated for development. This area, now greenspace, woods and prairie restoration, is intended to be protected as public park space per a 2014 Memorandum of Understanding between Met Council and the City of Minneapolis which states</p> <p>“The council intends that any property located in the Kenilworth Corridor that it may acquire from the Hennepin County Regional Rail Authority that it will not actively use for either the (SWLRT) Project or freight rail shall be conveyed to the Minneapolis Park and Recreation Board for use as parkland upon terms and conditions that are agreeable to both the Council and the Park Board.”</p>	7/21/2018
5427	79	/policies/healthy-youth-development/	<p>The first 3 of these action steps seem particularly fuzzy - they seem like filler.</p> <p>We are going to have to spend a lot more money than we are spending now on child protection services, foster care, emergency shelters, drug treatment, young offender diversion, and low-cost counseling, longer-term therapy. All kids and young adults should have a place to play sports, and a way to get the equipment if they don't have it.</p> <p>We need more mentoring, big-brother/big-sister, and take-a-kid-to-work programs.</p> <p>And their parents need access to free/low cost child care. Well-baby and basic child healthcare should be free.</p> <p>Their parents need free or low/cost transportation.</p> <p>Improving the welfare of our children is my highest priority. I am willing to pay more taxes to make that happen.</p>	7/21/2018
5428	25	/policies/innovations-in-transportation-and-infras	Graph shows electricity to be the largest % of the emissions yet you are supporting electric cars. Where is data about age composition of city residents in 2040? Families cannot use bus, walking or riding a bike to get kids to sports events, to get from work, then to school, then to home and still have time for homework, dinner, etc. Older people and women of all ages are not going to be walking the streets in the dark or on the ice. All your friends can't live in YOUR "complete" neighborhood.	7/21/2018
5429	76	/policies/new-parks/	There should be a park comparable to Minnehaha or Bde Maka Ska on the near north side.	7/21/2018
5430	1	/policies/access-to-housing/	I am deeply concerned about the idea of allowing a proliferation of multi-unit dwellings in traditional single-family home communities. This will lead to greater congestion, parking scarcity, and neighborhood transformation that is driven by commercial developers and gentrifiers rather than the stated goal of addressing legacies of racism endemic to so much housing policy during the 20th century.	7/21/2018
5431	39	/policies/fair-housing/	What ever does this mean??	7/21/2018
5432	2	/policies/access-to-employment/	A critical assumption of this policy rests on the assumption that we have a quality public transportation system here and that people will use it. What is driving this assumption? Yes, we have light rail and buses but there is still enormous reliance on cars as the primary transportation system. If this doesn't change this plan will simply increase gridlock throughout the city.	7/21/2018

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5433	82	/policies/aging/	How?? At this point, the city is making it more difficult for this population to get around in the city. Adding bicycle lanes on main thoroughfares rather than giving bicyclists a separate street makes the traffic unbearable and dangerous. Getting over the piles of snow at every corner and the unshoveled sidewalks makes it hard to walk anywhere.	7/21/2018
5434	14	/policies/tree-canopy-and-urban-forest/	The strong advocacy in this proposal for greatly increased high density housing is a direct assault on the urban forest of Minneapolis. The types of housing contemplated will block sunlight and use land that will threaten not support our urban forest.	7/21/2018
5435	42	/policies/expand-homeownership/	Some kind of grants? Funding for things like a downpayment, buying points to lower the cost of a mortgage, necessary improvements/maintenance would all help lower income people get into a home.	7/21/2018
5436	93	/policies/stewarding-historic-properties/	Develop and provide incentives that encourage the preservation of historically significant properties, recognizing that owners will bear significant costs. Support the development of strategies that will harmonize the need for modern conveniences in older buildings with a desire to preserve the historic character of areas and structures.	7/21/2018
5437	38	/policies/affordable-housing-near-transit-and-job/	The term "large-scale development" in relation to housing makes me think of the Riverside Towers, or the stark, plain, ugly brick high-rises on Franklin Avenue. Building those types of things will harm the areas in which they are built, and the only people who will really benefit are the out-of-state developers who build them.	7/21/2018
5438	36	/policies/innovative-housing-strategies/	Good large scale development might exist, but I don't think we have any in the City now. What is going to be different? This is so diffuse as to be meaningless.	7/21/2018
5439	80	/policies/development-near-metro-stations/	I applaud the goal to develop near Metro stations. This will be key, given the increased development in Minneapolis. That said, while public transportation has improved, there's a significant amount of improvement still to go to make the city as viable and effective as this policy implies. Cutting routes won't help. It's counterproductive for people to have to take 2-3 buses to get to work; or to take twice as long taking the Green Line between downtown Minneapolis and downtown St. Paul as it would take to drive (and park); or if someone works weekends, it's 30 minutes to an hour between buses. Currently, transportation is in no way able to handle the population density proposed in this plan. Further, this plan appears not to address this shortfall.	7/21/2018

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5440	53	/policies/quality-of-life/	<p>I think we should put something in our plan like they have in Oak Park, Ill plan. I think we're missing a "Community" topic! https://www.oak-park.us/sites/default/files/planning-documents/2014-09-15-envision-oak-park-comprehensive-plan-small.pdf</p> <p>Supporting Neighborhood Organizations Objective 7.2.4. Expand the presence of neighborhood organizations to enhance local communication networks and allow residents to improve the broader Oak Park community through neighborhood-based involvement.</p> <p>The Southeast Oak Park Community Organization, or SEOPCO, was founded out of the residents'™ desire to preserve Barrie Park. Today, the organization provides a variety of services for residents, including events, awareness, updates on local and community-wide initiatives, and more. In many areas of Oak Park, the block serves as the social unit. However, the Village should support the creation of new neighborhood organizations that would serve as resources for maintaining open communications with municipal staff and elected leaders, and for encouraging participation and interaction at a broader le</p>	7/21/2018
5441	0.1	/topics/land-use-built-form/	<p>Awful. Simply awful. Worst plan ever. Leave our zoning alone and scrap this entire plan. You are cocking this up so badly. You are the worst city council ever, like really, ever.</p>	7/21/2018
5442	0.1	/topics/land-use-built-form/	<p>As the owner of a condominium at Calhoun Place, on Excelsior Blvd, I am horrified by the amount - and height - of buildings proposed for this area. Not forgetting the resultant large increase in people, requiring additional services. There is already significant traffic issues and dangerous pedestrian crossings, particularly where Lake and Excelsior roads meet. I feel that the large increase in tall buildings will also obstruct the views of Lake Calhoun and completely change the character of this area. I cannot understand why one would seek to massively develop a unique neighborhood next to a lake area that is enjoyed by many - not only those living nearby.</p>	7/21/2018

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5443	0.1	/topics/land-use-built-form/	<p>Please refer to general comment submitted.</p> <p>Commentary on the 2040 Draft Comprehensive Plan for Minneapolis</p> <p>Dr. William Tozer w.tozer@williamtozerassociates.com</p> <p>Summary of Recommendations</p> <p>In summary, I would argue that the Land Use and Built Form components of the Draft 2040 Comprehensive Plan for Minneapolis require significant and substantial revision before they should be approved. Even if widespread corridor development is a longer-term goal, the current plan under consideration should concentrate on fewer, already-burgeoning corridors such as Hennepin, Lyndale, Nicollet and Central Avenues” rather than risk spreading building investment too thinly, and consequently achieving very little positive change to the urban space of any of them. The final version of the 2040 Plan should dispense with the proposals for new corridors in favor of strategic nodal development to facilitate possible future corridors without causing destructive changes in the immediate ten-year time frame. The 2040 Plan also needs to be revised to offer finer-grained restrictions on height, density and setbacks that ensure development is sympathetic to existing buildings and residents in distinctly different existing neighborhoods” and to allow for and encourage more organic growth and change. Finally, I would propose that the new Comprehensive Plan for Minneapolis needs to include proposals to improve access to parks and urban outdoor space, including leveraging the unique characteristics of the Minneapolis”s lake setting. In conclusion I would suggest that while the name of the Comprehensive Plan currently under review” Minneapolis 2040” is intended to show consideration of a longer time horizon than the immediate ten-year remit, it has been over-zealous in doing so and has looked much further ahead” to the detriment of the current situation and needs. The final version of this Comprehensive Plan for Minneapolis needs to focus more keenly on the time frame in hand, albeit with an eye on much longer term goals.</p>	7/21/2018
5444	19	/policies/bicycling/	Can some streets be designated for bike lanes and buses, like Bryant Ave. S, instead of putting cars, bikes and buses together?	7/21/2018
5445	5	/policies/visual-quality-of-new-development/	Make sure there is adequate parking, particularly for multi-unit rental property. I believe the law was changed awhile back, and that was a huge mistake. Things are just too crowded.	7/21/2018
5446	24	/policies/shared-mobility/	What happened that "car-to-go" left Minneapolis? That is a model that has been successful in other cities? Why not here?	7/21/2018
5447	71	/policies/soil-health/	The city has adopted a policy of using no pesticides on city property and encourages citizens to do the same. It is not promoted or advertised much. There are so many lawn services still using harmful chemicals and using lots of leaf blowers. It would be awesome if the city could do more to promote electric lawn mowers for homeowners, fewer leaf blowers and non-chemical lawn care as part it's soil health and air quality.	7/21/2018
5448	1	/policies/access-to-housing/	We do NOT want multi-unit housing on single family residential streets that happen to be adjacent to 50th, Penn, and Xerxes Aves S in Lynnhurst. Teardowns will occur, and expensive 3 to 6 story apartment buildings are inappropriate for quiet single family neighborhoods.	7/21/2018
5449	5	/policies/visual-quality-of-new-development/	I think that Minneapolis needs to demand more of developers in terms of visual quality and building quality. There have been very nice buildings constructed and there have been others that look like they will not last 20 years and that are just plain ugly. Architectural variety is fine but it should be attractive and enduring, not with cheap windows and ugly colors. That is some of the push back that is happening from residents. They don't trust some of the plans to allow more development because they don't trust that it will be attractive and durable based on some of the buildings they have seen go up. If Minneapolis is environmentally conscious, then attractive, good quality buildings that can stand the test of time need to go up. Not something that will be torn down in 20 years because it wasn't done right the first time.	7/21/2018
5450	5	/policies/visual-quality-of-new-development/	This is so important to get right. I would go so far as to say that some spots deserve a higher level of protection, even design standards for new facades. I am thinking of the places where you find several houses in a row, or even a whole block, that were clearly built from the same basic set of plans, or by the same builder 50 or 60 or 70 years ago. Now they look different from each other, but the same, too. There is something about those pockets of sameness that is part of what makes a place feel like a neighborhood. I can't think of a better way to say it, but I think it's important.	7/21/2018

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5451	0.1	/topics/land-use-built-form/	It is completely inappropriate for the Lynnhurst neighborhood along 50th Street to be zoned to tall apartment buildings. My single family reasonably affordable house which is mid block on Logan Ave S adjacent to 50th could be torn down and a 3 story four plex built. This would NOT be a low income apartment building considering the property values in this neighborhood. It's nonsense density increase for no reason except to increase the property tax base. Get rid of the up-zoning in single family house neighborhoods.	7/21/2018
5452	0.1	/topics/land-use-built-form/	i love more housing option and the different option to add density, such a duplexes, fourplexes, and adus.	7/21/2018
5453	49	/policies/educational-and-economic-access/	<p>"Support businesses in providing fair wages and worker protections." Too vague. What will the City do, when will it get done, how much will it cost?</p> <p>"Increase job training, youth apprenticeships, and transitional and temporary employment opportunities." What is the City already doing? What does "increase" actually mean, how measured? Is there a 10 year plan?</p> <p>"Continue to work with the MPS....eliminate racial disparities in access....? What is the City already doing? What will happen in next 10 years, how measured?</p> <p>"Recruit and retain a diverse City workforce that reflects the demographics of the city." Where is City now? What is the goal?</p> <p>Why isn't the Civil Rights Dept. included here? My perception is that it used to be stronger and more active than it is today. How is contract compliance doing and what are the goals for 10 years from now? What about teaching people to use this service if they suspect they were denied access to education, employment and housing? How about proactive studies and enforcement?</p>	7/21/2018
5454	74	/policies/integration-of-water-management-into-	Make it a requirement that larger developments meet with the local watershed district. Look to the living building challenge for other requirements and policies around water.	7/21/2018
5455	51	/policies/healthy-pre-k-development/	We need more bike/pedestrian/transit accessible child care center in all our neighborhoods. make sure there are enough mixed use lots to develop walkable childcare in each neighborhood.	7/21/2018
5456	50	/policies/access-to-technology/	<p>"Facilitate digital literacy and access to technological tools for residents to use in finding jobs, interacting with government and connecting with one another." How will City do this? How many served each year? At what cost? Will City evaluate outcomes?</p> <p>"Remove barriers to private development of citywide information infrastructure." What, exactly, does this mean? Is this the City contracting with private companies for City infrastructure needs? Or is this letting the cell phone and cable companies do whatever they want? Too vague.</p> <p>"Proactively ensure that all residents have equal access to information infrastructure." Again, vague. Does this mean connections for every residential structure? Will the City provide equipment and cell phones on a sliding fee scale?</p>	7/21/2018

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5457	0.1	/topics/land-use-built-form/	<p>This approach to upzoning to create high density housing is problematic in many respects.</p> <p>a. Removing significant amounts of existing affordable single-family housing to develop multi-family units on multiple lots is in direct opposition to several policies that focus on preservation of naturally occurring affordable housing, managing gentrification, expanding home ownership, development benefitting the communities (e.g., Policies 42, 43, 44, 45, 47). For example, the blocks along Minnehaha Avenue and adjacent interior half-block that would be rezoned to Corridor 4 and Interior 3, respectively, could remove as many as 30 affordable single-family homes in each block. These houses in the greater Longfellow neighborhood are largely considered affordable entry-level and move-up properties. The availability of affordable single-family housing is a well-cognized problem in the city. From a recent story by Minnesota Public Radio: Demand is strongest in the Twin Cities for entry level homes – those that cost less than \$300,000 – followed by so-called "move-up homes" – which sell for between \$300,000 and \$450,000. If developers aren't building new homes within those price ranges, the Twin Cities' near record-low housing supply will continue to shrink – and affordable housing will become harder and harder for the middle class to reach. In an area that's expected to add 780,000 people over the next 10 years, that worries planners at the Metropolitan Council, economists and homebuilders like Heuer. "I've got young daughters, from 18 to 30, and they will struggle to buy homes," Heuer said. "As our prices increase and less people are able to buy homes it leads to increasing inequality. The biggest way people build wealth in this country is by buying a home." https://www.mprnews.org/story/2018/07/03/starter-homes-twin-cities-metro-prices</p> <p>b. Restricting the expansion of Interior 2 designation to the neighborhoods closest to downtown appears to perpetuate the noted discriminatory housing policies that the Plan purports to address. Why shouldn't lots be combined and multifamily units be built in Linden Hills neighborhoods under Interior 2 zoning as proposed for Cooper, Central and North side neighborhoods? If "complete neighborhoods" are the goal throughout the city, then the upzoning should be equally applied throughout the city.</p> <p>c. Concentrating and expanding high density housing in the inner city does not necessarily speak to the environmental goals and policies of the plan:</p> <ul style="list-style-type: none"> i. High density buildings that displace green space exacerbate the urban heat island effect. We need to reduce the impermeable area with more open/green space and trees, not less. ii. One of the comp plan's principles is that more people will use public transit to reduce pollution. Reality is that car ownership is not going away in this northern climate. Perhaps a more practical focus should be on preparing for and encouraging the inevitable growth and dominance of low/zero-emission vehicles (including public transit) such as electric cars well before 2040. iii. Removing greenspace from our inner city further removes people from a relationship to the out-of-doors. This disconnect from the natural environment is a well-recognized problem for society as a whole. Maximizing opportunities for families to have access to greenspace, for children to play in yards, for people to grow vegetables and pollinator-friendly gardens should be a significant consideration 	7/21/2018
5458	1	/policies/access-to-housing/	I fully support this part of the plan. Zoning codes should be updated to allow higher density throughout the city, especially close to transit lines, downtown, major highways/arteries and commercial districts. No neighborhood should be able to block upzoning because of claims that it will alter its 'character.' All areas of the city must be open to new development. Let the market, not NIMBYism decide and denser construction will happen where it makes sense to do so.	7/21/2018
5459	85	/policies/access-to-health-social-and-emergency-s	we need to have high quality housing options for all people. place where people can feel dignified. look at skid row housing in LA and how the building well designed place for people to live. then integrate innovated programs where people can slowly work their way out of poverty.	7/21/2018
5460	46	/policies/healthy-housing/	Check out skid row housing trust!!	7/21/2018
5461	35	/policies/innovative-housing-types/	Please, please, please stop the McMansions.	7/21/2018
5462	34	/policies/affordable-housing-preservation/	Removal of large amounts of affordable single family housing to accommodate multi-unit buildings along transit corridors and interior 2 and 3 designated areas does not support this goal. Affordable housing such as are found in the traditional bungalow neighborhoods are a draw to young families. They invest in the houses, improve them, send their children to Minneapolis Public Schools and support the community in so many ways. Multi-unit housing will not provide the kind of housing that many young families desire and they will be lost to other communities that have placed a priority on preserving single-family housing.	7/21/2018
5463	19	/policies/bicycling/	provide more support for existing businesses to put in covered staff bike storage, and also to provide grants for more bike racks outside businesses.	7/21/2018

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5464	58	/policies/business-districts-and-corridors/	Looks at the Minnehaha-Hiawatha corridor, and help brand this as the Min Hi Line. Also, help brand growing business districts within neighborhoods, such as in Longfellow by the riverview theater or Nokomis east by town hall lanes. Also, partner with art groups, such as LOLA (league of longfellow artists)	7/21/2018
5465	17	/policies/complete-streets/	What about "blue streets" or "green streets". Look at what portland is doing with green streets. In April 2007, the Portland City Council approved a Green street resolution, report, and policy to promote and incorporate the use of green street facilities in public and private development.	7/21/2018
5466	51	/policies/healthy-pre-k-development/	<p>"Increase early childhood screening before or at age 3." Does the City do this? If so, what is present rate? What is City goal for increase each year for next 10 years?</p> <p>"Improve mental health services for children ages birth to 5." Is there a problem with providers? If so, isn't this an issue for medical community and the State? What improvements does the City want to see?</p> <p>"Decrease language disparities among children ages birth to 5 by promoting the importance of reading, talking and singing to babies and young children." A laudable goal. This sounds like a pr campaign. Will it be internal or contracted out? How much money to reach how many people?</p> <p>"Increase access to prenatal care and targeted home-visit services for new parents, including fathers." Does the City do this? If so, how will access be increased?</p> <p>"Increase resources and support for low-income families to foster economic stability and access to healthy and safe housing." What kind of resources and support will the City offer? What is the current number of people served? What kind of increases does the City want to see? Might the City start by funding the needed repairs at Glendale to preserve that family housing that fosters economic stability?</p> <p>"Increase resources for low-income families to access high-quality early learning programs to promote kindergarten readiness." So, will the City provide grants for these kids to use at local nursery schools and park pre-K programs? What other resources is the City thinking about? Starting nursery schools?</p> <p>"Increase the number of high-quality child care slots in Minneapolis." Isn't this a State and County issue? If not, what is the base today and how many slots per year increase does the City want to see? How will this be done?</p>	7/21/2018
5467	49	/policies/educational-and-economic-access/	We need to have the best school in the metro! This is why a lot of people move out of minneapolis.	7/21/2018

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5468	0.1	/topics/land-use-built-form/	<p>I think that your zoning changes are sudden and drastic compared to how the city has been zoned until now. That is a drastic change to open up ALL low density residential areas to housing that includes not just duplexes, but also four-plexes on single city lots. I think you should start more gradually than that. I agree with the idea of higher density on transit lines and I like the idea of a bit less density on the back side of the blocks from the transit lines (interior). But I believe that in areas that are currently low density, you should limit those to duplexes for interior 1, and that in areas where there is no interior 2 in your plan (and it jumps from interior 1 to interior 3) you should change interior 3 to interior 2 for now. Some of the zoning changes are too drastic and open up Pandora's box to developers to potentially tearing down too much. Once you open that up, it's going to be hard to go back. Take it a step at a time and don't rush into it. You could really screw up the character of many neighborhoods by overdoing it right off the bat. And if part of your vision is heritage preservation of built housing, don't overly encourage teardown and rebuilding of current structures thru blanket zoning changes without considering the character of each neighborhood. Sometimes one size does not fit all. I think you should look more closely at what is currently there in each neighborhood to determine zoning changes and have the neighborhoods weigh in on where zoning changes should occur. Plus, a lot of new housing in single family neighborhoods is not going to be affordable housing, maybe relative to owning a home it will be, but it will be density, not affordability. Also, please don't overbuild the area northwest of Bde Maka Ska. Traffic is already terrible thru there and it's in general not an easy area to navigate by any form of transportation. Please consider the quality of the lakes, the air, and the water there. Why over-love an area that people love for it's beauty. It will no longer be beautiful if overbuilt and over-loved. Keep it an area accessible for the public, not everyone trying to get a private view of the lake.</p>	7/21/2018
5469	53	/policies/quality-of-life/	<p>Our wide avenues lined with single-family houses set back from the road where boulevard trees have room to arch over the roadway are such an asset to this city and speak to our high quality of life. A drive down re-constructed Minnehaha Avenue gives one the feel of being somewhere other than in the middle of a large city--it's so inviting. The renderings of Corridor and Interior 2/3 buildings are hardly so inviting. Eliminating existing single family housing and replacing it with large multi-unit buildings will significantly change the character of the neighborhoods which cannot be brought back once gone. Large multi-unit housing should be limited and carefully located throughout the city to minimize the degradation of our strong neighborhoods and allow those residents to become part of the community instead of being isolated in buildings surrounded by busy streets and other tall buildings.</p>	7/21/2018
5470	49	/policies/educational-and-economic-access/	<p>Not sure if I missed something, but on each graph, there is no explanation of what the yellow line is...is that white people?</p>	7/21/2018

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5471	55	/policies/business-innovation-and-expansion/	<p>"Promote the local ecosystem for innovation and entrepreneurship." This is totally not clear especially as the overwhelming local ecosystem is the built environment. Is this urban agriculture?</p> <p>"Connect entrepreneurs, with a focus on women, indigenous people and people of color, to resources, including market information, talent, other support organizations, technical assistance, real estate options and capital." Does this mean making referrals? If so, who, at what cost, projected numbers of people served.</p> <p>"Promote business startups and expansions." Is this CPED or a promotional campaign? More detail needed. Also, establish goals or benchmarks.</p> <p>"Attract new capital for entrepreneurs and startups." How much capital over 10 years?</p> <p>"Explore zoning modifications that reduce or eliminate barriers to innovative and alternative uses of space, especially for smaller-scale entrepreneurs." Too vague. Either explain why this can't be handled through zoning process, including conditional uses or zoning code amendments, or delete.</p> <p>"Support connections between academic research and private industry." If this isn't going to be somebody's job, delete it. (Have the City Council pass a "support" resolution. Done.) If it is somebody's job, explain why the City is spending funds on this.</p> <p>"Coordinate with the strategies and actions of the state, county, Greater MSP and other regional partners." This sounds like pre-approval of others' strategies and actions. Revise to "Monitor." Add coordination where this action furthers City plans.</p> <p>"Align City policies and resources toward attracting and retaining businesses with low negative community impacts that provide a high density of quality jobs or otherwise significantly enhance the vibrancy of the regional economy." Vague.</p> <p>This section is nebulous. The Met Council is predicting that the City will add 17,000-18,000 jobs between 2020-2040. Where will they be? Hospitality, transportation, trades, tech, health care, communication, etc.? Nobody expects an exact prediction but a plan that focuses on sectors from education/training to recruitment and placement, with opportunities for entrepreneurs, would be more practical.</p>	7/21/2018
5472	56	/policies/supporting-small-businesses/	<p>"Create opportunities for Minneapolis small businesses, prioritizing those owned by people of color, women and those with low incomes, to close the equity gap." Does the City have a set-aside program? If not, will it implement one?</p> <p>"Increase the participation of small businesses in City procurement contracting opportunities." Kudos to Purchasing for progress already made!</p> <p>"Diversify business technical assistance tools and programs by creating niche-based programs." This is not clear.</p> <p>"Coordinate with stakeholders to identify and improve opportunities to support small businesses." Too vague. Delete.</p>	7/21/2018

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5473	2	/policies/access-to-employment/	<p>"Develop minimum development densities for downtown and areas served by regional transit lines to ensure that enough land is available to accommodate projected employment growth." This is probably a mistake, overplanning. New businesses and jobs are more likely to locate outside of downtown where real estate is cheaper. Bus routes can change. More importantly, if you want to create a walkable city life, then it is time to envision jobs + housing + shopping within walking distance.</p> <p>"Guide new office and institutional uses to locations well-served by public transportation." Most of the City is well-served by public transportation and the City can advocate for bus route changes if needed. Plus workers tend to need only two transports a day, usually during rush hours. Again, it's more important to have housing the workers can afford and shops the workers can afford nearby for walkable city living.</p> <p>"Encourage large medical, educational, and cultural institutions to grow within their existing footprint, especially where territorial expansion would result in a reduction of housing stock." Alternately, require large institutions to replace lost housing units, preferably with housing affordable to low-income to very-low-income people.</p> <p>Missing from this discussion is telecommuting or working from home. The City might consider using it's financial position in subsidies, purchasing and contracts to encourage this practice. Based on positions, the City might take the lead in promoting this practice.</p>	7/21/2018
5474	31	/policies/creative-workers/	<p>"Creative workers" seem to have become the deserving poor. Why is this plan focusing on "creative workers" and not recreation workers, child care workers, home care assistants, laborers, etc. Is a muralist more deserving than a health care translator? A potter worth more than a rehab carpenter? A singer worth more than a park maintenance worker? I know the muralist, the potter and the singer and they are the same as the translator, the carpenter and the park worker. Two of the three are no longer employed in 'The Arts' but, of course, they are still creative people. It's not fair to single out one field to the exclusion of all others. All workers deserve support.</p>	7/21/2018
5475	42	/policies/expand-homeownership/	<p>This policy does not do enough. The City needs to establish and financially support paths to homeownership. Look to the past and bring back programs that worked including down payment assistance, closing cost grants, co-ops, co-mortgages, sweat equity, land trusts, forgivable rehab loans, etc. Some of this can come from City bonding. Most will have to come from the State and the federal government. So advocate until the funding is secured. The boomers had these types of assistance. The parents of the boomers had the G.I. Bill. Our tradition has been to help folks into home ownership and this is greatly needed again by the Millennial generation.</p>	7/21/2018
5476	34	/policies/affordable-housing-preservation/	<p>"The City will seek to accomplish the following action steps to preserve existing housing using targeted, priority-based strategies." What are the targets and what are the priorities? This is The Plan - these should be stated.</p> <p>a. "Create and strengthen strategies to retain naturally occurring affordable housing." This would be passing an unknown. What are the strategies?</p> <p>b. "Create strategies to retain existing housing types that are not currently being constructed in the marketplace, such as single room occupancy, large family and multigenerational housing." Is this supposed to be an exception to a.? Because, except for high rises, mid-rises, ADUs, and McMansions, I haven't seen any existing housing types currently being constructed.</p>	7/21/2018
5477	1	/policies/access-to-housing/	<p>Protect existing industrial/commercial zoneings to allow for sustaining and growing arts production and small businesses, and especially within the Northeast Minneapolis Arts District.</p>	7/21/2018
5478	3	/policies/production-and-processing/	<p>Add Arts Production as a protected class for production processing areas.</p>	7/21/2018
5479	5	/policies/visual-quality-of-new-development/	<p>Require City funded projects to include public art which is purchased locally.</p>	7/21/2018
5480	30	/policies/arts-and-cultural-assets/	<p>Protect the existing infrastructure of production space within the Northeast Minneapolis Arts District.</p>	7/21/2018
5481	31	/policies/creative-workers/	<p>Provide Property Tax Abatement opportunities to Arts Production Buildings to prevent the cost of space forcing artists out of the City.</p>	7/21/2018
5482	56	/policies/supporting-small-businesses/	<p>Add artists to this section (Support the development and growth of small business and artists.)</p>	7/21/2018
5483	58	/policies/business-districts-and-corridors/	<p>g. Support the existing Arts Districts</p> <p>h. Develop programs & strategies specifically aimed at maintaining affordable rents for art studios and arts production space and minimizing displacement.</p>	7/21/2018

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5484	81	/policies/social-connectedness/	<p>*Support the existing mixed used Northeast Minneapolis Arts District as an example of a socially vital community.</p> <p>*Preserve existing buildings.</p>	7/21/2018
5485	1	/policies/access-to-housing/	<p>I am a resident of a neighborhood interior and object to changing the zoning. I rented for 10 years before owning. I can attest that renters simply do not value or care for the property the same way owners do. We view the property as not ours to maintain and temporary. The result to the property is obvious. One simple example is the difference between the street in Grand Ave and 38th Street with multiple 4 plexes, and the streets just one or two blocks over.</p> <p>Home ownership should be promoted and more widely available. I would love increased diversity in our neighborhood and support policies that increase ownership opportunities.</p> <p>We can not deny the pride and care that goes along with ownership versus renting. Increased rental properties in single family neighborhoods will inevitably bring down the value of the properties as a whole. If the new zoning is implemented, my family will keep and close eye on the possibility of moving before home values decrease.</p> <p>My hope is the plan truly understands the value of single family home neighborhoods and works to promote access to ownership over merely allowing developers to come in and create multi unit rentals.</p>	7/21/2018
5486	0.1	/topics/land-use-built-form/	<p>What you have done to the Linden Hills neighborhood is disgusting. The Sheridan Ave corridor and surrounding streets (Upton & Linden Hills Blvd) are grossly over-zoned for apartments and large complexes. This will kill our land value and degrade our neighborhood community. All of those areas should be rezoned to Interior 1 and Interior 2 built form districts. This is an egregious grab by developers and our community will suffer. You should come and meet the people in these houses and areas you are re-zoning. It is wrong of you to do this to our neighborhood.</p>	7/21/2018
5487	51	/policies/healthy-pre-k-development/	<p>Within this goal, this is the only policy that is directly focused on education and education preparedness. Given the importance of pre-K education and access to quality daycare and pre-k education in predicting long term educational success and economic success as an adult, I am so surprised that there is not more focus on education in the overall 2040 plan. Honestly, affordable housing doesn't matter if your workforce isn't prepared, and parents can't find affordable childcare for their children.</p> <p>I have a five year old daughter who has been in a daycare downtown Minneapolis near my work since she was six months old. I was on a waiting list for the first six months of her life and cobbled together care with relatives. When her spot opened up, her infant care was \$1,700/month. Her toddler care was \$1,450/month. Her little kid care was \$1,330/month. Over the last five years I have paid between \$15,000 and \$20,000 per year to ensure she has quality, safe daycare. In total I have paid almost \$100,000 since she was born for childcare; she is only five years old. I make well above the average income in Minneapolis, but for childcare within the city, the rates are so unbelievable high, especially in and around downtown. Greater, specific focus here and on true pre-K access would set Minneapolis apart so much more than a complex housing policy. Advancing, and doubling down on our legacy of great education and partnering with the Minneapolis schools to create a powerful public/municipal/private partnership to education would be a powerful statement about our commitment to the future.</p>	7/21/2018
5488	93	/policies/stewarding-historic-properties/	<p>What about neighborhoods with historic homes that are not historic districts? How do we keep 1.5 story houses with character and history that make up the fabric of some neighborhoods from being torn down or crowded out by new construction four-plexes?</p>	7/21/2018

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5489	1	/policies/access-to-housing/	<p>I oppose Action Step e. because it would change the nature and uniformity of my SF neighborhood. I chose to live in the Armatage neighborhood because it was almost exclusively made up of SF residences. Also, these types of neighborhoods have been the backbone of the city, providing residents with a safe place to live and engage one another. I grew up in Detroit, MI leaving in this type of neighborhood. I chose Armatage to give my kids the same opportunity and I want die living in my SF residence. Lastly, it's not fair to change the rules on a property owner when the ordinance/zoning of said property is the reason why you purchased it. We're not Houston, TX!</p> <p>Reasons why such a change in zoning will not produce the desired increase in affordable housing units.</p> <p>1. I'm a banker by profession and I teach economics PT at MCTC. I understand how markets work and how RE developers make money. The proposed idea to allow new, 4-unit structures to be built on SF lots would result in units that would be priced at a level to allow for a reasonable profit to the developer. The expense of building such a structure + the relative attractiveness of this type of neighborhood would produce a "market" rate rent/purchase price that would be out of reach for the underserved community looking for affordable rents.</p> <p>2. Smaller SF residents such as mine would be the first structures to be targeted by developers for teardown and construction of a 3- or 4-unit building. There are many citizens who are in search of this type of property. Why would we ever reduce this highly desirable, more affordable SF option? The city would be promoting the elimination of this housing option through this proposed policy.</p> <p>Observation: Knowing that this idea would create quite a stir in many SF resident neighborhoods, why wouldn't the city engage its citizens in talk-back sessions to determine whether such a proposal would serve the interests of the citizenry? According to your maps, there were no talk-back sessions (2016 or 2017) in SW, SE or NE. Why were these areas of the city excluded from this important community engagement tool?</p>	7/21/2018
5490	10	/policies/street-grid/	<p>Mndot needs to be a part of this and share in this goal. Minneapolis didn't take advantage of BLRT to rectify 6 lanes of Olson Memorial Highway cutting off near north. If we couldn't stand up Mndot and get lane reduction with the Bottoneau LRT, who's to say we'll ever be able to stand up to Mndot. North is cut off from the river with an incredibly wide right of way that extends way beyond its need for traffic capacity.</p>	7/21/2018
5491	1	/policies/access-to-housing/	<p>As the owner of two units of currently affordable housing (Duplex) I find it ironic that the property tax and soon the rental license fees are increasing at an alarming rate. These costs will have to be passed on to the renters. Also studies have shown that increasing supply as in changing zoning requirements does not necessarily translate into affordable housing. Home ownership is the goal of most renters and generally leads to more neighborhood involvement. As a city we need to push more in this direction. There are new technologies that drive down the cost of construction and we need to focus more on ownership.</p>	7/21/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

5492	36	/policies/innovative-housing-strategies/	<p>These action steps for exploring new strategies make a great deal of sense. However, I'd like to remind the City that we did enter into a massive conversation about and took action on addressing affordable housing with NRP 1 and 2. Having participated in both programs in three different areas of the city, I can say the NRP was a great tool to increase/promote engagement on housing issues. The City should consider launching NRP 3.</p> <p>Much of the 2040 document and process feels like a "top-down" approach which doesn't inspire confidence among the citizens of this great city. Why re-invent the wheel when we already have NRP as a good guide book.</p> <p>Also, given that the city says it has limited resources, it could focus NRP 3 exclusively on several underserved areas like north and near south Mpls. Let the citizens in those affected areas help draft the plan to bring affordable housing to their neighborhoods. As a reminder, the city did conduct feedback sessions in these neighborhoods. We know that they want affordable and safe housing. Now it's time for the city to step up and find ways, including working with Hennepin County and the State of Minnesota, to make this happen.</p> <p>Lastly, the city needs to put some dollars behind the concept of re-introducing new, affordable housing units through the cooperative housing model. I work in this field and I'm amazed that the city hasn't done more to promote this "commonsense" idea and provide capital to help these citizen groups create this type of housing.</p>	7/21/2018
5493	17	/policies/complete-streets/	With biking as a higher priority over autos and the costs associated with maintaining bike lanes and biking/walking trails we need to consider licensing bikes as we do cars. Also discouraging cars can drive out good tax paying citizens who need cars for their jobs or for their commute to the suburbs.	7/21/2018
5494	25	/policies/innovations-in-transportation-and-infras	I am not sure where to put this comment but I can tell a lot of work has gone into this plan, much of which is very good. It also appears that much of the plan has already been implemented prior to approval with the added biking lanes, park improvements, etc. I only hope all neighborhoods are on boards with the changes already implemented and we have the budget to support these changes curt and looking to the future.	7/21/2018
5495	38	/policies/affordable-housing-near-transit-and-job	At a recent meeting on the 2040 plan, the presenter justified more housing density along transportation corridors in order to justify the expense in public infrastructure. Rail corridors and Rapid Bus corridors were treated the same. This is not fair since a lot more expensive infrastructure goes into Rail corridors than a Bus corridor. Furthermore, Bus corridors are more likely to go through residential neighborhoods than Rail corridors. The examples used in that presentation referred to University Avenue and Hiawatha Avenue. Those transportation corridors run through commercial and industrial corridors and are very different from an Emerson/Fremont corridor which runs through residential neighborhoods. The infrastructure is not the same and they should not be treated the same when it comes to the subject of housing density.	7/21/2018
5496	0.1	/topics/land-use-built-form/	Two areas in Interior 3 and/or Corridor 4 should not allow for high-density, multi-story buildings: 1) areas adjacent to Victory Memorial Parkway should retain the current look of this historical site, and increased traffic on the parkway would be a problem; 2) the area along Ryan Lake should not be overdeveloped and overwhelm this small park area; increased traffic would be a problem in this small neighborhood too.	7/21/2018
5497	76	/policies/new-parks/	In addition to new parks as identified above, policies should also address that fact that as population grows, existing parks may have to expanded and/or renovated to properly support that new density.	7/21/2018
5498	78	/policies/park-design-and-programming/	This is within jurisdiction of the MPRB, not the Minneapolis municipal government.	7/21/2018
5499	0.1	/topics/land-use-built-form/	While I agree we as a community need to move towards higher density, it feels like some of the upper height limits of new development are excessive. Is there any merit in looking at an approach that reduces those upper height limits in the transit corridors while promoting a slightly higher density in the adjacent "single family" areas? That would reduce the height contrast between those corridors and the adjacent residential neighborhoods and achieve a combined overall urban density. I think people can walk more than a couple of blocks to reach a transit route.	7/21/2018
5500	1	/policies/access-to-housing/	4plex city b*tch!! yeaaa (also the population numbers shown in the video might be low) https://youtu.be/kvA_DtvW4u0	7/21/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

5501	14	/policies/tree-canopy-and-urban-forest/	<p>I support the policy to improve the tree canopy and urban forest. However, the success of this policy is unsupportable to a great extent by several other policies that encourage density and development along transit corridors and Metro stations. Case in point, the insane rendering of proposed development near the West Lake St. Station and Excelsior Blvd. has nothing but huge highrises that will be developed with no regard to human scale and green space. Developers want to build as many units in every square inch that is allowed. They make no money on trees or grass or parks. Without strict oversight and enforcement of proposed development, we will have huge expanses of concrete and steel and no green space.</p> <p>Maria Henly, 3151 Dean Court , Minneapolis</p>	7/21/2018
5502	6	/policies/pedestrian-oriented-building-and-site-de	<p>This policy and especially sub-policies K and N ignore the realities that Minneapolis citizens still need and use cars on a, pretty much, daily basis for basic transportation. If off-street parking for multifamily housing is eliminated, streets will be CLOGGED with parked cars. This is both unsightly and narrows the streets for moving vehicles, especially during the winter when snow piles are a consistent presence. Furthermore, during Snow Emergencies, cars will have no place to go, further complicating plowing efforts and making life in the city even a bigger hassle.</p> <p>Families, senior citizens, and regular folks NEED cars to get to jobs that aren't conveniently located on transit routes. They need cars to transport kids to daycare, sporting events, and to visit family and friends in other parts of town. They need cars to grocery shop. If they need cars, they need parking.</p>	7/21/2018
5503	0.1	/topics/land-use-built-form/	<p>And How are we to know where this is???? How about a Street name or marker?</p>	7/21/2018
5504	81	/policies/social-connectedness/	<p>People are socially connected in stable neighborhoods. You need to keep single family homes and not up zone to the point of driving people out by rising rents and taxes. Keep our neighborhoods more stable by promoting home ownership!</p>	7/21/2018
5505	82	/policies/aging/	<p>Older people have a harder time walking, biking and taking public transportation, and yet you have failed to provide for those who can still drive. In addition, your bike lanes are impeding people from having handicap parking in front of their house and they have to go across the street! What are you thinking? Get parking back as part of this plan!</p>	7/21/2018
5506	79	/policies/healthy-youth-development/	<p>I see so many young people playing basketball in pick up games at my local park. If you up zone as radically as you wish, there will not be the park infrastructure to support the kids coming in. No to the zoning changes.</p>	7/21/2018
5507	61	/policies/environmental-justice/	<p>You need to go back to small area plans and involve neighborhoods that way. This top down approach is not nearly as effective as a getting input from the neighborhoods. Restore small area plans and money for neighborhood organizations.</p>	7/21/2018
5508	27	/policies/transportation-partnerships/	<p>This policy lacks a key component for transportation partnerships: promoting policies in workplaces that will allow more opportunities for flexible work hours and tele-commuting for jobs that can be performed from home, rather than needing to commute into a workplace every day. In addition, employers should be encouraged and incentivized to offer van-pooling and commuter ride-share options to minimize traffic. Also, offering flexible work hours would minimize rush-hour traffic snarls. A couple of my adult children work in locations where mass transit is simply NOT AVAILABLE. Their very large, corporate employers do not offer any sort of vanpooling from sites across the metro for their thousands of employees. And, according to my adult children, they could easily work from home a couple of days a week, if it were allowed. But NO! They have to slog to their workplace, during rush hour, across the metro, 5 days a week. Even if one person works kind of close to home, it is rare that both people have jobs that they can use mass transit to get to work. This is the reality. Pie-in-the-sky dreams that everyone works, has daycare, grocery shops and has family within 6 blocks of their home is unrealistic. Plus, how many people can realistically walk or bike to do any of the above 12 months of the year?? I'm guessing that less than 1% of Minneapolis residents are in this category. That leaves 99% of us still in need of cars and parking and roads and highways for our lives. Where is the policy that recognizes that reality?</p>	7/21/2018
5509	1	/policies/access-to-housing/	<p>Thank you City of Minneapolis for this incredibly forward-thinking policy. As a longtime Minneapolis resident, I am very supportive of the plans to increase the variety of housing options, allow for more multi-family housing across the city, and encourage more homes near transit options. A step in the right direction!</p> <p>All of this is right in line with your laudable first goal: "The City of Minneapolis will work to undo the legacy that remains from racially discriminatory housing policies by increasing access to opportunity through a greater diversity of housing types, especially in areas that lack housing options as a result of discriminatory housing policy." THANK YOU for making this equity work a priority. I ask you to make sure you are listening to all voices -- and consider those who do not have the skills, knowledge, or ability to speak up in these forums themselves. They will benefit from this work.</p>	7/21/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

5510	66	/policies/air-quality/	Your massive up zoning will resort in more traffic and people idling for longer times. Keep the current zoning and work on traffic mitigation so that the air quality improves.	7/21/2018
5511	2	/policies/access-to-employment/	I agree with, and would like to thank you for, action step 2d in particular: "Encourage large medical, educational, and cultural institutions to grow within their existing footprint, especially where territorial expansion would result in a reduction of housing stock." Thank you for considering that homes are as important as jobs -- if we add jobs at the expense of homes, we will still struggle to have the equitable city we need in the future.	7/21/2018
5512	46	/policies/healthy-housing/	This plan puts at risk the affordable starter homes that currently exist. Instead of allowing developers to buy these and tear them down, get a home buying plan for people who will live in and invest in Minneapolis. Then have home improvement loans that have no or low interest offered to those who qualify based on their income. Healthier homes happen when someone cares about them. Homeowners care.	7/21/2018
5513	27	/policies/transportation-partnerships/	This policy fails to recognize that EMPLOYERS in the metro area have a huge role to play as partners in solving transportation issues. Why don't more employers offer shared commuting opportunities to their employees who live all over the city? Employers should be much more flexible in allowing tele-commuting; that is allowing employees to work from home when at all possible. With the technology available today so much more could be done with teleconferencing that would not demand 5 people travelling across the city to sit in one room and talk. Much, much more can be done by employers if they would allow more flexible work hours so rush hour(s) are not so bad and getting worse.	7/21/2018
5514	56	/policies/supporting-small-businesses/	<p>What you are listing as 'action steps' are actually more like goals. What I mean is that 'action steps' must have some sort of measurable assessment and a timeline -- none of your stated action steps have anything of the sort.</p> <p>Is there a way to make your action steps more specific, with measurable actions that are realistic and can be attached to a timeline?</p> <p>For example, when you say 'coordinate with stakeholders' how will you do that? An action plan would be more like...</p> <p>...we will set up a specific plan for contacting all businesses with <20 employees in each ward by mid-year 2019. We will achieve that using a combination of electronic outreach, physical mailers, and in-person outreach. Once we have that list, we will develop a forum for business owners to network with each other and with city staff to communicate their challenges or what could be done to make our city more attractive for new small business entrepreneurs while supporting development and stability of our established small businesses. We will hold our first kick-off of that forum in January of 2020 following the rush of the holiday retail season. At that forum, we will seek input from business owners as to how they would derive value from the continuing forum and work to implement that by a renewed list of input-driven action items and forward planning by Aug 1, 2020. Our success will be measured in our ability to deliver action items at or before deadlines, metrics on percentage of registered small (<20 employee) businesses against those we receive confirmation of contact (engagement) with, and percentage retention of small business participants following through the three intial milestones of (a) contact (b) kick off forum (c) feedback on moving forward after mid-year of 2020.</p> <p>That is an action plan. Stop being lazy and start listing specific actions that you can be held accountable for rather than making vague statements.</p>	7/21/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

5515	27	/policies/transportation-partnerships/	This policy lacks a key component for transportation partnerships: promoting policies in workplaces that will allow more opportunities for flexible work hours and tele-commuting for jobs that can be performed from home, rather than needing to commute into a workplace every day. In addition, employers should be encouraged and incentivized to offer van-pooling and commuter ride-share options to minimize traffic. Also, offering flexible work hours would minimize rush-hour traffic snarls. A couple of my adult children work in locations where mass transit is simply NOT AVAILABLE. Their very large, corporate employers do not offer any sort of vanpooling from sites across the metro for their thousands of employees. And, according to my adult children, they could easily work from home a couple of days a week, if it were allowed. But NO! They have to slog to their workplace, during rush hour, across the metro, 5 days a week. Even if one person works kind of close to home, it is rare that both people have jobs that they can use mass transit to get to work. This is the reality. Pie-in-the-sky dreams that everyone works, has daycare, grocery shops and has family within 6 blocks of their home is unrealistic. Plus, how many people can realistically walk or bike to do any of the above 12 months of the year?? I'm guessing that less than 1% of Minneapolis residents are in this category. That leaves 99% of us still in need of cars and parking and roads and highways for our lives. Where is the policy that recognizes that reality?	7/21/2018
5516	3	/policies/production-and-processing/	I wholeheartedly agree with your action step 3g in particular: "Improve transit, bicycle and pedestrian access to areas of employment, including Production and Distribution Areas and Production Mixed Use Areas." Transit options to areas of employment MUST continue to improve with faster, more consistent service (and, where possible, the kinds of modern amenities like rapid transit or light rail, to lure additional new riders with preconceived notions of buses). If we want a growing, denser city, we have to make investments in making it EASIER to travel by transit -- and that starts with the bottleneck times of commuting to jobs.	7/21/2018
5517	71	/policies/soil-health/	Regarding points (f) & (g); I would like the city to be more specific in defining how they will 'reduce impervious cover' and prevent soil compaction in new construction sites. Without specifics there is no way to understand how the city intends to measure what a 'reduction in impervious cover' or what compacted soils constitute. Additionally, how will new construction be regulated regarding loss of trees, greenspace, or compaction caused by heavy equipment?	7/21/2018
5518	80	/policies/development-near-metro-stations/	"Prohibit the establishment of park-and-ride facilities" ? Does this refer to "near METRO stations" in the city? If public transit is developed and improved, people will use it.	7/21/2018
5519	38	/policies/affordable-housing-near-transit-and-job-	This makes sense.	7/21/2018
5520	42	/policies/expand-homeownership/	These goals are laudable but you have not stated anything about how the city will preserve existing owner-occupied housing (both single-family homes, condos, and -plexes). How will Minneapolis prevent conversion of existing owner-occupied dwelling into rental properties owned by commercial developers?	7/21/2018
5521	36	/policies/innovative-housing-strategies/	Affordable Housing is something nobody can argue against. But the developers will NOT develop it. They will only build housing that they think will maximize their returns (I don't fault them for this). Therefore, we need to require them to allocate part of every development (10%) to be built at a lower cost (no granite countertops, etc...) that can be sold or rented to residents of modest means. This would also accomplish making housing more inclusive for all in every neighborhood and not isolating senior citizens and the poor into buildings and neighborhoods that are separate and unequal.	7/21/2018
5522	1	/policies/access-to-housing/	By allowing open building of multi family dwellings in all neighborhoods, you run the risk of losing community. There should be restrictions on the number of 4 plex, duplex, etc allowed in a single block. Depending on the sales price of the single family home..there could be blocks of duplex and multi family 4 plex's, most likely rentals which means more transient people, less rooted to the neighborhood. Also, parking and transportation, Are you thinking that cars will be like land lines today, nearly extinct?	7/21/2018
5523	0.2	/small-area-plans/	It makes sense to develop corridors with mixed land use and mixed housing. sticking apartment buildings in the middle of blocks of single-family units makes no sense.	7/21/2018

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5524	1	/policies/access-to-housing/	<p>I am very unhappy with the housing component of the 2040 plan. I live at 4532 Aldrich Ave. S and feel that the new 2040 plan will change our neighborhood for the worse. We have a great street with young families who go to public school together. We have block parties and there is a close neighborhood feel. There are also a few duplexes on the block. The ones that are owner occupied on one level are great, with renters who are part of the neighborhood. However, the ones that are not owner occupied usually have residents who have not chosen to be a part of the close atmosphere despite being invited to join. Sometimes these renters are problematic. Having more rental properties will be detrimental to the block. It will also decrease affordable housing and just be a big giveaway to developers wanting to purchase affordable houses to tear them down and put in larger rental properties. This proposal is a terrible idea. I voted for Mayor Frey and did like him prior to this, but am considering changing my vote for the next election. I am curious, where does Jacob Frey live and will they be building new rental properties on his block?</p>	7/21/2018
5525	76	/policies/new-parks/	<p>Most of this is within the jurisdiction of the MPRB not the municipality. When it isn't the City should be following the park board's plan..The disposition of park dedication fees is proscribed by state statute to benefit the development that paid the fee.</p>	7/21/2018
5526	48	/policies/data-driven-decisions/	<p>Thank you for stating the need for data-driven decisions.</p> <p>How has the planning group responsible for this document used data to inform their proposed changes to zoning?</p> <p>Heather Worthington has stated on record that existing Met Council data was the source of projected population growth and that the planning team did not do any internal analyses. Furthermore, the City has repeatedly refused to provide numbers on how much new housing would be created through proposed upzoning -- in any data-driven process, that information would be readily available for review. When asked about economic impacts of this plan, Heather Worthington has stated she 'is not an economist' and that 'they had not worked with one' when drafting this plan.</p> <p>Stating that you want to make 'data driven decisions' while repeatedly claiming ignorance of numbers in the process of planning is lazy and hypocritical.</p>	7/21/2018
5527	48	/policies/data-driven-decisions/	<p>Thank you for stating the need for data-driven decisions.</p> <p>How has the planning group responsible for this document used data to inform their proposed changes to zoning?</p> <p>Heather Worthington has stated on record that existing Met Council data was the source of projected population growth and that the planning team did not do any internal analyses. Furthermore, the City has repeatedly refused to provide numbers on how much new housing would be created through proposed upzoning -- in any data-driven process, that information would be readily available for review. When asked about economic impacts of this plan, Heather Worthington has stated she 'is not an economist' and that 'they had not worked with one' when drafting this plan.</p> <p>Stating that you want to make 'data driven decisions' while repeatedly claiming ignorance of numbers in the process of planning is lazy and hypocritical.</p>	7/21/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

5528	35	/policies/innovative-housing-types/	<p>We believe that Minneapolis has very few housing options for the thousands of aging baby boomers residents, ages 54-72, who will be seeking alternative housing in the next 20 years and who wish to remain as Minneapolis residents. These residents bought their homes, raised their families, and provided support for their communities and neighbors in the City.</p> <p>We think the leading edge of aging baby boomers who are home owners in Southwest Minneapolis could provide an opportunity for Minneapolis to create some innovations in housing that could also address the emerging housing needs of some Minneapolis millennials. The leading edge of baby boomers are entering their late 60s & early 70s which typically is a time when people start to downsize and move, often to the suburbs. Likewise, some of the Minneapolis millennials are entering their mid-30s, starting families, want to remain in Minneapolis and are interested in affordable alternatives to high rise apartments.</p> <p>The Southwest Minneapolis boomer homeowners we talked with will be seeking alternatives to their homes that are more accessible, have less maintenance but are still in their neighborhoods. Currently there are not a lot of options in Southwest Minneapolis, and we think those boomers will be moving to the suburbs e.g. consider the senior housing building boom in Edina. In addition around the country some cities are starting to see millennials leave in search of affordable family housing and that trend may eventually reach Minneapolis.</p> <p>To retain the older baby boomers and also millennials, the city of Minneapolis could look at creating more housing options in "missing middle" in the Southwest housing market which includes smaller condos, triplexes, duplexes etc that have at least two bedrooms. Some concrete actions that Minneapolis could take include:</p> <ol style="list-style-type: none"> 1.Map the available small parcels of land in Southwest Minneapolis that could be developed into smaller housing options, particularly as demos. Perhaps a church or business has a little used parking lot that could be converted. 2.Contact the US cities currently experiencing the exodus of millennials to see what housing options they are developing to retain the millennials. 3.Meet with the Southwest Minneapolis communities that have dense populations of aging boomers to better understand their preferences. 4.Quantify the demand for smaller owner occupied housing among Southwest Mpls baby boomers and mid-30yr old millennials 5.Engage the developers who are interested in smaller neighborhood based projects in a discussion of the emerging housing trends that are alternatives to tall apartment buildings. 6.Create a "tour of southwest homes" that the home owners have adapted to age in place as a way to palpably demonstrate what 	7/21/2018
5529	1	/policies/access-to-housing/	<p>Please consider the huge displacement issue you are causing. Thus far, the new apartments going up do not meet affordable housing standards and in fact are much more expensive than existing buildings. Many residents have already been displaced. If your claim to enhance the diversity and equity of Minneapolis is genuine, you need to slow down and rethink your approach. Luxury apartments with amenities like swimming pools and fitness rooms do not promote community. We have so many existing amenities in our city: parks, YWCA, YMCA, libraries etc. within walking/biking distance of new buildings. Maybe if these new buildings focused on really living in the neighborhood, they could reduce the silly amenities and reduce the rents.</p>	7/21/2018
5530	84	/policies/public-safety/	<p>First responders need to be able to navigate our roads in a timely fashion. We can not sustain the amount of growth in our cities and have our streets remain passable. Scale back on the up zoning. In fact, keep the current zoning.</p>	7/21/2018
5531	6	/policies/pedestrian-oriented-building-and-site-de	<p>Are you out of your mind? Prohibit establishment of new gas stations and auto repair shops? You are anti business. So you want people to drive less, but those who drive will now be forced to drive farther to get the services they need. Rethink this. Also, maintain setback, even when the buildings are taller, so there is a place to put snow in the winter. When there are not boulevards, there is no place to throw snow. When there are no boulevards, there is no place to walk our dogs. SCALE THIS BACK!</p>	7/21/2018
5532	9	/policies/open-spaces-in-new-development/	<p>These open spaces must be GREEN! If you add as much hardscape as this plans calls for, we will have so much storm water run off that our precious lakes will be adversely affected.</p>	7/21/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

5533	93	/policies/stewarding-historic-properties/	<p>I like that you are encouraging the preservation of historic materials found in public spaces.</p> <p>As the city grows and public spaces change, how will these be preserved? Will they be re-purposed at other sites or sold to private individuals?</p> <p>Is there a system to provide bidding/access to materials that would otherwise end up in a landfill?</p> <p>Could the city develop a historic materials re-use center similar to what UMN does with old university property/equipment?</p>	7/21/2018
5534	78	/policies/park-design-and-programming/	<p>In Bryn Mawr, the park board added volleyball courts. White people are now using the park that was historically used by people of color. What were you thinking? Also, one square block of park for for each neighborhood will not suffice if you allow as much up zoning as you have in this plan. Our parks will be over run and no good to anyone!</p>	7/21/2018
5535	3	/policies/production-and-processing/	<p>The basic point of this section is to allow re-development of property to larger companies that have the potential to hire diverse group of workers. It is wrapped up with the wording you will protect the landscape of the city. It all sounds fine on paper... but this information in the 2040 plan seems very broad. Open to intrepertation of the current city council at the time.</p>	7/21/2018
5536	12	/policies/lighting/	<p>If you allow too much height in neighborhoods, where people typically walk with their families and dogs, you will have to have lighting that creates too much light pollution. Lower the height in all residential areas, including along transit lines.</p>	7/21/2018
5537	47	/policies/housing-maintenance/	<p>I would like to see the city develop a system of providing financial assistance to owner-occupied properties for upgrade/repair of mechanical and structural aspects of buildings (not cosmetic upgrades).</p> <p>This should also include funds to upgrade structural components of buildings (such as windows/insulation) to help deal with changes in the external environment, such as increased noise pollution from air traffic and increased population density.</p>	7/21/2018
5538	18	/policies/walking/	<p>The city has prioritized biking over walking. The bike ways are plowed in winter before the curb cuts, which make our sidewalks impassible. Also, if you allow development to go out to the property line, and get rid of boulevards, where will people walk? Just trying walking on Bryant Ave. S in the winter. Darn near impossible. And those properties have front lawns where they can throw snow! This plan will make walking less safe.</p>	7/21/2018
5539	4	/policies/access-to-commercial-goods-and-service	<p>Per action step 4c, I strongly support allowing increased small retail/commercial mixed into residential neighborhoods. Thank you for this proposal to support & increase that work. Some of our great neighborhoods of the Twin Cities (Linden Hills, Grand Ave in St. Paul, etc.) have exactly this. More walkable, "complete" neighborhoods not only reduce car trips, but also make life easier and more affordable to those in the neighborhood.</p> <p>Per action step 4e, I also agree with increasing density in existing commercial corridors - we need more homes for everyone in this city, everywhere. Particularly in commercial corridors, more concentrations of people will also help to support more small business (& by extension, jobs) in Minneapolis.</p> <p>Finally, this tidbit is depressing >>> "The city also has 11 low-income census tracts in which residents live more than a mile from a full-service grocery store." Thank you for recognizing this disparity, and putting action steps into place to address it.</p>	7/21/2018
5540	4	/policies/access-to-commercial-goods-and-service	<p>Make sure when you are developing this new analytical framework, you don't spend millions of tax payers money and not have it work. Seems a constant problem in the government with studies.</p>	7/21/2018
5541	19	/policies/bicycling/	<p>Too many bikeways. It is a waste of money when the VAST majority of people bike when the weather is nice. Also, these bikeways are being placed in front of homes and people can't park, lose their handicap parking access in front of their homes, etc. I am not opposed to share ways, but I think we have enough bikeways. I realize this is Ms. Benders' baby, but enough already.</p>	7/21/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

5542	43	/policies/housing-displacement/	<p>The city needs to specify how it will prevent displacement of disabled and elderly citizens who need cars for transportation.</p> <p>The current plan is focused on prioritizing bike-transit for young able-bodied citizens and actively harms vulnerable citizens that require a vehicle for transportation.</p> <p>Citing a future scenario of yet un-deployed technological innovations as a way of dismissing this problem is not sufficient, and is dismissive of the very residents this plan is claiming to want to help protect.</p>	7/21/2018
5543	43	/policies/housing-displacement/	<p>The city needs to have an active policy of capping property tax increases over time -- this year we have seen large hikes in property taxes in established neighborhoods coupled with loss of homestead credits.</p> <p>For many owner-occupant residents on fixed incomes, this represents a threat to their ability to stay in their homes.</p> <p>For renters, these increased property taxes are passed on via their landlords in the form of increased rent bills.</p> <p>The city claims that we are in an affordable housing crisis yet perpetuates the problem through continued, increasing taxes that owner-occupants are less able to cope with than commercial landlords.</p>	7/21/2018
5544	35	/policies/innovative-housing-types/	<p>This is a very vague policy statement. It sounds like there is no plan, just a committee to sit down & waste our money & resources with little actually accomplished.</p>	7/21/2018
5545	1	/policies/access-to-housing/	<p>I believe multi-use housing is a great solution & think our neighbors need to be more open-minded about this idea.</p>	7/21/2018
5546	60	/policies/intrinsic-value-of-properties/	<p>Please be thoughtful about the history of our city. When you tear down entire blocks it can destroy our unique personality. Think: Block E! If that had been redeveloped organically over time, it could have been much more successful and now there's no turning back. The North Loop slowly and organically has transformed and I think it's working. The balance of old and new is so very important in preserving our character. It's already gone too far in some areas like Uptown, where Lake Street from Bde Maka Ska to Hennepin Avenue is becoming generic, suburban, unfriendly and WAY TOO EXPENSIVE. The original older apartments and multi unit buildings are so well built, more affordable and stand the test of time. I'm worried these new buildings will not last more than a few decades.</p>	7/21/2018
5547	73	/policies/stormwater-management/	<p>I would like to see a specific set of measurable actions as to how commercial developers (non owner-occupied) will be assessed regarding storm-water impact through addition of concrete/impermeable surfaces.</p> <p>If there are fines or regulatory fees recovered from such developments, please specify how these will be used specifically to improve our stormwater infrastructure for the neighborhoods in which the developments occur.</p>	7/21/2018
5548	1	/policies/access-to-housing/	<p>I am most concerned about point "e" that allows for 4-unit housing on a traditional size lot in neighborhoods that contain primarily single-family homes. Having a larger taller building on a traditional size lot can only adversely affect the quality of life for the neighbors on adjacent lots. There are issues of sunlight, air flow, views from windows. If parking is not required, that adds to issues of safety on the street and sidewalks and visibility for pedestrians, cyclists and drivers. Many of these neighborhoods are not suited for higher density housing. The plan needs to be more discerning about where the high density housing is allowed.</p>	7/21/2018
5549	24	/policies/shared-mobility/	<p>We had a wonderful system of Car-2-Go vehicles a few years back. These were convenient because they did not require parking in defined spots, and could be used heavily as one-way modes of transport in conjunction with bus/LRT when necessary. I had a membership, as did my wife, and we relied on these heavily when our one owned vehicle broke down for several months over the winter and we were saving for repairs. It literally saved our jobs when we lost our vehicle and did not have much money. Biking/Bus/LRT alone would not have been sufficient due to increased transit times when using only these modes of transport during winter months.</p> <p>We were notified that the service left the city of Minneapolis due to the heavy taxes levied on their service in this state, which were some of the highest. Car-2-Go is still active in other cities across the US and Canada.</p> <p>Why did we lose this awesome service in such a 'forward-thinking' transit city? What is the city doing to bring them back?</p>	7/21/2018

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5550	0.1	/topics/land-use-built-form/	As a resident of the 13th ward, I am very concerned about the proposed zoning changes. These changes would drastically, and negatively, impact the character of the area by allowing multi-family housing development to encroach on these beautiful old neighborhoods while most likely not actually adding what most people would consider affordable housing. As a former resident of Chicago where this type of development was allowed, I have experienced first-hand how it impacts a neighborhood's character, density, congestion, crime, etc. I urge you to reconsider the proposed zoning changes.	7/21/2018
5551	83	/policies/people-with-disabilities/	What is the city doing to ensure it is livable for people with disabilities that rely on their own vehicle as a mode of transport? Do any city policies address concerns of citizens that are disabled and cannot bike or take public transit for their needs?	7/21/2018
5552	1	/policies/access-to-housing/	<p>Please consider this article I wrote for Streets.mn in support of 2040 Plan https://streets.mn/2018/07/20/the-2040-comprehensive-plan-completing-minneapolis-neighborhoods/</p> <p>I've provided the text below:</p> <p>Minneapolis is a city of neighborhoods, 72 to be exact. They are the places we live, learn, and play. While we all live in a neighborhood, most of us don't live in a complete neighborhood. Instead, for too many of us, neighborhoods are the places we leave nearly every day. Nine out of ten trips in Minneapolis are by car, often times for necessities that just aren't found in enough neighborhoods. Reducing driving is difficult when it is a necessity, even for those who wish they didn't need to drive. One of the goals of the 2040 comprehensive plan is to create more complete neighborhoods, that have the necessities and amenities that we want and need.</p> <p>Our city gets some things geographically right. Almost all of us (97%) are within a 10 minute walk to a city park. Libraries and schools are similarly accessible. We've collectively decided that everyone in the city has the right to accessible places to learn and play. A park, a school, and a library are a great building blocks of a neighborhood. However, a complete neighborhood needs at least a grocery store, a pharmacy and a day care center. Most of us would probably like to live near a hardware store, a restaurant, and a coffee shop as well. Most neighborhoods don't have these amenities, let alone the delis, butcher shops, florists, gift shops, dentists, barber shops, and salons that come to mind when we think of neighborhood businesses.</p> <p>All a complete neighborhood needs is space for businesses to operate and enough customers with a short walk away, which allows for a great diversity of necessity-filled neighborhoods. The neighborhoods that make up Uptown are complete, as are the North Loop and Near-North East. A complete neighborhood doesn't have to mean big apartment buildings or busy streets. Linden Hills doesn't have any tall buildings, but 40% of its housing units are in multi-family buildings allowing its plethora of shops, restaurants, and small businesses to thrive, and support a dense enough population for bus service every 15 minutes. Wealth isn't enough to complete a neighborhood. It is the density that makes all of its amenities possible. Lynnhurst, whose median household income actually exceeds Linden Hills by \$27,000, has neither the density (11% of housing units are in multi-family buildings) or the space for businesses to operate (Penn Avenue, Lyndale Avenue, 50th Street, and 54th Street are all predominantly single family homes). In terms of walkability, and transit access, Lynnhurst is hardly thriving. Meanwhile, neighborhoods like Whittier and Seward, in which multi-family housing isn't an anomaly, but wealth is, have nearly everything you need within a short walk away.</p>	7/21/2018
5553	23	/policies/coordinated-development-strategy/	Please work on a coordinated development strategy for the Hi-Lake area, especially the Target parking lot and the rainbow food site. These are terrible public spaces right now and they are in such a prime location.	7/21/2018

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5554	20	/policies/transit/	<p>The 2040 Plan justifies both the upzoning of the city and the elimination of requiring developers provide off-street parking based in part on the existence of so-called "transit corridors." I believe that city planners have simply chosen to call streets with bus routes on them "transit corridors." I live at 4815 Colfax Avenue South, right next to the Bryant Avenue "transit corridor." Just because buses occasionally go down that street does not by any stretch of the imagination make this a transit corridor. It is instead a quiet street ringed by duplexes and single family homes. It does not have the necessary infrastructure to support residents living here without a car. I am a loyal bus commuter to downtown so I know the very real limits of our current transit system. I also know how the system is financed and that is NOT through city dollars. Despite the encouragement of the local Chambers of Commerce, our state legislature has refused time and time again to provide more money to MetroTransit. In the roughly ten years I have been riding the 146 downtown, I have seen more and more cutbacks in the service on the route and more and more fare hikes. There is a huge difference between providing decent service to downtown Minneapolis (which we have) and decent service everywhere around town (which we most assuredly do NOT have) and on which the 2040 plan relies to jettison the need for off-street parking. There is no realistic basis to believe that enough dollars are available to support the massive upgrade of transit citywide required to support the plan. Instead, let's focus our subsidies -- for renovating existing housing, for supporting home buyers for affordable housing, and for transit -- on the areas of greatest need. That is not southwest Minneapolis. Elizabeth C. Buckingham, 4815 Colfax Ave S</p>	7/21/2018
5555	35	/policies/innovative-housing-types/	<p>It would be cool if there could be incentives for home owners to build accessory dwellings to rent at an affordable rate. Instead of tearing down beautifully built homes throughout Minneapolis, fill in areas that will no longer be needed if indeed cars go away. It could create mixed communities and desired density. For some homes, if the garage is eliminated, a duplex could even fit. I'm thinking the Michael Lander home on 34th and Irving in ECCO. It added density and it's modern architecture creates a lovely balance without losing the historic integrity of the neighborhood.</p>	7/21/2018
5556	49	/policies/educational-and-economic-access/	<p>Your 'action steps' do not have any quantifiable specifics or timelines associated with them, and are woefully inadequate in addressing the need for high-quality access to public education throughout the entire city, not just specific neighborhoods.</p> <p>I would like to see the city work proactively with MPS to increase the quality of education THROUGHOUT the city rather than focus on how to allow more people to access the few high-quality schools that are available in specific sections of the city.</p> <p>It seems like the city has 'given up' on trying to create more desirable neighborhoods by revitalizing the schools in sections of the city that have struggling schools. Instead, they are promoting flight from local school districts.</p> <p>Economic opportunity starts with education, which everyone in every part of the city should have a right to -- without having to move or drive to the other side of town!</p>	7/21/2018
5557	15	/policies/transportation-and-equity/	<p>As shown by the continuing shortfalls in the MetroTransit budget, we have limited ability to finance increased transit service. We need to focus on areas where residents cannot afford cars, not on areas where service is used largely only for commuting downtown and back. Given the sprawl of our entire metro area and most residents need to go into areas outside the city on a regular basis, we cannot afford to rely on "market forces" to determine if parking should be provided.</p>	7/21/2018
5558	1	/policies/access-to-housing/	<p>I am deeply concerned and against rezoning to allow more teardowns of individual family homes and replacement with multifamily dwellings. We need more density, yes. But it should be smartly done, not let developers destroy at will. This plan is extremely radical, per my contacts in the development community around the country. And it won't achieve its stated end: to create more affordable housing. Studies have been done which have shown this. Minneapolis is a city that's the envy of the country. One of the things that makes it so special is its livable, beautiful neighborhoods. This plan takes a metaphorical and literal sledgehammer to one of the basic foundations of this area. With an end that won't be achieved.// Suddenly, the city seems intent on a zoning plan with some theoretically outstanding goals. But I resent what I feel is an arrogance, and unproven sense of surety, that seems to underly those who are pushing so strongly for this. Let's show some humility before upending so many communities. PLEASE REWORK THIS DENSITY PLAN!!!! One article I read said it well: we need "smart density". This plan is NOT smart.</p>	7/21/2018
5559	2	/policies/access-to-employment/	<p>All good.</p>	7/21/2018

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5560	28	/policies/msp-airport/	B. The pedestrian and bicycling access would only be useful to a small percentage of people coming to the airport. This should be a low priority item. F. Strongly support this because it is getting worse and worse and impacting more and more residents.	7/21/2018
5561	5	/policies/visual-quality-of-new-development/	Please provide transparency in how the city is ensuring building materials of new developments are 'durable'. What is the guideline on how many years of longevity are required in engineering plans for new developments? My little house is 100+ years old and will probably go for another 100; from what we can gather, we probably are the 8th family to have inhabited the house. Will new developments be held to that standard?	7/21/2018
5562	3	/policies/production-and-processing/	Good goals.	7/21/2018
5563	38	/policies/affordable-housing-near-transit-and-job-	Agree with these policies at a high level but how the city is proposing to implement them through massive upzoning and calling all bus routes transit corridors will result in too little money being spent in too large an area.	7/21/2018
5564	60	/policies/intrinsic-value-of-properties/	In light of the dramatic, experimental upzoning of neighborhoods proposed in this 2040 plan, what specifically is the city doing to 'Recognize and promote the value of the built environment and landscape as an asset that enhances community identity and a sense of place.' I have been repeatedly told by city staff when inquiring on this point and my concerns of what it will do to community that 'change happens' rather than given any sort of reasonable or factually supported response. How do citizens access data and reports as to what the city is doing with respect to point (a)? How is this being recorded, reported, or supported by the city?	7/21/2018
5565	92	/policies/identify-and-evaluate-historic-resources,	I live in Lynnhurst and understand that many properties in our neighborhood might have historical significance and could not be demolished for this reason -- even if the massive upzoning to our area is implemented. Before there are ANY zoning changes to our area this topic should be explored. Moreover, the historical nature of our neighborhood is an important reason to preserve it. Let's not ignore residences under this policy.	7/21/2018
5566	1	/policies/access-to-housing/	There is plenty of housing in Minneapolis. It is just not affordable. And so the solution you propose is to build more apartments, which are crazy expensive, and hardly affordable. 1. More interior 1 and 2 space. Eliminate interior 3 space. It will decimate our neighborhoods as you have them defined. 2. Height in interior 1 and 2 (and 3 if you insist) MUST REMAIN at 2.5 stories. My block has mixed housing, but still feels like a neighborhood because the apartments and fourplexes are 2.5 stories. MAKE NO EXCEPTION TO THIS RULE. 3. Even along transit routes that are not the major ones like Hiawatha, the height should never be more than 4.5 stories. Again, this will keep the neighborhoods more livable and there is no longer a need for interior 3 as you don't have as much height at the transit corridors and the transition is smooth.	7/21/2018
5567	33	/policies/affordable-housing-production/	a. Create housing for residents of all income levels across the entire city. What? I can't afford to live in Kenwood, or in the luxury apartments that you have approved of. It is crazy to think that you can engineer this. I approve of having mixed income housing, but realistically, not everyone will ever be able to afford to live in every neighborhood. Your plan does NOTHING to address the need for affordable housing. In every meeting I have attended, Ms. Worthington has admitted as much. In fact, this will have the opposite affect. You need to rework this plan so it is not so developer friendly, but Minneapolis resident friendly. If this plan were so great, why would people in ward 5 be asking to be exempt from this plan?	7/21/2018
5568	34	/policies/affordable-housing-preservation/	YES! And you do this by not allowing developers to get their hands on starter homes and lower income properties, tearing them down and building "market rate" apartments. We all know that market rate is code of the highest possible rent. How do you do this? Get rid of your massive up zoning and start over!	7/21/2018

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5569	3	/policies/production-and-processing/	<p>If 'production' areas are a priority, why is the area North of 62 between Lyndale and Nicollet being proposed for rezoning to Corridor 6?</p> <p>That area would be perfect for some of the industries you are describing above, but instead the proposed zoning change would be for something akin to the North Loop area? That is, fancy first floor shops/restaurants and then high rise luxury condos/apartments?</p> <p>Why isn't that area being developed into clean maker space and rapid prototyping facilities, or targeted towards entrepreneurs that need larger square footage to produce goods? Maybe it could be a trades-focused incubator or something for students who want a different path (I partially opted out of high-school for a trade school and it was the best thing I ever did)</p> <p>Isn't it more important to ensure there is space that can provide jobs and support entrepreneurship to current citizens rather than luxury lofts for future residents?</p>	7/21/2018
5570	47	/policies/housing-maintenance/	<p>This policy is laudable but will be unachievable if the plan succeeds in its quest to upzone the entire city. Then, large-scale and out-of-town developers will buy up property, re-develop it and resell it to the highest bidder. Even if there is some affordable housing produced by it, the number of units gained will likely be much less than the units lost. Renters at a Ward 10 meeting I attended spoke of renters in their buildings already being priced out by rent hikes drive by taxes increases from recent upzoning. These same tax increases will drive out homeowners on fixed incomes and homeowners in small properties with limited means. Moreover, upzoning limits the incentives of existing homeowners to improve their properties because developers will not be willing to pay extra for maintenance if the goal is to tear down the property. Policy 47 is a good policy and one that can best be achieved through targeted aid to those who need it most, not through blanket upzoning.</p>	7/21/2018
5571	36	/policies/innovative-housing-strategies/	<p>Engage in the most local dialog and collaboration. That is neighborhood associations! Fund them, give them power and listen to them. Yes to programs that maintain current affordable housing and starter homes.</p>	7/21/2018
5572	6	/policies/pedestrian-oriented-building-and-site-de	<p>I am very concerned and skeptical of the plan's emphasis on the other modes of transportation over automobiles. For the foreseeable future, many more people will use cars versus public transportation and especially bikes. I've lived here for 40 years and have noticed that it sometimes gets pretty cold in the winter. :) I've also lived here and noticed that there are a lot of people here over the age of 35, or are disabled, or aren't close to public transportation or where public transportation leaves them off far from their destinations. Sure, we should add more bike paths, and encourage commercial enterprises near residential areas. But without some balance in this process, the plan unwittingly is really a plan that punishes -- or simply makes life infinitely harder and more inconvenient -- for the old, the "older", infirm, and those with physical challenges. I would hope the goal of this plan is that "we're all in this together." But this initial plan and its priorities are not based upon a feeling of "us" - but pitting one against another. Let's have a balanced program for God's sake. And remember, Minneapolis' weather. It's punishing enough for large swaths of our population. Don't make it worse - and force those who love it here to move to Phoenix! Make measured changes - and not leave so many of us "home alone," or "out in the cold," because you make the automobile an enemy and hard to use.</p>	7/21/2018
5573	0.1	/topics/land-use-built-form/	<p>I'm looking at these various housing options. Some make sense and some scare me. If the current built form map is approved, I urge you to consider a vetting process for the new buildings. Both for the quality of the materials being used and the architectural integrity of the design. Perhaps a committee of respected Minneapolis architects could come up with design standards that must be met. It might even vary from neighborhood to neighborhood.. turn of the century, bungalows, post war etc. Once again, the fabric of our city is at stake. What took 100+ years to organically develop could be destroyed in a couple of decades if not done thoughtfully! I'm only referring to architecture here, so please don't use my comment out of context.</p>	7/21/2018
5574	9	/policies/open-spaces-in-new-development/	<p>Public is public and private is private. If the City wants more spaces for use by the public then the taxpayers are going to have to pay for it, sooner or later. It would not be reasonable or fair to require a private property owners to provide a public park and then have to pay for upkeep, insurance, policing, replacement, etc. Review the third and fifth amendments to the US Constitution.</p>	7/21/2018
5575	8	/policies/public-safety-through-environmental-de	<p>Excellent ideas!!!</p>	7/21/2018
5576	9	/policies/open-spaces-in-new-development/	<p>Good ideas!</p>	7/21/2018
5577	0.1	/topics/land-use-built-form/	<p>The strip of land in the Kenilworth corridor is now woods and prairie restoration and it is protected as a public park as of 2014 Met council. This area has already been poorly impacted by a possible LRT ruining the bike path and can not be used as a corridor.</p>	7/21/2018
5578	11	/policies/skyways/	<p>Good ideas!</p>	7/21/2018

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5579	12	/policies/lighting/	Good ideas!	7/21/2018
5580	6	/policies/pedestrian-oriented-building-and-site-de	Cars are not going away anytime soon. People with disabilities, young children and the elderly should be able to use automobiles. Automobiles need gas stations and repair. We should not eliminate these types of businesses from the city.	7/21/2018
5581	13	/policies/landscaping/	Good ideas.	7/21/2018
5582	0.1	/topics/land-use-built-form/	I like the idea of allowing Carriage Houses as accessory dwellings. Please be absolutely sure to maintain controls (max heights, FAR, setbacks, etc.) on built form that respects the architectural scale and housing fabric so that we do not drastically change the character of neighborhoods by plowing down SF homes and replacing them with more massive buildings casting shade and negatively affecting the semi-privacy of backyards that families seek out. I would like to see progressive time-phased limits on the number and concentration of multi-units to ensure some areas are not bulldozed and changed entirely unless it is thoroughly approved by neighboring residents. 2030 plan, anyone?	7/21/2018
5583	49	/policies/educational-and-economic-access/	The schools need more funding to hire more teachers, aides, and generally keep up with the increased numbers of students.	7/21/2018
5584	15	/policies/transportation-and-equity/	If decisions are made on objective (not political) basis then there is no need to worry about equity. A street is a street regardless of who uses it, lives on it or owns property on it.	7/21/2018
5585	17	/policies/complete-streets/	"Prioritize projects that will improve the pedestrian, bicycle, and transit networks when developing the City's long-range Capital Improvement Program." This action step ignores many factors in what prioritizes projects today including maintaining infrastructure and most importantly safety of existing infrastructure. The action step should not be part of the plan. Instead work with CLIC and Public Works to understand their respective rating systems and adjust accordingly.	7/21/2018
5586	0.1	/topics/land-use-built-form/	This policy will diminish any charm Minneapolis has left after already allowing the absurd amount of condos constructed in the last few years. Parking and traffic are already a disaster, this will only add to that as well.	7/21/2018
5587	1	/policies/access-to-housing/	<p>Minneapolis is one of the most progressive cities that I have ever lived in, which I love about it. It was the first place I ever experienced a tight-knit community, where people actually looked out for each other and still had block parties.</p> <p>As such, I was shocked and dismayed the way this plan has been rolled out (or silently pushed through) because it takes what could be a wonderful resource of progressive allies in specific parts of the city and dismisses/demonizes their concerns, turning them instead into enemies, and pitting neighbors against neighbors. I was horrified to see my neighbors referred to as 'bootlickers' and find comments that their concerns were not valid because they would die sooner than younger citizens.</p> <p>Furthermore, telling homeowners that the idea of building equity in an owner-occupied dwelling instead of constantly paying increasing rents to a landlord is an 'outdated' concept is not only out-of-touch with reality, it is also incredibly callous and insensitive to many people who may have lost their homes due to the recent mortgage crisis, natural disasters, or other calamity. My guess is that people making such idiotic proclamations have never been through the tragedy of home loss, eviction, or homelessness.</p> <p>Acting like homeownership is something to be ashamed of is wrong, and particularly egregious when the lead planner making the statement owns a single-family home. The fact that there was no response from our Mayor when this was said exemplifies the dismissive, elitist worldview he must share with Heather Worthington.</p> <p>If the city were serious about promoting density while encouraging strong communities, especially to neighborhoods that have been historically wronged or under-served, then this plan would focus on increasing rates of owner-occupancy and not lazily defer to 'let the market figure it out' trickle-down housing.</p> <p>Say it with me now: OWNER-OCCUPANCY!</p> <p>Owning can help families build wealth over time, and this plan does NOT focus on helping renters transition to owners, but rather on converting owner-occupied properties to commercial rentals.</p> <p>Shame on you for this terrible, divisive plan that will be a hallmark of your careers. You should all lose your jobs.</p>	7/21/2018

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5588	58	/policies/business-districts-and-corridors/	Not sure we need to use city resources to "brand and market" local retail/arts districts. Seems like that should be a private/non-profit sector task. Try to preserve some of the physical appearance of these districts/corridors... making everything a glass/concrete/steel box doesn't contribute to this goal.	7/21/2018
5589	49	/policies/educational-and-economic-access/	YES to fair wages, job training and Public Schools playing their part in equity across the city. Intense development throughout Minneapolis at present is raising rents and forcing people out of their neighborhoods. If this gentrification continues, the inequity will increase and much of our diversity will be pushed to outlying areas. Think Seattle, Portland, NYC. This would make access to jobs in the city even harder, especially when our mass transit isn't up to speed. Intersectionality should not be overlooked in this 2040 plan when it comes to those who do not have as much input. PLEASE think about the consequences of moving too fast.	7/21/2018
5590	1	/policies/access-to-housing/	<p>I think the policy is horrendous: it is unproven (not supported by any studies, data, examples, etc.), draconian, and ill-advised. Re-zoning EVERY residential lot in the City to allow at least a 4-plex is easy to do from GIS but is insane in reality. Besides likely increasing expensive condos and leading to LESS affordable housing, this policy will decimate neighborhoods.</p> <p>Also, the Plan does not link policies to assess how one policy will support or work against another. For example, building 4-plexes on "traditional" city lots (PLEASE define your terms: what is "traditional"?) will tremendously increase impervious surfaces, causing even more serious stormwater management problems.</p> <p>For schooling, my family already open-enrolls in a non-Minneapolis school district due to the schools' inability to meet our son's educational needs. Despite this, we've stayed in Minneapolis and had planned to age in place. This draft plan has us realizing it is time to get out before the developers descend even more than they have with tear downs.</p> <p>What are you thinking and whose voices you are really listening to?</p>	7/21/2018
5591	1	/policies/access-to-housing/	<p>The number of existing multi-unit structures should be a factor in how many new such structures are allowed on each block. This will address the opposition to the plan based on the notion of "giving developers free reign" to radically change existing building patterns. If the goal is to diversify such housing across the city's neighborhoods without undue disruption of existing housing distribution, I'd suggest the following:</p> <p>1) (described in step d.) Do not allow additional multi-unit structures in neighborhoods and or blocks that already have a certain high percentage (TBD) of such structures. This will avoid "dumping" of such housing in traditionally low-income areas that already have an (over?) abundance of multi-unit housing, particularly that designated as affordable.</p> <p>2) (described in step e) In neighborhoods or blocks with no or very few multi-unit structures, allow such structures but with a limited percentage (TBD) per-block or neighborhood. This will address the concerns of home-owners that their block will be radically transformed in a way that will jeopardize their home equity and cause parking problems, etc., while still spreading the opportunity (and benefits and challenges) of multi-unit housing in an equitable fashion throughout the city.</p>	7/21/2018
5592	29	/policies/creative-sector-economy/	All good ideas. Note that we are competing for these people and businesses with other cities and states... and that the payoff in this kind of investment is very high. Creativity -- like water --tends to find its own levels. Don't overdue pushing resources based on color/geography.	7/21/2018
5593	0.1	/topics/land-use-built-form/	Interior 3 type zoning: The sample drawing that accompanies Interior-3 shows how out of place this proposed housing would be in my Lynnhurst neighborhood: replacing individual 100 year-old homes with cookie cutter developments, destroying trees, increasing run-off into Lake Harriet and yielding no affordable housing. It is appropriate for neighborhoods nearest downtown on a targeted basis, not anywhere in the city that happens to be near "not on a bus route. Liz Buckingham, 4815 Colfax Ave. S.	7/21/2018
5594	81	/policies/social-connectedness/	Neighborhood organizations are critical to the city for continued citizen engagement. Although this is not the only venue for community engagement, they have a built infrastructure that can make it happen deeply and frequently. The city must continue to support neighborhood organizations through ongoing funding and assistance in creating greater diversity in their leadership.	7/21/2018
5595	31	/policies/creative-workers/	This has too strong a "color" focus. Creative people merit help based on the quality of their minds and hearts - their work -- not the color of their skin. Forcing resources based on color diminished the unique capabilities of creative people in all fields -- and note that this is not limited to the arts.	7/21/2018
5596	6	/policies/pedestrian-oriented-building-and-site-de	<p>Removing all offstreet parking requirements throughout the city is both an exclusive action step and a recipe for disaster. Cars are not going away anytime soon. They need to park somewhere. Families with young children, the disabled and the elderly all rely on automobiles.</p> <p>Pretending we have a fully functional transit system that can serve everyone in all parts of the city is irresponsible and not inclusive.</p>	7/21/2018

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5597	1	/policies/access-to-housing/	I know a lot of people in my neighborhood - I live in greater Longfellow (Howe specifically) - have vocally opposed building of 4-plexes, specifically, in our interior neighborhoods. I disagree with them and I am fully supportive of diversifying our housing stock in our area in particular. I believe that attractive duplex, 3-plex and 4-plex units can be added to vacant lots (or tear-downs when the existing house cannot reasonably be preserved) in our area, if they are built to an appropriate scale for the surrounding 1 and a half story bungalows.	7/21/2018
5598	1	/policies/access-to-housing/	We absolutely oppose allowing new 3-4 unit structures in wide sections of the city. Your historical perspective perhaps overstates the role of racism in the development of housing types in Mpls. Other factors came into play and still do. Allowing new housing in close-in neighborhoods that match the existing range should NOT mean allowing 4-plexes on every block, or cramming apartment buildings beside single family/duplexes, nor should it continue to allow demolishing smaller homes to permit super-large single houses. Of all the action plans, this one needs the most re-thinking.	7/21/2018
5599	6	/policies/pedestrian-oriented-building-and-site-de	Do not allow the "grandfathering" of existing auto repair facilities that are in neighborhoods. Once the current owner is no longer in business the property must be used for another purpose, one that is not auto repair related.	7/21/2018
5600	33	/policies/affordable-housing-production/	Be sure you fund enforcement of these policies -- and do it! Also raise the priority of "aging in place" -- regardless of color and geography (and to some extent, income). The roots of this city are at least as valuable as the new growth.	7/21/2018
5601	73	/policies/stormwater-management/	Toward the goal of reducing impermeable surfaces. With the goal of increased housing density, make sure that any new multifamily housing is required at least not to increase the % of impermeable surfaces and to include trees in the design plans, and green space as well. It helps with the heat sink and livability as well. City budget support to incent this might be needed.	7/21/2018
5602	0.1	/topics/land-use-built-form/	Please upzone the entire city and not listen to all these angry dusty old white people who have nothing to do but be brainwashed by Carol Becker and all her lies. We have to get rid of exclusionary zoning upon which this city is built on and all these old white homeowners in Southwest Minneapolis and Kenwood need to get over it.	7/21/2018
5603	34	/policies/affordable-housing-preservation/	Good.	7/21/2018
5604	0.1	/topics/land-use-built-form/	Please upzone the entire city and not listen to all these angry dusty old white people who have nothing to do but be brainwashed by Carol Becker and all her lies. We have to get rid of exclusionary zoning upon which this city is built on and all these old white homeowners in Southwest Minneapolis and Kenwood need to get over it.	7/21/2018
5605	13	/policies/landscaping/	A requirement for MAINTAINING this landscaping policy. Too often, particularly in small commercial areas and neighborhood business nodes, landscaping is installed but not maintained or, even worse, removed over time.	7/21/2018
5606	37	/policies/mixed-income-housing/	Good.	7/21/2018
5607	17	/policies/complete-streets/	Under the current biking plan, bikes are often sharing space with transit busses making the bike lanes unsafe for recreational bikers. Bike plans should offer alternative bike routes through neighborhood commercial nodes.	7/21/2018
5608	9	/policies/open-spaces-in-new-development/	Great, but how do you ensure this in conjunction with affordable units?	7/21/2018
5609	38	/policies/affordable-housing-near-transit-and-job	We see the reasoning behind these steps but... this is a northern city with long, dangerous winters. Cars are not going away in the immediate future, and only gradually over the next 20 years. Mix realism with the idealism and stage policies appropriately.	7/21/2018
5610	1	/policies/access-to-housing/	This all sounds wonderful. As someone who doesn't drive, I appreciate the push for density to make living without a car even more convenient than it is today.	7/21/2018
5611	34	/policies/affordable-housing-preservation/	Create overlay districts that discourage single-family rental housing - providing more single-family homeownership opportunities especially in areas where there are significant "starter" homes.	7/21/2018
5612	39	/policies/fair-housing/	Note that "people most impacted" include both those of color and others. Also note discriminatory barriers for older residents. Public policies like these are only part of the solution. You must hold private developers to the same standards.	7/21/2018

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5613	18	/policies/walking/	<p>All this won't do any good if the area surrounding them is not perceived as safe. Over the years the areas I consider walking alone safe, especially at night, have shrunk. Why take unnecessary risks?</p> <p>Most sidewalks are in residential areas. They don't need special treatment, just maintenance and completion.</p> <p>Sidewalks need to be maintained so they are reasonably level and free of obstructions. After snow storms the corners are often blocked until City crews can come back to clear them. Even if the homeowner clears the way it can be blocked when City crews come back to widen the plowed area.</p> <p>The year before last neighborhood property owners with defective sidewalks were required to replace them. But those with missing sidewalks were not required to remedy the situation (and not because of lack of right of way). Neither were the handicapped ramps fixed. Ending this special treatment would fix this problem without requiring a new program. It had been over 30 years since this was last done in our neighborhood. There were many dangerous uneven sidewalks. Every 10 years would be more reasonable and make it part of the TISH program (so no new program would be required).</p>	7/21/2018
5614	35	/policies/innovative-housing-types/	Address the water, sewer, and utility line connections that will allow for more than a single family house on a lot. ADU's built on a lot but not connected to the main structure should be able to access stand-alone utilities.	7/21/2018
5615	40	/policies/homelessness/	Work with the churches and other non-profits, not against them. Be an ally with community leaders engaged in fighting homelessness.	7/21/2018
5616	36	/policies/innovative-housing-strategies/	Consider a tax levy to increase the City's \$10 million funds.	7/21/2018
5617	17	/policies/complete-streets/	Create a "housing" dedication fee (similar to the park dedication fee) to increase the City funds available to create new housing.	7/21/2018
5618	41	/policies/tenant-protections/	As someone who has lived my entire life without a driver's license, and now in my sixth decade of life, I appreciate these Action Steps!	7/21/2018
5619	42	/policies/expand-homeownership/	Note that renters include a wide variety of people, not just those of color. Young people, recent college grads, seniors -- all are important contributors to the quality of life in the city. Make sure all renters benefit from your policies.	7/21/2018
5620	47	/policies/housing-maintenance/	This is to focused on people of color. It needs to be revised to include others -- especially young families of all colors (and education/income levels) who can't afford to own homes in the city.	7/21/2018
5621	0.1	/topics/land-use-built-form/	Preserve the majority of single-family housing for homeowners. Create more opportunities for development of duplexes, tri-plexes and four plexes	7/21/2018
5622	43	/policies/housing-displacement/	I'm afraid that parts of this plan will destroy the neighborhood warmth that attracted our family to Minneapolis five years ago after we finished our MD and PhD in Chicago. Minneapolis has a great character and a lot of protected neighborhood gems and natural splendor that Chicago doesn't, and this plan appears to hand the keys over to developers. The cleanliness, the healthiness, the fresh air, and the green space were all big attractors for us, and we fell in love with the bike paths. There's a big natural and neighborhood cost of handing over the natural Kenilworth corridor + Franklin + 21st street and into a "corridor 4" class for redevelopment. The fact that the city has-- at least previously-- made greenspace and neighborhoods a priority gives Minneapolis a warm, distinctive character. Please keep it alive. Thank you.	7/21/2018
5623	56	/policies/supporting-small-businesses/	"Gentrification" is a mixed bag. It can mean ruining affordable neighborhoods, but it can also mean improving neighborhoods in trouble. Policies need to be carefully -- and wisely -- targeted, not broad brush. And they need to be flexible.	7/21/2018
5624	57	/policies/cluster-strategy/	Create funding sources for small businesses. Develop programs with local banks that would require a percentage of their funding capacity to be directed to businesses that are difficult to fund - creating a pool of funds that are reserved for small businesses in underrepresented communities.	7/21/2018
5625	58	/policies/business-districts-and-corridors/	Unattainable unless there is funding attached to this effort. Currently, the City does not have the resources to accomplish this effort.	7/21/2018
5626	44	/policies/comprehensive-investments/	Support a commercial community land trust.	7/21/2018
			Good, affordable housing doesn't matter if there is recurring violence in the streets. Good, higher cost housing doesn't matter if the police can't (or won't) be effective in stopping robberies, break-ins, etc. Both diminish the livability of neighborhoods, and both require co-ordinated action plans.	7/21/2018

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5627	38	/policies/affordable-housing-near-transit-and-job-	The best idea I've heard so far is to start by allowing modest zoning growth along the current high-traffic corridors. As the growth fills in and reaches defined thresholds of apartments and density, the next adjacent blocks become available for the next stages of expansion. This process continues indefinitely, as thresholds are reached and blocks become available for rezoning the expansions remain more predictable and responsive to actual growth needs over the decades. Neighborhoods which are currently remote from current public transportation corridors would be limited to stricter requirements (e.g. duplex only limits, required off-street parking, etc.) until the density growth eventually reaches that neighborhood, and/or the city provides new efficient transportation hubs within the neighborhood to justify the more aggressive rezoning.	7/21/2018
5628	64	/policies/food-businesses/	Private, for-profit businesses, cannot succeed in underrepresented communities without strong financial support, not only from the community but from banks and other private funders.	7/21/2018
5629	23	/policies/coordinated-development-strategy/	Note the repeated use of "in these areas." ALL areas of the city need good base services: snow plowing, fixing potholes, maintaining sidewalks, paths, parks and amenities, personal and property security, etc. Interdepartmental teams are a good idea -- but, again, they should serve all neighborhoods, not just some.	7/21/2018
5630	17	/policies/complete-streets/	<p>I am strongly against this prioritization. The policy should be written so that walking, bikes, and public transportation are to be encouraged whenever possible. But to PRIORITIZE all these at the expense of those who want to, or need to, drive is egregious!</p> <p>First, the obvious facts: 1) In decent weather, this policy discriminates against the elderly, the infirm, those with physical challenges AND the monumental majority of those who simply prefer the convenience of using their cars. Of course, we need to figure out ways to deal with our additional population - but this is an uncalled for overreach of power by the city if it's implemented. 2) for 6 months of the year, in our climate, it's a DANGEROUS policy - forcing the elderly, the infirm, and those with physical challenges to be virtual shut-ins on many days of the year. 80 year olds, and even 40 year olds, are not going to be walking/biking/waiting at bus stops/walking from bus stops to their appointments in the heart of winter. What are the writers of this first draft thinking!!!!??? 3) I find the mindset behind this plan similar to that of the old days of Apple Versus Microsoft. I love Apple products, but in earlier days it was a kind of religion. There was a messianic sense in the way people who loved Apple talked about them. Apple: "I am a superior human being for using their products." Microsoft (from Apple lovers): "You are unworthy and low lifes." Well, that's the way it feels for walking/biking advocates versus those (idiots) who prefer to drive. CLEARLY, UNDERLYING THIS IS NOT JUST A FEELING OF WHAT'S GOOD FOR THE CITY, where we can agree or disagree. BUT RATHER, IT IS MORALLY SUPERIOR TO WALK OR BIKE THAN DRIVE. And those who disagree, SCREW 'EM. I DON'T CARE!!! C'mon - we all have to live together, right? Add to the ease of bikes, walking, and certainly public transportation. But making everything else a priority compared to aiding those who want to, or need to, drive? THIS IS SIMPLY WRONG, AND WRONG-HEADED. AND NOT THE ROLE OF OUR CITY GOVERNMENT. Sorry.</p>	7/21/2018
5631	0.1	/topics/land-use-built-form/	<p>The built form zoning looks like the city is planning to greatly increase its density. While there is currently an affordable housing shortage, there are also boom and bust cycles and it appears that there is a possibility of overbuilding. I am also concerned that city will not adequately plan for the infrastructure needed to support greater density. Reducing roads to accommodate bicycles is one such example. Some parts of the city are already too congested and fewer lanes won't help.</p> <p>In addition, there are a lot of fears the city will abuse its authority of eminent domain to facilitate this growth.</p> <p>The city's elected officials need to make themselves widely available to their constituents to answer questions and give information. They should also pay attention to comments on social media forums.</p>	7/21/2018
5632	58	/policies/business-districts-and-corridors/	The best idea I've heard so far is to start by allowing modest zoning growth along the current high-traffic corridors. As the growth fills in and reaches defined thresholds of apartments and density, the next adjacent blocks become available for the next stages of expansion. This process continues indefinitely, as thresholds are reached and blocks become available for rezoning the expansions remain more predictable and responsive to actual growth needs over the decades. Neighborhoods which are currently remote from current public transportation corridors would be limited to stricter requirements (e.g. duplex only limits, required off-street parking, etc.) until the density growth eventually reaches that neighborhood, and/or the city provides new efficient transportation hubs within the neighborhood to justify the more aggressive rezoning.	7/21/2018
5633	18	/policies/walking/	Narrow street widths????? Don't make it unsafe to drive! Particularly in winter.	7/21/2018
5634	45	/policies/leverage-housing-programs-to-benefit-c	Your action plans seem to contradict your policy goal. Hiring local sounds good... unless you can get the job done better by hiring the best people/businesses for the job. Same thing for hiring specific groups based on color/gender, etc. You need to listen to community voices whether they speak English or don't.	7/21/2018

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5635	18	/policies/walking/	I support the general direction of this policy. However, I would like to see how the city plans to deal with winter - since for about half the year our sidewalks are often covered with ice and snow making walking and rolling perilous for many folks. Also re: "fill existing sidewalk gaps where appropriate." I would argue that there is no place in the city where a sidewalk gap is appropriate.	7/21/2018
5636	46	/policies/healthy-housing/	Note that radon is naturally occurring in the city. Shouldn't radon abatement programs be co-funded by the city? Community gathering areas (both inside and outside) should be part of all large-scale housing developments.	7/21/2018
5637	20	/policies/transit/	Please make replacing wornout diesel buses with electric buses with a goal to have them all be electric in the near future. We need cleaner air downtown.	7/21/2018
5638	33	/policies/affordable-housing-production/	I soundly support this! It is so important for there to be more affordable housing in the city.	7/21/2018
5639	15	/policies/transportation-and-equity/	Need to look at better management of sidewalk cleaning regulations. Icy pavements and blocked sidewalks near intersections impact a lot of people -- regardless of color, location, age, etc. The regulations seem to be poorly enforced -- both ways: some sidewalks have long stretches that are not cleared... on the other hand we have been cited when our sidewalks were cleared.	7/21/2018
5640	9	/policies/open-spaces-in-new-development/	Public is public and private is private. If the City wants more spaces for use by the public then the taxpayers are going to have to pay for it, sooner or later. It would not be reasonable or fair to require a private property owners to provide a public park and then have to pay for upkeep, insurance, policing, replacement, etc. Review the third and fifth amendments to the US Constitution.	7/21/2018
5641	16	/policies/environmental-impacts-of-transportation/	You're not doing very well with managing congestion. Talking about it doesn't help. Work with MDOT so we don't paralyze the city every summer. We need a better structure for allowing events that close off approaches to neighborhoods -- running and bike races, for instance, require longer car trips because we can't into or out of our homes. Note that cars and carbon emissions will not disappear immediately. Implement policies in stages that reflect both current realities and longer term goals.	7/21/2018
5642	61	/policies/environmental-justice/	This sounds too vague. You need to have fewer action steps and clarify exactly what you mean. Also, consider adding seniors to your list of those negatively impacted. Also, recognize that "gentrification" is a complex term, not one to be universally "avoided."	7/21/2018
5643	66	/policies/air-quality/	Add light pollution -- especially around parks and natural assets. Work with the Park Board on policies such as arbitrarily lighting ball fields, ice rinks, etc, when no one is using them. Since ozone is naturally occurring in the city, allocate city funds for abatement, especially for homes occupied by seniors and low income people.	7/21/2018
5644	62	/policies/contaminated-sites/	OK.	7/21/2018
5645	81	/policies/social-connectedness/	Add incentives for businesses and multi-unit housing developers to include public/community gathering spaces. Encourage public officials, police, emergency responders, etc. to attend local gatherings -- block parties, events, etc. Encourage local "natural" gathering spaces in every community -- grocery markets, bars, pubs, etc.	7/21/2018
5646	85	/policies/access-to-health-social-and-emergency-services/	It would help if the police actually did something about "nuisance" crimes -- robberies, break-ins, stolen bikes and cars, disregard for pedestrian walkways, etc. The "big" things matter -- shootings, murders, attacks, etc., but the small things matter too.	7/21/2018
5647	63	/policies/food-access/	"Healthy" and "unhealthy" are not absolute terms for all people. Do we really want the city to be the arbiter of this kind of thing? Encouraging local, smaller grocery stores/markets (and local gathering spots like bars, pubs, coffee shops, etc. is a good priority.	7/21/2018
5648	0.1	/topics/land-use-built-form/	As density of dwelling units increases, how does the city propose to handle parking issues? It is not wise to make 20 year assumptions considering how much the 2020 plan could never have predicted. Nobody knows what effects if any autonomous vehicles will have on parking demands and making assumptions based on them, mass transit is highly dependent on state and federal funding we cannot predict or bank on, and people live increasingly decentralized lives that cannot always be served by 4 bus transfers without eating an entire day of productivity. I agree we should reduce vehicle trips, but the larger part of the population will still in this winter city want to keep access to their own vehicles, and they will be parked.	7/21/2018
5649	86	/policies/healthy-food-in-institutions/	Encourage more community gardens -- places where homeowners and renters can grow their own food.	7/21/2018
5650	78	/policies/park-design-and-programming/	One thing that gets overlooked: as the population ages and young families get busier with two-earner incomes, active grandparenting is increasing. Add action steps to help. For instance: parks can encourage multi-generational activities. Sidewalk intersections need to be cleared so older people can push strollers around them.	7/21/2018

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5651	1	/policies/access-to-housing/	<p>I strongly support the purpose of this Action Plan: we DO need more housing in Minneapolis; we also need affordable housing. I support higher density on and very near metro transportation routes. I also support multi-family housing that goes deeper into single-family dominated areas. I live in Fulton Neighborhood....so Fulton, Linden Hills, etc.</p> <p>My concern is that the city get some control of this and hold onto the control; otherwise, the builders will decide FOR us, which has not been the best result. How can the City maintain control.</p> <p>Regulation:</p> <p>1) Allow only one duplex and only one 3-unit or 4-unit housing structure per 1 square interior city block. If that block already has one of each, the builder will have to go onto another city block. It will decrease parking concerns, yet still encourage diversity and add density equally; people will share this change.</p> <p>2) Put a ceiling on what a 3-unit or 4-unit housing unit building can sell for: In Fulton, the going price is \$800,000 to \$900,000 per infill house. If the builder can only sell the units for \$300,000 each with the 3-unit dwelling and \$250,000 each in a 4-unit dwelling, this builder will not milk the system and build these multi-family units to make a bigger profit; he will make about the same --- We want affordable housing in the nicer neighborhoods so we can all truly experience diversity and start the authentic integration process in Minneapolis.</p> <p>If we have to rewrite ordinances, so be it. This plan would encourage anywhere from 5-6 buyers --for these individual units -- that would be more affordable to first-time home-buyers, lower middle-class buyers and one-income families perhaps.</p>	7/21/2018
5652	5	/policies/visual-quality-of-new-development/	<p>All good ideas, but not consistently or uniformly applied. Item b (multiple buildings on full block development) is often ignored. More specific guidelines, such as SAFHD standards, are too easily ignored.</p> <p>If fourplexes everywhere are allowed the design guidance will have to be more specific and actually enforced.</p>	7/21/2018
5653	1	/policies/access-to-housing/	<p>It is impossible to comment on this goal because it is not quantified and defined. Increase how much? Does scale mean size of the structure or the number of dwelling units? What is high frequency? The maps have bus routes that don't exist or can't be called high frequency by any definition. The maps that characterize neighborhoods are not correct. Why is the neighborhood used as a unit of evaluation? There is a difference between a neighborhood where apartment buildings and single-family houses are jumbled together and one where the two types of buildings are in distinct areas. Has anyone done research on how people define the area around their residence that is significant to them?</p> <p>Why is housing, rather than employment, being prioritized for areas around transit, especially LRT? (I find calling a couple of LRT lines "Metro" pretentious.)</p>	7/21/2018

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5654	18	/policies/walking/	<p>I see no mention of winter maintenance. With winter typically lasting for 4-6 months/year, and getting more extreme each year, it is critical that winter maintenance of walking facilities is prioritized. It is completely unacceptable that sidewalks become unusable for an entire winter. 311 calls/app seem to do nothing, which frustrates the user and discourages repeated follow up. Without any consequence, it seems that some property owners will not properly remove snow/ice from the sidewalks for which they are responsible. If a municipal sidewalk clearing program is to be installed, it should be all or nothing - it shouldn't rely on priority networks because that could discourage property owners from clearing sidewalks not on the priority network.</p> <p>If it is left up to property owners entirely, there must be swift consequences for leaving sidewalks uncleared. If property owners are unable to clear their sidewalks due to factors outside their control, they should be able to receive assistance.</p> <p>As the freeze/thaw cycle gets worse with climate change, sidewalks become even more dangerous. This is particularly an issue with high pedestrian volumes surrounding the U of M campus - snow is not cleared, it gets compacted by people walking, turns icy, melts, turns icier, etc. The city cannot expect people to adopt a walking mode if half of the year the infrastructure is unsafe, unreasonable, and honestly just feels insulting to use. Putting the burden on sidewalk users to report negligent properties (again, especially because it seems to do no good to call 311) is inequitable. It takes a lot of time to report each negligent property if you are walking any amount of distance in a day, and becomes particularly disheartening when it is necessary to report the same properties again and again, day after day, snow event after snow event, melt after freeze.</p> <p>Winter is nothing new and I can't believe this isn't better taken care of as of 2018, however, it needs to be improved immensely by 2040. We need to start now and make big changes. Streets are cleared for cars - we need to clear sidewalks for pedestrians. And need to take it as seriously.</p>	7/21/2018
5655	33	/policies/affordable-housing-production/	<p>I support this Action Step whole-heartedly. I am aging in place with my wife in a craftsman 1 1/2 story bungalow in Fulton Neighborhood. We have invested a great deal in maintaining and upgrading our home while maintaining the same footprint. We have a McMansion on both sides of us now as well as 1 behind and another 2 doors down. We are perceived as low-income folks by them because our house is smaller and technically older. However, we have good retirement savings and are definitely solidly middle-class. Still, we understand how and why diversity disappears if we leave it entirely to the market and the builders -- and the architects.</p> <p>If the market and builders have their way [because profit is much more important than any human being or community], there will never be any diversity of cultures, ages, race, class, background and income. The rich will be the only ones for blocks around, except for the streets with duplexes --- that are really invisible to the people who dominate the neighborhood. They are nice people, but this neighborhood is NOT and has never been integrated.</p> <p>I say create some 1 or 2 affordable housing units/buildings on every city block -- to get the changes this policy wants. It will enrich each block, wake each block up and integrate our high-class neighborhoods. It will also decrease ignorance and fear.</p>	7/21/2018
5656	41	/policies/tenant-protections/	<p>I hope that another action step is hiring more housing code enforcement staff. When I have talked to staff before and neighbors have filed complaints, it takes a very long time for poor conditions to change for the better in part because there aren't enough code enforcement staff to address all complaints. I suggest you add increased capacity for housing violation code enforcement as an action step in the housing chapter of the comprehensive plan.</p>	7/21/2018
5657	42	/policies/expand-homeownership/	<p>What does "support" for non profit orgs and wealth-building housing models look like? Does it mean the City of Minneapolis will say "that's a good idea" or does it mean that there will be funding for those programs? Will the City lead those initiatives? I hope this is more clear in the future and the City takes an ACTIVE role in making sure that homeownership is appropriately offered to those that are ready. Many families of color lost their homes during the last recession, in part because of poor lending standards. The City should act to correct this, BOTH by promoting homebuyer education so fewer people accept poor mortgage products/scams AND by supporting wealth-building housing models among families of color and low/mod inc households.</p>	7/21/2018
5658	43	/policies/housing-displacement/	<p>One of the programs to expand that best prevents displacement of low/mod inc families is the community land trust model. I hope that the City offers financial support to CLCLT to expand their work.</p>	7/21/2018

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5659	38	/policies/affordable-housing-near-transit-and-job-	There is nothing in your plan that truly addresses affordable housing. In the words of your presenters, density will not help the affordable housing crisis. You need to preserve starter homes, duplexes, fourplexes and older, smaller apartment buildings to maintain the affordable rents they are currently offering. A program that incentivizes such properties to keep their rents lower would be better than new development because new construction is too expensive to be affordable.	7/21/2018
5660	4	/policies/access-to-commercial-goods-and-service	Action step h is particularly important as there may be a surfeit of retail space on the ground floor of new development. Be more creative about what ground floor spaces will serve the public and activate the sidewalk.	7/21/2018
5661	23	/policies/coordinated-development-strategy/	<p>it is odd to me that this is the first housing strategy with action steps that explicitly note "prioritizing use of city dollars." I think nearly every housing policy mentioned in 2040 needs city dollars, and action steps should make that clear if that is the intent.</p> <p>I know that right now, the Council is considering a policy to require that all brownfield redevelopment include affordable housing. I think that the last action step for this policy (Strategically acquire and dispose of property in order to implement coordinated district-wide development plans in these areas) should have the same requirement for all parcels of adequate size-- these coordinated development properties should be required to have affordable housing.</p>	7/21/2018
5662	46	/policies/healthy-housing/	I think that using a policy similar to the PW policy for improving streets (which weighs both the degradation of the infrastructure and the amount of vulnerable populations that reside nearby) with addressing maintenance of housing would be a great idea-- perhaps that is what is intended in the first action step (Focus resources for housing improvement programs and actions in historically underinvested communities where unhealthy housing has caused poor health outcomes.)	7/21/2018
5663	29	/policies/creative-sector-economy/	Recognize the importance of concentrations and communities of artists in the spaces where they work. Don't dilute it with housing, don't redevelop it for website companies and design agencies...they will come naturally to areas of low rent at the start. In the Northeast Minneapolis Arts District, for example "the arts at work" is a production district. Broadway to 26th, Central to the River. There's a need for big spaces for big projects, natural ventilation and sound isolation, away from neighbors so they don't have to smell the odors, smoke, or noise that's inherent in the industrial aspects of arts processes. These big former industry buildings encourage multiple creative people to interact with each other. Businesses that serve needs of the artists working in the district should also be welcomed. The area is gentrifying with brew pubs and restaurants; just don't let it get to a tipping point or you'll kill the golden goose.	7/21/2018
5664	47	/policies/housing-maintenance/	I think there should be a huge focus on the 4th policy, this is INCREDIBLY important and deserves funding and staff time. (Expand financial and technical resources for the maintenance and improvement of owner-occupied and rental properties with conditions that ensure the continued affordability of the housing units.)	7/21/2018
5665	48	/policies/data-driven-decisions/	I'm glad that this section has such robust and detailed action steps and focuses on helping vulnerable and historically excluded populations. Please practice authentic community engagement.	7/21/2018
5666	1	/policies/access-to-housing/	<p>Action step b should define Downtown as west of the river and bounded by freeways.</p> <p>It's fine to allow more density in all neighborhoods, but don't let new development overwhelm its neighbors.</p> <p>If fourplexes are to be allowed design guidelines must be clear and enforced strictly and uniformly with few CUPs or variances granted.</p>	7/21/2018
5667	5	/policies/visual-quality-of-new-development/	<p>Are you sure "a" and "g" are not in conflict with each other? "High quality" and "distinctive" are not defined, and different communities have different scales. Would like to see more homage paid to the historic buildings and scale of community surrounding any new structure be taken into account when something new is built. Too many proposals look cookie-cutter and suburban; another design trend I dislike is using a hodge-podge of materials to take elements from the surrounding area. A nightmare if repairs are needed. City-funded projects, and even projects for which zoning variances or other city intervention are needed, should be required to include a percentage of the project budget to hire local artists and crafts people to do not just "plop" art sculptures but incorporate art into the overall building design: handmade tile accents in bathrooms and entryways, galleries in common areas, locally-handmade furniture and metal work for lobbies and garden spaces. When planned from the start, local art does not need to cost more than buying and shipping from across the country.</p>	7/21/2018

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5668	6	/policies/pedestrian-oriented-building-and-site-de	<p>All good ideas, especially repeating that pedestrians get priority.</p> <p>There should be special mention of measures to make the public realm safe and pleasant in the winter.</p> <p>Automobile servicing will still have a place in the city for many years. Will I have to drive to the suburbs to get my oil changed?</p>	7/21/2018
5669	1	/policies/access-to-housing/	<p>Protect existing industrial/commercial zonings to allow for sustaining and growing arts production and small businesses, especially within the Northeast Minneapolis Arts District (Broadway to 26th between Central and Marshall St. NE). The arts uses within the district are not compatible with new housing that may take issue with odors and odd-hours noise produced in an area where artists are constructing their work. The presence of artists provides "eyes on the street" at all hours.</p>	7/21/2018
5670	7	/policies/public-realm/	<p>New development should heal the grid when the opportunity arises. Improvements to the public realm should be focused on complete streets rather than plazas and private spaces that feel unwelcoming to the public.</p> <p>Open up new pedestrian connections wherever possible.</p>	7/21/2018
5671	33	/policies/affordable-housing-production/	<p>Re 2040 plan proposed zoning changes</p> <p>The proposal for extreme zoning changes to achieve housing equity are an untested approach. Why should we believe that "trickle down" affordable housing will work any better for people at the lower end of the economic scale than "trickle down" economics has? No amount of home construction will overcome racism, ageism, nimbyism, educational disparities, lack of economic opportunities, etc, etc. I think it would be better to double down on policies to directly reduce income disparities, so that more people have sustainable incomes and can choose where they want to live and what kind of housing they want to have. I am troubled by the idea that developers from outside our communities will profit the most from the new building opportunities. How about mandating that all developers taking advantage of any new zoning must be well-run nonprofits, rather than commercial developers? That way, new housing would be even more affordable, benefiting the folks most in need of affordable housing options.</p> <p>We need extremely strong safeguards in the 2040 plan to ensure that higher density doesn't rob our city of the quality-of-life advantages that make it such an attractive place to live (green space, mature tree canopy, open sky & sunlight, clean air, working infrastructure, quiet neighborhoods, high-quality housing construction, etc), all of which would be diminished by the housing density and taller building heights proposed.</p> <p>How will major, widespread development stress the city's infrastructure? How will it stress the city's already heavily used recreation facilities, parks and lakes? What compensation will there be for long-term homeowners whose property values go down when their property is shadowed by new, noisy, tall buildings that cut off light, air, and green space?</p> <p>Lastly, I would like to see an effort to contact every Mpls resident with details of the proposed zoning changes, followed by polling of all residents to find out how much (or, more likely, how little) support there is for such drastic across-the-board zoning changes. I wonder how many Minneapolis neighborhoods, if given a choice, would opt-in to the proposed changes. I suspect you would find that the majority of neighborhoods, from low-income to affluent, would oppose the proposed changes as too drastic, unrealistic, and quite possibly ineffective in achieving the goal of affordable housing for all.</p>	7/21/2018
5672	8	/policies/public-safety-through-environmental-de	<p>Nice to see some diagrams to explain the Action Steps.</p>	7/21/2018

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5673	3	/policies/production-and-processing/	<p>Particularly in Northeast Minneapolis, add Arts Production as a protected class for production processing areas. These arts uses are not compatible with housing as they can involve odd-hours work that is noisy and smelly.</p> <p>d.&.e. Protect Production Areas - do not allow non-production in Production Areas; exceptions might be businesses that serve the workers of these areas.</p> <p>f. Protect older industrial buildings for future production and processing uses (not non-production uses). Require more stringent environmental testing before approving sites for re-use as housing. The ground might be cleaned up, but the buildings may retain harmful levels of chemicals in the dust, brick, concrete and tile. I'm a big fan of preserving historic buildings, I would just like to see them used for arts and other businesses rather than housing, in many cases.</p>	7/21/2018
5674	1	/policies/access-to-housing/	Require multifamily units to architecturally fit into the neighborhoods. So many of the new units being built are boxy and look cheap and would not add to the neighborhood aesthetic.	7/21/2018
5675	10	/policies/street-grid/	An excellent addition to the plan. The more connections the better, especially for pedestrians.	7/21/2018
5676	0.1	/topics/land-use-built-form/	I really do not think the majority of lots are large enough to support a 3 or 4 unit structure. Current setbacks should be kept.	7/21/2018
5677	31	/policies/creative-workers/	Buildings where arts are produced provide free opportunities for artists to relate to and learn from each other, even though art is for the most part an individual process. If artists are priced out of these buildings, they lose that random spark. Provide property tax abatement opportunities to owners of arts production buildings to prevent the cost of space forcing artists out of the City, and perhaps to encourage others to invest in this use rather than convert their big old buildings to housing.	7/21/2018
5678	49	/policies/educational-and-economic-access/	<p>1) Teachers and support staff must be given time and resources to develop interventions, incentive activities and additional activities that are relevant to engaging the entire diversity in any classroom. Create context and history of America and draw parallels. This time and resource addition will cost money; I support more \$</p> <p>2) I encourage teacher and staff training and ongoing discussions about classroom environments and social justice. Dialogue.</p> <p>3) I strongly support training workshops about classroom behavior differences between verbal/extrovert learning styles and nonverbal/introvert learning styles as they intersect with minority culture and the dominant culture. Reading between the lines: voice tone, volume, etc. to decrease inherent bias and flush it out.</p> <p>4) Job training, internships and transitional support services for minority students is absolutely essential for getting more students of color into the job market at the level they are fully capable of.</p> <p>5) We must increase awareness in the hiring procedures and create incentives for employers to increase and sustain a wide diversity of employees.</p> <p>6) Regular feedback to employers about workers protections; can we provide more transparency about employee wages?</p> <p>With so many of these action steps, \$\$\$\$\$\$ is key. Perhaps the old Public Service announcements on radio and television that communicate the cause/effect and the importance of helping our young people gain access to resources that have not been available. NOTHING CHANGES IF NOTHING CHANGES.</p>	7/21/2018
5679	38	/policies/affordable-housing-near-transit-and-job-	Be careful not to encroach on industrial production districts, particularly those accommodating artists, as they are a community worth protecting from too much density. Artists need cars to haul their supplies and haul their work to shows and galleries.	7/21/2018
5680	0.1	/topics/land-use-built-form/	I seriously think these should be scaled back along streets such as Xerxes and Penn. they should be corridor 3 since they do not go through the city.	7/21/2018
5681	11	/policies/skyways/	Good Action Steps. All new development in the designated area should include obvious connections between street and skyway system on every block face.	7/21/2018

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5682	56	/policies/supporting-small-businesses/	Artists are business people, but should be called out specifically so as not to be lost in the shuffle. Often a production artist will be working on a commission for a piece of functional piece of art, like an iron gate or a dyed fabric wall covering, and teaching classes, and working another job, all at the same time. They have unique needs. Art as an industry does not have its share of people of color, perhaps due to its uncertain nature. Embracing the arts as you would any other business will help make it more stable and therefore attract more creative workers of color.	7/21/2018
5683	50	/policies/access-to-technology/	<p>I support all three of these actions. However, people of all ages need regular access and practice with technology and the information that is available as a result.</p> <p>* I think we need to give our public libraries more resources for ---</p> <p>1) advertising and promoting small group and individual trainings on computers 2) training youth and elder volunteers to be available in the libraries to train and mentor and troubleshoot the public when they are using the internet and the library resources online.</p> <p>3) A partnership with MnScu to link these youth and returning learners technology training with the opportunities of a community college....partnerships in technology proficiency in school and on-the-job. Can we share expertise?</p> <p>4) A public campaign for technology use for better jobs and income rather than being pulled in by entertainment and email. Smart technology learning, resources and job skills. Again, PSAs about this. It must be visual and mediated.</p>	7/21/2018
5684	13	/policies/landscaping/	Landscaping should look good in winter and perhaps mitigate the harsh climate.	7/21/2018
5685	58	/policies/business-districts-and-corridors/	<p>Add: g. Support the existing Arts Districts</p> <p>Add h. Develop programs & strategies specifically aimed at maintaining affordable rents for art studios and arts production space and minimizing displacement.</p>	7/21/2018
5686	15	/policies/transportation-and-equity/	Should the plan try to anticipate the possible effects of autonomous vehicles on the transportation system?	7/21/2018
5687	1	/policies/access-to-housing/	<p>As a 15-year resident of Southwest Minneapolis, I support the proposal to permit and support up to four dwelling units on a traditional lot. Our family is interested in using this to help us care for my parents as they age, while still giving them their own dwelling space.</p> <p>Some people have concerns about the increased development this may bring to our neighborhood. I have seen several ranch homes on our block replaced with suburban-style "McMansions" built "on spec." That development is already here, but it's neither protecting the old character of the neighborhood, nor building a new livable community.</p>	7/21/2018

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5688	0.1 /topics/land-use-built-form/	<p>First, I'd like to thank all of you for your work on the draft plan and all the outreach sessions. Huge thanks to the person(s) transcribing every comment submitted on post it notes. There has been so many ways to comment and much engagement for years. I'd like to make two points, the draft plan reinforces redlining/exclusionary zoning (get rid of Interior 1 and see below) and please don't compromise for the sake of compromise. Do you think allowing duplexes with ADUs everywhere will make the people upset about this plan okay? They want nothing to change and want exclusionary neighborhoods where the entry fee is being being to afford a large expensive single family home. POCI have less accumulated wealth and aren't likely to afford that entry free.</p> <p>Nothing you do will make the status quo people happy so don't bother trying. I keep hearing that fourplexes will be difficult to construct because of a requirement of a sprinkler system. I ask for you to allow the most progressive policy don't restrict land use. Let the finances dictate that but not your policy or this plan. There are large SFH that could be converted that I believe wouldn't need the sprinkler system since they're old and already constructed. So allow our old housing stock to be converted to fourplexes.</p> <p>This plan doesn't go far enough we should have allowed even more everywhere by right. Why do the lakes area (Isles, Harriet, etc) have such low recommendations, shouldn't more people be able to live in those amenity rich areas that have a history of excluding POCI from housing. I realize a person could put parcels together for a larger structure but I think this is unlikely to happen and difficult to coordinate. We still concentrate housing to corridors which are often very polluted, noisy, and have cars traveling at unsafe speeds. Our past growth shows that nothing bad happens when you have a mixture of buildings in the neighborhood interiors it actually makes for a better pedestrian experience, let's embrace that. Why does Downtown East minimum height start at 8 stories, shouldn't more be encouraged as a bare minimum. Why is it that blocks from a transit corridor, bus and light rail, has such low recommendations-- people do walk distances for transit and the environment should reflect this. It should be higher more blocks into a neighborhood. We have a chance to do good and we should take it, aim high.</p> <p>By following the past pattern of development some areas will get more change, and others benefit from the past redlining and racial covenants. For example, from Hennepin south of Franklin (in Ward 7), the west side of Hennepin should be upzoned to have the same density as the east side of Hennepin to correct the history of racists zoning and redlining. The Lowry Hill East side in Ward 10 is more diverse (less white) and affordable compared to the exclusive Ward 7. I'm asking for more consistency. Why are we still protecting desirable rich white areas and from who are we protecting them? Look at the redlining maps and your current maps to see how you're continuing the pattern. You have an important job to make a city that works for marginalized people, let's correct the wrongs of the past by going even further. You can do it, you have a chance to improve it and really reflect equity for underrepresented people and their voices.</p>	7/21/2018
5689	51 /policies/healthy-pre-k-development/	<p>These are all so essential to making real change in Minneapolis, BUT HOW AND WHERE DO WE GET THE MONEY?</p> <ol style="list-style-type: none"> 1. Publicize and make visible the economic impact of early childhood education, intervention, reading aloud, Pre-K enrollment and turning off the tv as a babysitter in any home. Get the word out in dollars and cents. 2. Can we tax the wealthy some way to invest in poor children and low-income families so that they can work at their true potential and have doorways into the full-spectrum of activities, jobs, services and arts in the city? 3. What about Big Brother/Big Sister programs where older kids volunteer to help elementary kids get support, help, listening and time from older students? Can more minority elders and parents be invited into the schools to talk about career paths, education and study habits or building self-esteem? Can we bring the community into the education and training settings to be part of that solution? 4. We must continue to fund and fundraise for programs that are working and need to grow. 	7/21/2018

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5690	0.1	/topics/land-use-built-form/	<p>We do not support the Minneapolis 2040 Plan as it is drafted right now. The end goals are admirable, but the methods to achieve them are misguided. Minneapolis already housed significantly more residents in the 1950s (520K) than it is expecting in the 2040s (460K) so it is unclear why such a radical plan is needed. In a free market, goals like housing density and affordability cannot be forced. The past is littered with "grand planned communities" with goals to remake an area or right past wrongs. However residents are trying to meet government-imposed goals, they are trying to meet their daily needs and build the communities they live in so these "grand plans" fail miserably. The Met Council should not force an out-of-touch, theoretical plan on a living, thriving city. The Council needs to develop a plan that puts more emphasis on supporting residents in their existing communities, making neighborhoods more attractive to current and new residents, and further emphasizing the transit hubs already developed.</p> <p>We cannot adequately support the current number of school-aged residents of Southwest in the schools we have now, how will we educate more? The city cannot even mobilize to plow the existing streets in Southwest in a reasonable amount of time, how does it propose to manage increased volume, crowding, and flow on those very streets? Increased density is fine if you have the infrastructure to deal with it. The city does not. It will also force families who seek homes (not apartments) and good schools to the suburbs, as happens in other established cities such as Chicago and Boston. Is that part of the plan? Then who will pay to plow the roads and fund the schools and train the police?</p> <p>While it's commendable that you are thinking ahead, let's not lose sight of current and immediate future needs that remain unmet. And let's come up with a plan to deal effectively TODAY and TOMORROW with the social concerns that seem to be driving this plan - by improving existing neighborhoods and schools. Then, once we can actually function successfully as a major metropolitan area - in all neighborhoods, perhaps it would be time to have a discussion about next steps.</p>	7/21/2018
5691	17	/policies/complete-streets/	Complete Streets should be the second highest priority after more housing. As part of putting pedestrians first, would love for the city to examine its policy against installing "No Turn On Red" signs and install more at intersections within 5 blocks of schools.	7/21/2018
5692	16	/policies/environmental-impacts-of-transportation/	It should be noted that walking is the lowest impact transportation system. Don't be afraid to put the word 'pedestrian' in this policy.	7/21/2018
5693	1	/policies/access-to-housing/	I am fully in support of the plan for neighborhood interiors farthest from downtown. We need more types of housing in Fulton to support a range of incomes and lifestyle choices. I also welcome renters. Note to neighbors: I am well over 30.	7/21/2018
5694	17	/policies/complete-streets/	Action steps should include the responsibility of new development to enhance the Complete Street if faces.	7/21/2018
5695	52	/policies/human-capital-and-a-trained-workforce/	<p>I think these are all important and essential action steps. However, as I go to fast food places, ice cream parlors, drugstores, shops and department stores, I think employee training and support services really aren't there for hourly wage workers everywhere. It is a sink or swim environment. Many young people, minority women, and older workers do not get very much supervision, initial training, ongoing feedback or check-ins.</p> <p>Since so many hourly wage jobs are where poorer people and part-time homemakers begin, this could be improved throughout the culture. What incentives for the employers? Show them the money lost, the loss of efficiency, morale troubles, etc.</p> <p>On-the-job training is really a thing of the past and that is a loss. Could employers have incentives [tax discounts] if they add supervision, video training and discussions, something that would help all employees improve on the job and move toward promotions sooner?</p> <p>Second Harvest Heartland trains volunteers all the time -- on-the-spot and ongoing. Perhaps the city could offer \$ incentives for them to do some on-the-job training in industries like MacDonald, Dollar Store, Department stores, etc.</p>	7/21/2018
5696	15	/policies/transportation-and-equity/	In our climate, people are not going to be biking in the winter. To not consider car traffic and parking is not realistic. We need to plan for parking. It is already difficult to get around the city with the density we currently have. If you want to prioritize public transportation, let's create a better public transit system before adding density.	7/21/2018

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5697	26	/policies/vision-zero/	<p>I doubt this goal can be achieved without draconian measures. How do you prevent a child from running into the street after a ball, the ice cream truck, or to see the cool thing a friend has. Do crashes and fatalities caused by police pursuits count? those on freeways? Do the action steps directly relate to the causes of the fatalities and serious injuries? What is a serious injury? A minor injury to a child or young person can create a chain of events that result in incapacitation or death for an old person. The impact on mental health can be much greater than a physical injury. Pedestrians and bicyclists should not be excused from changing their behavior to make themselves safer.</p> <p>The relationship between cost and benefit is probably not linear. The "cost" of preventing the last pedestrian fatality/injury is probably much greater than the first reduction in fatalities/injuries. At what point is it appropriate to spend the money for bicycle safety improvements. If one had \$100 to spend on safety improvements. For it you could buy one less pedestrian fatality, five less bicycle fatalities, or ten less traffic fatalities. Is it morally justifiable to spend the money to save the pedestrian?</p>	7/21/2018
5698	1	/policies/access-to-housing/	<p>I am against the new designations to allow curb to alley building in residential areas. I have lived in my home for 25 years and have worked hard to keep this a livable, quiet community. There should also always be parking requirements for neighborhoods. The idea that people will bike to commute is a pipe dream at best. On the nicest summer days I see maybe 1 to 4 people on bikes during my daily commute. I am not against 4-plex's but they need to fit in with the current design in a neighborhood. Not destroy the fabric of a community. I do not want a building towering over my property, blocking the sun, infringing on my privacy all in the name of density. This would also bring down property values. I love my neighborhood and do not want it ruined with a short sighted ill thought out plan devised by bureaucrats.</p>	7/21/2018
5699	33	/policies/affordable-housing-production/	<p>I am VERY concerned about the elderly in Minneapolis. They are not going to be able to "age in place" for much longer. The cost of property taxes alone are putting them out of their housing.</p>	7/21/2018
5700	43	/policies/housing-displacement/	<p>Need to cap property taxation regarding exiting resident due to spiraling property taxes. Both home owners as well as renters need to be protected from the property tax forcing them from neighborhoods. This is the city using market values and falsely assume you can pay because your asset has increased only option for fixed income people is move.</p> <p>Ordinary people often are seeing large increases in values but not able to keep up with Hennepin Co. property tax system that is not connected to the original ability to pay. There needs to be a cap for low income and fixed income that is not more than 20% of a property taxpayer's income... do not consider assets but income only regarding property tax.</p> <p>Only the wealthy will be able to keep their houses in many parts of mpls. The exiting community having some income diversity by longstanding residents will be go completely to those that have the money or can get subsidized.</p>	7/21/2018
5701	19	/policies/bicycling/	<p>The City needs to invest as much in an improved pedestrian environment as it does for the bicycle network. 100% of citizens are pedestrians. Fewer are cyclists.</p>	7/21/2018
5702	34	/policies/affordable-housing-preservation/	<p>50% of the medium income is not something that I would call affordable. New housing is not the answer unless builders are made to have lower rental rates. Currently, and in this plan, the city is enticing developers to build so called market rate apartments. The rents on these units tend to be in \$1,100 to 1,800 for studios, 1,400 to 2,600 for one bedrooms and even more for larger units. This is not affordable to lower income people.</p>	7/21/2018
5703	54	/policies/supporting-economic-growth/	<p>Economic growth, in particular job creation and preservation, should be a goal co-equal with wisely stewarding the land and waters of the city, after the core city services (public safety and sewer, water and streets) are provided.</p>	7/21/2018
5704	21	/policies/freight/	<p>Too bad that the photo for this Policy is of a Dinkytown railroad siding that would serve the City better as part of Granary Corridor connecting the Stone Arch Bridge to the Dinkytown Greenway.</p>	7/21/2018
5705	22	/policies/downtown-transportation/	<p>Good that the vertical connection from street to skyway is reiterated.</p>	7/21/2018
5706	80	/policies/development-near-metro-stations/	<p>I'm very excited about high-density development near the METRO lines. As a Minneapolis resident who doesn't own a car, I want more places that prioritize walking, rolling, and bicycling to connect to major transit lines.</p>	7/21/2018
5707	33	/policies/affordable-housing-production/	<p>Affordable housing is a right, and I'm glad to see this is a policy for the city. I could not afford to rent my apartment now if it were at "market rate." More housing helps keep prices stable and ensures people don't experience homelessness.</p>	7/21/2018

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5708	1	/policies/access-to-housing/	<p>We strongly disagree with allowing multi-family housing units in primarily residential neighborhoods. With the addition of numerous extra vehicles (6 or more) on-street parking would be a problem, as would more traffic in the neighborhood. Additional traffic would destroy the quality of our quiet neighborhoods.</p> <p>We are not convinced it would provide affordable housing. With the development we've witnessed in the past and the prices charged for new homes, we're not convinced any new structures would be built to provide affordable housing. We support leaving the existing zoning regulations in place. Smaller, more affordable single-family housing would be preferable to large, high-end homes. We do not support buildings of 20 or 30 stories around the lakes areas. Keep these neighborhoods as they are. High rise buildings, with affordable rent, along transit routes make much more sense.</p> <p>Richard and Faith Wisland, Minneapolis residents for 42 years</p>	7/21/2018
5709	17	/policies/complete-streets/	Complete Streets policies serve people first, rather than cars. This is the city I want to live in - a walkable city where neighbors can connect to their local businesses and each other!	7/21/2018
5710	24	/policies/shared-mobility/	Make sure that shared mobility actually enhances access for all. Question of equity.	7/21/2018
5711	55	/policies/business-innovation-and-expansion/	Lovely platitudes. And utterly meaningless. I would bet a great deal that the author of these action steps has never successfully attained the core goal: the creation and expansion of a business. As someone who founded and for 30 years was the principal of a company that started as nothing but risk, one employee and the willingness to work, and which when I sold my interest, employed over 200 people, I know what virtually every entrepreneur comes to know: the best you as government can do is stay out of the way. If you don't understand in a realistic sense how business works, you have no hope of helping.	7/21/2018
5712	19	/policies/bicycling/	As a person who gets around primarily by bike, these policies are really important to my safety and health. I support the bikeway network, continued learning around best practices in building bikeways, and zoning that promotes bicycling.	7/21/2018
5713	56	/policies/supporting-small-businesses/	Grand idea: support small business by trying to micro-manage scheduling and employment costs. So far, Minneapolis is on target to learn the lesson of Seattle: if you raise the cost of labor, business will buy less of it.	7/21/2018
5714	35	/policies/innovative-housing-types/	Innovative housing such as curb to alley buildings in neighborhoods that are primarily single family, duplex, 4-plex mixes is not a good plan. It is quite the opposite. I am also firmly against plans to end parking requirements for new construction. Thinking that residents are going to ride bicycles for commuting and errands is not a plan for Minneapolis weather/climate. Even on the nicest days I see few, if any bicycle commuters anywhere in downtown or the surrounding areas. Our mass transit options are also very inadequate and do not support a large influx of people. One example would be the large developments near the Star/Tribune printing plant. I have walked around that area on the nicest of days and rarely, if ever, see a pedestrian walking or bicycling. I do however see them pulling out of the parking garages in their cars. As a homeowner I do expect there to be parking at least within a block of my home. Also, the city and developers statements that residents do not have any rights to street parking since they don't own the streets is also suspect now that city residents are expected to pay for the repaving of the streets in front of their homes.	7/21/2018
5715	18	/policies/walking/	Please start with the basics of making walking safe - enforce existing requirements to remove snow and ice from sidewalks. Most residents and businesses do their part, but there are habitual violators that get by with never clearing their walk (even after 10+ inch snowfalls) and submitting complaints to 311 seems to do nothing. We can't walk if the sidewalks are treacherous and we have to risk a serious fall just trying to get to the bus stop or neighborhood business node.	7/21/2018
5716	8	/policies/public-safety-through-environmental-de	We agree with designs to make our streets safer and to minimize graffiti tagging. Richard and Faith Wisland, Minneapolis residents for 42 years	7/21/2018
5717	18	/policies/walking/	We all walk! I support policies that ensure people can walk safely, walk joyfully, and walk frequently.	7/21/2018
5718	28	/policies/msp-airport/	<p>Does it mean spread out the noise or concentrate it in the areas where mitigative measures have been provided. It's difficult to understand most of the other proposed action steps. But the Airbus 380 in the room is the airport itself.</p> <p>Is it feasible to maintain MSP at its current location indefinitely? What should the City's position be about relocation of the airport? Should it promote relocation at the appropriate time. As the airport is within no municipality could/should the City annex it if the airport vacates all or part of the current facility?</p>	7/21/2018
5719	14	/policies/tree-canopy-and-urban-forest/	We agree with this plan's objectives. We like trees and they provide many benefits to humans through a cleaner environment. Richard and Faith Wisland, Minneapolis residents for 42 years	7/21/2018
5720	29	/policies/creative-sector-economy/	What is the proper building scale for creativity?	7/21/2018

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5721	12	/policies/lighting/	<p>First.....I applaud the fact that future of conscientious lighting design is part of policy.</p> <p>Not totally comfortable with idea of using artist rendering of multi unit dwellings image as a reference point. I'm hopeful that Minneapolis is NOT projected to have less family oriented homesteads than multi unit structures. As to lighting itself amongst existing single family blocks as well as more densely populated areas, certainly the first real reason for them is to navigate safely in what ever mode is used. As light fixtures and bulb illumination types are decided on....NONE, I repeat....NONE should be the piercing bright LED unless specially shielded or be of a new generation of very soft/incandescent like LED. I believe, the verdict is still out on this type of visually uncomfortable light concerning "health".</p> <p>I refer not only the public thoroughfares, but also private yard/driveway light usage types and purposes. Many people have sleep issues which certainly relate to outside light brightness.....causing many serious problems(health, job, relationships). People should not be forced to provide extra blackout window treatments because another feels they own their own light pollution rules. This needs to be looked at in the plan.....ordinance wise.</p> <p>Also, of course.....safe passage (to and from) can be a delicate proposition concerning properly lit night lighting. More lighting to make night into daylight for safety is not the answer. We will only imprison ourselves from natures darkness and possibly overlook the need for solving reasons why street crimes exist.</p> <p>Before I move on to next comment.....just want to say something, where I believe am not alone. I live across from a park and a freeway beyond it. The light pollution from LED lights that are perhaps 1/8th and 1/2 mile away can literally produce enough light in rooms that turning on a light in dark is not ever needed. This is a total waste of energy. Hope this info is helpful.</p>	7/21/2018
5722	0.1	/topics/land-use-built-form/	<p>Under the following part of the plan: "In neighborhood interiors farthest from downtown that today contain primarily single-family homes, achieve greater housing supply and diversity by allowing small-scale residential structures on traditional size city lots with up to four dwelling units, including single family, duplex, 3-unit, 4-unit, and accessory dwelling unit building types."</p> <p>I would like to see the text changed to read more like this: "Investigate potential strategies and tools to achieve greater housing supply and diversity in neighborhood interiors farthest from downtown that today contain primarily single-family homes."</p> <p>I believe the idea of eliminating single-family home zoning requires more study and trials now, before it can be considered a reasonable change. The plan as currently stated is too radical a step to take without further study. I do not believe there is enough existing data to support the rezoning actions as currently proposed.</p>	7/21/2018

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5723	12	/policies/lighting/	<p>First.....I applaud the fact that future of conscientious lighting design is part of policy.</p> <p>Not totally comfortable with idea of using artist rendering of multi unit dwellings image as a reference point. I'm hopeful that Minneapolis is NOT projected to have less family oriented homesteads than multi unit structures. As to lighting itself amongst existing single family blocks as well as more densely populated areas, certainly the first real reason for them is to navigate safely in what ever mode is used. As light fixtures and bulb illumination types are decided on....NONE, I repeat....NONE should be the piercing bright LED unless specially shielded or be of a new generation of very soft/incandescent like LED. I believe, the verdict is still out on this type of visually uncomfortable light concerning "health".</p> <p>I refer not only the public thoroughfares, but also private yard/driveway light usage types and purposes. Many people have sleep issues which certainly relate to outside light brightness.....causing many serious problems(health, job, relationships). People should not be forced to provide extra blackout window treatments because another feels they own their own light pollution rules. This needs to be looked at in the plan.....ordinance wise.</p> <p>Also, of course.....safe passage (to and from) can be a delicate proposition concerning properly lit night lighting. More lighting to make night into daylight for safety is not the answer. We will only imprison ourselves from natures darkness and possibly overlook the need for solving reasons why street crimes exist.</p> <p>Before I move on to next comment.....just want to say something, where I believe am not alone. I live across from a park and a freeway beyond it. The light pollution from LED lights that are perhaps 1/8th and 1/2 mile away can literally produce enough light in rooms that turning on a light in dark is not ever needed. This is a total waste of energy. Hope this info is helpful.</p>	7/21/2018
5724	73	/policies/stormwater-management/	<p>When zoning changes are made to Chapter 546 of the Zoning Ordinance, consider adding minimum requirements for permeable square footage, gray water collection, and/or green roofs to the Yard Requirements and/or Building Bulk Requirements in order to facilitate drainage and minimize runoff. Many of these lots are small and have long driveways. Clarifying Building Bulk and Yard requirements does not necessarily allow for sufficient drainage should long driveways, larger dwellings and/or impermeable reduce permeable space. Perhaps some high density areas should require collection of rain water for gray water use or the inclusion of green roofs. Adding these requirements would help ensure better drainage and could facilitate building site conformance to help manage higher runoff loads.</p>	7/21/2018
5725	28	/policies/msp-airport/	<p>Don't let establishing pedestrian access to MSP take away from more important pedestrian enhancements.</p>	7/21/2018
5726	63	/policies/food-access/	<p>Require grocery stores to stock nutritious food? Are you aware of the meaning of the word "nutritious"? If so, are you of the opinion that grocery stores don't carry food that is nutritious?</p> <p>Similarly, since you want to discourage unhealthy food, do you understand that all food is unhealthy in certain amounts and in certain concentrations, and all food is unhealthy in excess?</p> <p>This makes as much sense as NY attempting to address obesity by limiting the size of software drink containers. IT is not the food that is the problem in people's nutrition, it is the impulse to eat too much or to eat one sort of food to the exclusion of a more balanced diet. It is not within the reasonable control of the city to alter that human impulse, and the belief that you can do so is little more than an exercise in hubris.</p>	7/21/2018
5727	67	/policies/climate-resilient-communities/	<p>When zoning changes are made to Chapter 546 of the Zoning Ordinance, consider adding minimum requirements for permeable square footage, gray water collection, and/or green roofs to the Yard Requirements and/or Building Bulk Requirements in order to facilitate drainage and minimize runoff. Many of these lots are small and have long driveways. Clarifying Building Bulk and Yard requirements does not necessarily allow for sufficient drainage should long driveways, larger dwellings and/or impermeable reduce permeable space. Perhaps some high density areas should require collection of rain water for gray water use or the inclusion of green roofs. Adding these requirements would help ensure better drainage and could facilitate building site conformance to help manage higher runoff loads.</p>	7/21/2018

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5728	19	/policies/bicycling/	This goal is unrealistic in this climate, unrealistic in a metro area where so many residents work outside of the city, and unrealistic for residents with children. Please stop wasting tax payer money on bicycle lanes. You built them, and few use them. Building more wont convince anyone to start bicycling for transportation.	7/21/2018
5729	35	/policies/innovative-housing-types/	Yes! Zoning limitations are a huge barrier to the development of new communities in neighborhoods.	7/21/2018
5730	19	/policies/bicycling/	Please start enforcing traffic laws for bicyclists. Three-times more cyclists running stop signs and not yielding to pedestrians is just as bad as car traffic.	7/21/2018
5731	33	/policies/affordable-housing-production/	Locate housing close to work to reduce the cost of commuting. Live near your work.	7/21/2018
5732	9	/policies/open-spaces-in-new-development/	Open spaces and green spaces should be required for all new development, not merely encouraged.	7/21/2018
5733	38	/policies/affordable-housing-near-transit-and-job-	Live near your work is a great idea.	7/21/2018
5734	70	/policies/ecology-and-habitat/	Rather than commenting on each policy in the Clean Environment section, we submit this one statement to strongly support all the environmental efforts and policies the City of Minneapolis has currently implemented and proposes for the future. Clean water, air, soil, waste management, and control of pollutants are all critical to healthy citizens and environments. We appreciate all that Minneapolis has done with recycling and organic collections. The overall plan, Minneapolis 2040, is very comprehensive and well thought out and planned on all issues. Richard and Faith Wisland, Minneapolis residents for 42 years	7/21/2018
5735	53	/policies/quality-of-life/	Think about the quality of life in a Winter City.	7/21/2018
5736	36	/policies/innovative-housing-strategies/	Treat housing light Minnesota treats wetlands. If affordable housing is destroyed, require developers to include affordable homes in the new development, or contribute to the cost of housing the displaced people.	7/21/2018
5737	6	/policies/pedestrian-oriented-building-and-site-de	Is the intention of this policy to drive business away from local businesses to the suburbs? Because that will be the result. Minneapolis residents are minutes away from plentiful amenities in neighboring communities including Golden Valley, St. Louis Park, Edina, Richfield, Bloomington (and on and on) that offer the convenience of parking. I like to patron local businesses and restaurants, but if you make it too difficult, then I'll just take my business elsewhere. Cars aren't going to go away. Its great to encourage various means of transportation, but this policy takes it too far. Please be more realistic and balanced in your approach.	7/21/2018
5738	55	/policies/business-innovation-and-expansion/	Work collaboratively with the U of M to develop underused land in the University District for innovation. The UD is unique in the City.	7/21/2018
5739	17	/policies/complete-streets/	If the changes in the comprehensive plan are implemented, there will be more people on Minneapolis streets. Streets should be preemptively made complete BEFORE new development. Otherwise the city will be playing catch up on creating appropriate sidewalks, bike lanes, and other infrastructure. The city still has not caught up to increased population in uptown, or even Lowry Hill while density in that area has not changed much in 80 years. Areas with good bike and pedestrian infrastructure will also help spur development, and help ameliorate concerns of current residents who will inevitably worry that current infrastructure won't keep up with future density.	7/21/2018
5740	57	/policies/cluster-strategy/	The University District has great geography for such a cluster.	7/21/2018
5741	1	/policies/access-to-housing/	The City is not even close to building out to the residential density that our current zoning allows. With such broad and dramatic increases in the zoning being proposed in the 2040 plan, we risk creating buildings that are "one-off warts" in a neighborhood. If the City really does still want single family homes in Minneapolis, the Plan should keep many R1 and R1A areas and only increase zoning where it makes the most sense. If the City did more to encourage the comprehensive "build-out" to what is currently authorized, I believe we could create an increase in density to allow the city's growth plan without many zoning changes and continue to make similar allowances for conditional use permits and variances in high transit zone areas.	7/21/2018
5742	20	/policies/transit/	While taking pride in using public transportation, we feel that fixed systems such as light rail or street cars are likely to miss the mark in a rapidly changing world of transit. Public transportation systems need to be flexible and nimble. Fixed rail and similar routes are not and cost more to develop and operate. The City needs to factor in increasing use of artificial intelligence, driverless vehicles, driving systems such as Lyft and Uber and the desire by younger members of the population to use individualized and more efficient means of transportation. ((See for example, The Economist, Volume 427, No. 9097, "Missing the Bus," (June 23, 2018)).	7/21/2018
5743	59	/policies/downtown/	The Central Riverfront should be called out as a great downtown asset, especially for tourism.	7/21/2018
5744	70	/policies/ecology-and-habitat/	Good to see habitat corridors mentioned,	7/21/2018

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5745	32	/policies/arts-in-community-development/	<p>We support more public art, including more art in partnership with COC and low-income communities</p> <p>We support art programs that encourage place-making on community corridors</p> <p>We support art around the city that represents, reflects, and engages with local communities who are not currently reflected in the vernacular of the built, designed, and named environments, regardless of community make-up</p> <p>We look forward to art that engages with the walking realm, with a focus on:</p> <p>Temporary, interactive, site-specific, and activating art</p> <p>Art without red tape</p> <p>Art at pedestrian scale</p> <p>Crosswalks/sewer covers</p> <p>~ Julia Curran, in discussion with other members of the Pedestrian Advisory Committee</p>	7/21/2018
5746	0.1	/topics/land-use-built-form/	<p>Please stop this horrible plan. Why does the council and City get to make decisions for the people??? This does not work for the city. This is a BIG mistake. There must be other options but you only provided one option. Please stop the plan. Stop pushing your ideas on people. This makes me furious. Thank you.</p>	7/21/2018
5747	0.1	/topics/land-use-built-form/	<p>This is a terrible idea and please don't follow through with it.</p>	7/21/2018
5748	0.1	/topics/land-use-built-form/	<p>Please stop this horrible plan. Why does the council and City get to make decisions for the people??? This does not work for the city. This is a BIG mistake. There must be other options but you only provided one option. Please stop the plan. Stop pushing your ideas on people. This makes me furious. Thank you.</p>	7/21/2018
5749	10	/policies/street-grid/	<p>Minneapolis' "long blocks" are more than 600' long, which is 200' longer than an ideal block for retail/ comfortable pedestrian distances. The City should consider adding half blocks to certain areas of the city to break up these blocks and make them more conducive to business nodes.</p> <p>Also, the street grid makes for quite a dull urban fabric, and angled streets that cut through the grid should be greatly enhanced with mini parks and buildings that accentuate the angles (i.e. the Flat Iron Building in NYC). Hennepin Avenue and Minnehaha are places this should be implemented.</p> <p>This strategy doesn't seem to address alleys and their future design. Also, should the City design all streets on the grid to provide free parking on each side? Residential streets on the grid could have mid-block bump-outs, rain gardens, curves, speed bumps, and other features to make them more interesting and slow traffic. There have got to be more creative action steps for this Policy.</p>	7/21/2018
5750	80	/policies/development-near-metro-stations/	<p>We strongly support this policy. We encourage this kind of land use throughout Minneapolis, but especially around transit stops and near other destinations. In particular, we support:</p> <p>allowing/encouraging high intensity land use</p> <p>TOD, with a preference for development that supports additional transit amenities and ensures a mix of incomes/affordability in both residences and commercial</p> <p>small block size, including use of alleys/shared streets and streets that limit private motor vehicle access</p> <p>Accessibility via walking infrastructure, including streets that limit motorized vehicles</p> <p>Sidewalk-oriented buildings, active ground-floor uses that include multiple entrances</p> <p>Public space designed to facilitate meeting up/lingering/play/relaxation/community</p> <p>We support j, particularly the bans on auto-oriented uses and park-and-ride facilities, but I request that j go further, and that streets be designed for small scale human-oriented activities, with vehicle access limited to only as necessary (deliveries, mobility vehicles), rather than being allowed by-right in all areas.</p> <p>~ Julia Curran, in discussion with other members of the Pedestrian Advisory Committee</p>	7/21/2018
5751	0.1	/topics/land-use-built-form/	<p>I know for a fact from litigation I have been involved in, that the City's infrastructure is not significant enough to handle the current load. The City will need to make drastic improvements in sewer and water infrastructure. This plan is premature, under designed, and based on good fuzzy thoughts rather than real world options. Stop and rethink how Minneapolis should and can grow.</p>	7/21/2018
5752	76	/policies/new-parks/	<p>Action Step c seems unnecessary as the current ordinance already assigns the fee to new park facilities near the development. Clarify this.</p> <p>Has MPRB been consulted about this proposed Action Step?</p>	7/21/2018

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5753	84	/policies/public-safety/	You forgot a pretty important action step - train police how to deescalate situations without use of deadly force.	7/21/2018
5754	72	/policies/sustainable-water-system-management/	I know for a fact from litigation I haven involved with that the City's current sewer and water systems are truly lacking. Our infrastructure is not capable of handling the growth contemplated by this plan. We need to address the infrastructure before we decide where and how to grow. Stop, rethink, and redo the 2040 plan.	7/21/2018
5755	77	/policies/park-access/	Connecting parks may be as useful as improving individual parks. A pedestrian and bike friendly street network is as important to the City's public realm as are its parks.	7/21/2018
5756	65	/policies/urban-agriculture-and-food-production/	Access to the riverfront is as important as access along it.	7/21/2018
5757	0.1	/topics/land-use-built-form/	m. Don't rezone single-family homes so that having a home garden isn't something only a few can enjoy. Negative Impact to Park Users: The plan proposes zoning several parcels (3033 and 3131 Excelsior, 3322 and 3323 Ivy, 3210 Zenith) immediately adjacent to the lake and park to allow for 10 story buildings. If buildings of that size were built, it would significantly diminish the experience of park users. Park users would have less interaction with nature and open space as well as less light. Simply put, buildings of those size should not be right next to a park. Impact on the Environment: Bde Maka Ska, Cedar Lake, and Lake of the Isles are connected and an important habitat for birds and animals. The three lakes are important to migrating birds and are part of a critical migratory path for them. There are seventeen policies related to the environment in the plan. It does not appear that the impact of upzoning anticipated around these lakes on these policies has been studied or analyzed. We would hope that the impact of larger buildings so close to these lakes be fully understood before changes are made and buildings go up. Lake and Park Access: The proposed plan makes frequent reference to making parks and open space more accessible to all. We are fortunate enough to have had access to Bde Maka Ska and have used it for years. We see a diverse group of people from all parts of the city arriving in cars to access the lake for walking, fishing, picnicking, soccer, running, volleyball, swimming, and other activities. Transit is available (I commuted to downtown for many years on either the 12 or 17 bus) but many groups of people bring fishing gear, grills, coolers, picnic baskets, folding chairs, strollers, kayaks, and other items that cannot be brought by bus. We see many people with disabilities and families with small children. It is important that they can park their cars. Allowing ten story buildings immediately adjacent to the park and lake would inevitably result in highly constrained parking, limiting access to people from other neighborhoods and those who need to arrive by car. The lake and park should be accessible by car to people from all parts of the city. Robert Raul and Barbara de la Vega 3150 West Calhoun Blvd.	7/21/2018
5758	80	/policies/development-near-metro-stations/	Action Step f is particularly important for pedestrians.	7/21/2018
5759	1	/policies/access-to-housing/	I agree with the goal of increasing quality, affordable housing, ensuring a mix of housing and increasing the supply of housing, however I do not feel that a blanket approach to rezoning all single family home neighborhoods is the right approach. Adding density to single family neighborhoods will make them less desirable. People that choose to live in single family neighborhoods are looking for lower density living, that is why they choose a neighborhood not a condo in downtown. Alternatives to blanket rezoning are: 1- establish maximums for rezoned property in any given neighborhood or city block (ie: max of 10% homes can be rezoned on any city block)- this would ensure increased density and access is spread throughout the city and also ensure single family neighborhoods are allowed to maintain lower density quality than keeps many people and families living in the city. 2- maintain rezoning planned for transit routes and areas identified for high density living, and offer more city programming to increase access to single family housing for lower income brackets and minorities in all neighborhoods.	7/21/2018

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5760	20	/policies/transit/	<p>We support the city focusing on outcomes (where people want to be and where people are coming from and how they want to feel en route) rather than mode-siloed operations and vision.</p> <p>We support a stronger regional transit network, including connections to greater minnesota, to improve access to jobs as well as to reduce car-dependency and a car-requirement for those who wish to visit other parts of the state/region</p> <p>We support higher quality transit-related infrastructure (bus shelters, heating, lights) and encourage the city to also consider seating for those with limited mobility, as well as restroom and food access, and play/infrastructure for children to engage with. We support more frequent and 24/7 bus service to allow transit to be a viable and safe option, particularly for those who are low income and transit-dependent or for whom car ownership/car-dependency functions as a regressive tax (Speaking of transit-related infrastructure, SNOW CLEARANCE.)</p> <p>We support coordinating and planning transit with new development, to avoid replicating car-dominance, car-centrism, and car-dependency</p> <p>We support high-frequency bus lines; we would like to see higher frequencies than are currently offered on hi-frequency transit routes</p> <p>We support reduction of freeway lanes and use of existing freeway lanes for dedicated transit/biking/walk purposes</p> <p>We support more transit routes providing more direct connections between all parts of the city: for example, North to Northeast, North to Southwest</p> <p>More late-night transit lines and special event service (e.g., run the University express buses back from Uptown at bar close)</p> <p>Plan for off-prescription uses of transit and allow/encourage them: eliminate transit fares during extreme weather events (heat advisories, snow emergencies); increase bus frequency during frostbite weather, coordinate with social services and shelters for serving needs of people experiencing homelessness</p> <p>Do not use transit for police activities, whether ICE or rounding up non-violent protestors.</p> <p>~ Julia Curran, in discussion with other members of the Pedestrian Advisory Committee</p>	7/21/2018
5761	82	/policies/aging/	Action step b should include safe sidewalks for aging pedestrians.	7/21/2018
5762	46	/policies/healthy-housing/	Make stricter standards requiring landlords to maintain safe and clean rentals. Increase inspections and enforcements in underserved communities that don't have the means to fight landlords in court or have an understanding of tenant rights. Revoke licenses from slumlords.	7/21/2018
5763	83	/policies/people-with-disabilities/	Continue to make sidewalks accessible for all abilities.	7/21/2018
5764	20	/policies/transit/	<p>The action steps of this Policy are too general and need more detail about where and by what method transit will be improved. There are locations currently with enough density to justify significant transit improvements like Downtown, Uptown, Central Avenue, Lake Street, the U of MN, Seward, Chicago Avenue, etc., right? What are these places, and could bus tunnels, subways, streetcars, trams, bus-only lanes, ABRT work there? If not, how many people are needed to make those upgrades possible because the current bus system is too slow, infrequent, and gets stuck in car traffic.</p> <p>What are the locations in the City with low densities, and how many more people are needed there to make transit work better?</p> <p>Metro Transit doesn't appear to have enough resources to make most of the improvements needed to make transit service work well in Minneapolis. Can the City fund upgraded bus service, bus shelters, benches, signage, shoveling of snow at bus stops, etc?</p> <p>Except for the two LRT lines, the transit system is pretty bad, so much bolder action will be required to make service better by 2040.</p>	7/21/2018

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5765	19	/policies/bicycling/	<p>We support this policy of improving and expanding bicycle facilities</p> <p>We support streets that center people (bicyclists and peds) over other modes, including a rapid expansion of true shared streets that use environmental cues to create safe spaces for biking for all ages/abilities regardless of the presence of motorized vehicles</p> <p>We support planning for secure and accessible bike parking and storage, including sheltered and indoor bike parking, in all new builds and remodels, in all street redesigns.</p> <p>We support coordinating with MetroTransit and other city-regulated transportation services to provide better bike access on buses and trains, including for those unable to lift their bikes.</p> <p>We support wider bike lanes that allow for bicyclists to pass each other without going onto the sidewalk.</p> <p>We support prioritizing bike lane snow clearance, particularly as it benefits those using wheelchairs and strollers and carts</p> <p>We extend this support to other small scale wheeled mobility aids, including scooters, skateboards, strollers, tricycles, cargo-bikes, unicycles. In particular, I encourage the city to consider the needs of disabled cyclists, bikes as assistive or mobility, devices, and/or biking with children, seniors, and/or cargo.</p> <p>~ Julia Curran, in discussion with other members of the Pedestrian Advisory Committee</p>	7/21/2018
5766	14	/policies/tree-canopy-and-urban-forest/	<p>I'd like the city to coordinate with Mpls Park & Rec in acquiring parcels for clusters of trees and other plantings. To me, this is especially true with more hard surfaces such as buildings, streets and parking lots. More trees increase/improve air quality and reduce respiratory illnesses. And the sight of trees is a stress reliever. Not all residents are able to visit the BWCA, so this is especially important for disabled and people with less money.</p>	7/21/2018
5767	0.1	/topics/land-use-built-form/	<p>I am concerned about the economic opportunities presented to small and local business in the Minneapolis 2040 plan. The 2040 plan seems to create business opportunities for large developers and chain retail and only gives lip service to small developers and independent business. What I don't see in the plan is a limitation on the density of national chain vs local retail. We need to make sure low-income areas are adequately served with businesses that make viable neighborhoods, and more affluent areas not overserved with bland national chains instead of businesses that build a local economy.</p> <p>I encourage the committee to read the article in the June 2018 Harpers Magazine, "The Death of New York City". It details the policy pitfalls that have rendered the city a hostile environment for lower and middle income residents and small/local businesses. NYC is now a 'desert' of chain stores and luxury development, and has rapidly lost its cosmopolitan appeal.</p> <p>https://harpers.org/blog/2018/06/podcast-the-death-of-new-york-city/</p>	7/21/2018
5768	74	/policies/integration-of-water-management-into-	<p>Climate change may bring torrential rain, so consider "dis-allowing" underground parking lots deeper than 2 levels.</p>	7/21/2018

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5769	48 /policies/data-driven-decisions/	<p>policy # 48</p> <p>What is the average density we are using as a goal??. similar to what city? The increase of density to address the need for more people and provide a balance community is in line with many of us. The impression for me is good data , good goals, thoughtful polices but a suggested questionable method to rework well established neighborhoods. Is this the first place we need to look for density increase techniques. At lease from the meetings I have attended it seems to be the primary focus to add residents by increasing density on existing corridors. The proposal assumes that it is best to rework exiting corridors rather than rethink how we add to the city while not changing and forcing exiting properties to conform to a ' Chicago ' like format... high density around each single/duplex housing neighborhood. I distrust the market to be fair or take on reasonable planning however recently we have witness the North Loop and the Hiawatha grain storage area be put to use successfully as housing. The failure in these projects are in not providing for a diverse or lower income as well as the middle class. This is due to being unregulated developments regarding urban planning and future development needs a 2040 plan.</p> <p>However lets look at the recent 'market strategy' of using retired industrial or under performing commercial space which has been an enhancement to neighborhoods. These have become islands of increased density with out reshaping exiting communities; they have been additions not distortion to the community.. The present proposal is to increase density is by layering via mapping the exiting street grid with higher number of living units. These selected islands can max the concentrated planning effort offer more efficient building of living units, better afford amenities and offer quality transportation depots. This type of search out land and acquiring it for development and setting the guide lines should be the Metro Council and Mpls 2040 role not investors. I think we need to think how to implement this plan so we better and more thoughtful bring developments that are enhancement to adjacent neighborhoods. This can be a more targeted to keeping the city intact while increasing both mpls and the immediate metro living and transportations systems. The solutions need to be conceived with the near suburbs it is the working part of the city and there is more open space and with in 10 miles of city center. From the start we need to be drafting this 2040 plan with the "real city' not the lines on a map. We all live in several communities on a daily basis our communities are a continuum in the real world yet we are going to develope separate community drafts and then bang out a common urban plan? Conclusion:</p>	7/21/2018
5770	43 /policies/housing-displacement/	<p>The proposed city-wide upzoning is guaranteed to make displacement worse. This plan seeks to reduce the number of single-family homes, which will result in remaining areas with single-family homes being gentrified. Single-family home ownership (or rental) will be out of reach for most. This plan is big on talk but contradictory in action.</p>	7/21/2018
5771	7 /policies/public-realm/	<p>Consider sanctions on developers who fail to provide landscaping as promised in their proposals.</p>	7/21/2018
5772	61 /policies/environmental-justice/	<p>This Policy seems to ignore the fact that freeways and highways were plowed through Minneapolis wrecking neighborhoods and leaving huge barriers and environmental effects for many people of color. Olson Highway will be rebuilt as a 6-lane roadway for the future Blue Line extension rather than being made into a normal street for people. It creates a huge barrier through North Minneapolis. I94, I35W, and I394 create huge barriers mostly get get suburban people in and out of town.</p> <p>This Policy needs lots of work.</p>	7/21/2018
5773	1 /policies/access-to-housing/	<p>I'm concerned that developers of multi-unit housing are allowed variances to construct non-ADA compliant structures. Please. It is ridiculous to overlook disabled and aging population and allow some developers to construct buildings that don't meet requirements of Americans with Disabilities act. This contributes to segregation of groups by abilities/disabilities.</p>	7/21/2018

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5774	78	/policies/park-design-and-programming/	<p>We support equity-based park prioritization and programming and active recruitment of minority/immigrant residents, as well as multi-lingual and fully accessible support and services</p> <p>e. We support universal accessibility of all all parks, including partnering with MetroTransit to provide robust, frequent, year-round transit access to all parks, including a free grand rounds circulator.</p> <p>We support much higher-intensity land uses, both housing and commercial, directly adjacent to parks, especially to our most-visited parks.</p> <p>We support food forests</p> <p>We support year-round, 24/7 full accessible, non-gendered restrooms in every park and at frequent intervals in all parks and along all parkways/around all waterways</p> <p>We support removing private motorized vehicles from parkways</p> <p>We support maintaining (especially snow/ice) and lighting all paths within all parks as part of our walking and biking infrastructure</p> <p>We support phasing out mixed-use paths; we support transitioning car-routes to two-way bike traffic</p> <p>We support maintained and publicized paths across frozen lakes and waterways as safety permits, to allow integration of winter & education/equity</p> <p>In general, make parks places to move through as well as places to be.</p> <p>I support trees for climbing</p> <p>I particularly support point j</p> <p>~ Julia Curran, in discussion with other members of the Pedestrian Advisory Committee</p>	7/21/2018
5775	16	/policies/environmental-impacts-of-transportation/	I think reducing our impact on the climate is really important and I support all of the action steps in this policy.	7/21/2018
5776	0.1	/topics/land-use-built-form/	No parallel regulation to ensure new housing includes low cost options. We must have this before the plan is approved.	7/21/2018
5777	18	/policies/walking/	<p>This should be a natural goal for anyone and is, but not all can walk for several reasons and should not be assumed. One of our greatest enjoyments is to experience the freedom of independence to be in natural progression in space.....motion/movement. To actually arrive at a destination by one's personal energy has potential of lifting self-confidence exponentially. Should be taught as societal need in this time.</p> <p>People with a walking disability may need support here. Not sure how to address, but did not see committed initiative here advocating for persons with disabilities.....perhaps elsewhere. Creativity starts anywhere.....maybe here. I'm aware of new adaptive cycling initiatives.....not adaptive walking (yet). We must all adapt to all considerations of one's abilities. All just a thought that needs percolating.</p> <p>I do have a question about said "visibility" when walkers cross the street. Who's visibility? Feel positive toward.....experimental change of intersection crosswalks to be " stop all street traffic in any direction" then allow pedestrians to walk diagonal or perpendicular to nearest destination. Very little risk of contact creating injury.....such as right vehicle turners. Also.....walkers may save time?</p> <p>In terms of pedestrian safety at sidewalk curbs that are adjacent to bike lanes.....any movement across into street by walker looking left(right?)may cause serious injury. Think need for various reminders until imbedded in our more bike conscience society.</p> <p>Love this WALK possibility policy section.....can't help think of how efficient it is as a choice.....you make it and there's basically NO WAITING or TOOLS NEEDED(for majority).</p>	7/21/2018
5778	0.1	/topics/land-use-built-form/	Zones are not applied consistently. South of Lakestreet, Chicago and Nicollet bear the brunt of 6 story buildings.	7/21/2018
5779	42	/policies/expand-homeownership/	Expanding homeownership is a great goal, but how will you accomplish this when other policies in this plan are working against this policy? Areas with homes accessible to low and moderate income households will be gentrified and will no longer be within reach when the stock of single-family homes is decreased due to upzoning. Additionally, the upzoning is targeting streets that currently have lower cost homes (due to location on busier streets) which will further make it difficult for low to moderate income households from enjoying the financial benefits of home ownership.	7/21/2018
5780	0.1	/topics/land-use-built-form/	Every lot in the city does not have to be zoned for a fourplex.	7/21/2018

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5781	21	/policies/freight/	<p>a. Encourage these changes: limit vehicle size (by regulation or by street design) so that the needs of moving freight aren't creating hazardous and unpleasant conditions on our major community corridors, particularly for nonmotorized modes. Go further than simply encouraging smaller vehicles. Recoup financial costs to the city of non-linear stress on infrastructure as well as public health costs from larger motorized vehicles.</p> <p>b. Identify and solve the ways in which freight acts as a barrier between our communities, particularly for those traveling on foot. Reduce the distance between crossings over freight rail infrastructure for non-motorized transportation.</p> <p>c. Especially pedestrian safety!</p> <p>d. Yes to this! Start with "encouraging smaller vehicles . . ." and MINIMIZE truck routes so we can keep tighter turn radii and safer and shorter pedestrian street crossings throughout more of our city. Design truck routes so that trucks are not traveling through our densest residential areas and along our most vibrant commercial corridors except as necessary for deliveries. Use racial/economic equity and public health metrics (air and noise pollution) to determine which truck routes will impact the fewest people.</p> <p>e. Encourage electrification of freight vehicles and transition to nonmotorized commercial delivery, automation of platooning, better timing of large vehicle deliveries, coordination of commercial waste disposal, etc.</p> <p>Restrict delivery times to reduce conflicts with people walking and using transit out in our communities.</p> <p>~ Julias Tabbut and Curran, in discussion with other members of the Pedestrian Advisory Committee</p>	7/21/2018
5782	0.1	/topics/land-use-built-form/	<p>The plan is currently too high risk. Change at this level has not been tried elsewhere yet. We don't need to be the guinea pigs.</p> <p>Look what has happened with the 'natural pool' on the north side. Change at this level is a risk, we do not need to be the 1st.</p>	7/21/2018
5783	0.1	/topics/land-use-built-form/	<p>I'm concerned about more 2-3-&4 dwelling units being built. My rhetorical questions are who will be owning & developing? Right now owners not living in the neighborhood collecting section 8 housing rent have neglected these properties. If multiple unit housing goes in, I would want a cooperative ownership to keep pride in the neighborhood. Also, my concern is that the smaller lots and homes are not attracting young families. The trend is when young couples start having children they move to suburbs or neighborhoods with bigger homes and yards and safer streets.</p> <p>Finally, I can't imagine more people together on these smaller lots. Do we need to consider congestion in the outer neighborhoods? It seems with all the multi-housing units near St. Anthony Main, North Loop, and downtown are better suited for those who enjoy closer & more populated communities. I'm concerned about losing the quaint, quieter neighborhood feeling, yet enjoying the closeness to all the amenities of downtown culture and commerce. How big do we want our city to be? There is only so much land with lots of beautiful green space. Why always more, bigger, better when discussing solutions for creating diverse, equal, and ecological conscious communities.</p> <p>I love my friendly, small-town-feeling Audubon neighborhood with mostly single family homes and neighbors who recognize me at the coop, post office, library, etc. I love the transit accessibility, walking, and bike friendly growth. I also LOVE the diversity and hope to see 1st and 2nd generation Latinos and Muslims of my community find the prosperity and hope that I as a granddaughter of immigrants was able to find. And that finally Indigenous people and any person of African descent will feel safe to express authentic being, practice cultural traditions, and no longer feel hindered by poverty. I'm not sure multiple dwellings are a solution. In fact as I've witnessed growth in the Twin Cities area, it is sometimes part of the problem. I would ask, how can we keep the prices of the smaller single family homes affordable and more consistent with what they are actually worth?</p> <p>These are my stream of conscious thoughts as I witness this wave of develop-happy activity flow NE across the river. As I crossed the Plymouth bridge the other day, I noticed man made buildings surging up over the serene tree line along the river. Where does that stop? Will city streets that form neighborhoods of single family homes also disappear?</p>	7/21/2018
5784	0.1	/topics/land-use-built-form/	<p>I am concerned about our parks and lakes losing their appeal as they are surrounded and overshadowed by tall buildings.</p>	7/21/2018

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5785	0.1	/topics/land-use-built-form/	<p>in theory, aspects of this plan appear workable. I have several points to make on varying proposals, but, was unable to locate the option to comment on individual items.</p> <p>1. The builders/owners/developers accept the plan of providing a % of affordable units, but, many other cities have found that in reality, they find it much more lucrative to just pay the fines. Make those fines even close to the diff. betw afford. rent and market value and the city will be making a huge subsidy.</p> <p>2. Totally opposed to the "no need for parking for new developments!!" It's insane for all the many reasons written in the countless editorials and letters!</p> <p>3: building many more apartment complexes will find many of them virtually empty as the new younger people start families and want to have their own homes. Stats. show ever greater reduction in # of children, which will eventually result in fewer demands for these apartments. Again, other cities, like Dallas, are experiencing this now. If market drops enough tho, maybe then the owners might make the "affordable housing" rental rates, but that will take years to evolve.</p> <p>I live in Uptown and can attest to the parking mess currently. The vast majority of new renters have a vehicle, even if they regularly use public trans. Three young people sharing a rental yields 3 vehicles parked on the street. Winter and no parking on main streets and none in complexes means many unhappy citizens on you phone lines, from the renters and from the "sidestreet" folks, whose street parking is taken by them. Trust me!!</p> <p>Finally, The reduction in density from the 50s to currently, as is so frequently noted as support for more density in housing currently, has been noted by experts and plain citizens to be attributed to reduction in #s of children/families. (Back to #3!)</p> <p>I have voiced my opinions on issues before and found them ignored, as city council seems to present plans for comment that are already essentially fixed in stone. Had to try again on this one!</p> <p>Cynthia Lais cindylais@comcast.net</p>	7/21/2018
5786	10	/policies/street-grid/	<p>a. "Restore the street grid and add new streets to larger blocks for people walking, biking, and using transit . . . and maybe sometimes also for those driving."</p> <p>d. We support the City maintaining and expanding its public ROWs. We encourage the city to explore adding pedestrian-only ROWs in new and existing areas, to allow for more grid porosity. Wording here is ambiguous. Suggest "Maintain the city's ownership of streets in order to . . ."</p> <p>e. We support restoring a grid that prioritizes people; if and when the street grid is opened to private motorized vehicles, we support their presence in only a limited form sharing our streets</p> <p>To ensure a complete grid for pedestrians, give highest priority and funding to pedestrian-oriented streets where there are limited crossings, e.g. bridges, overpasses, underpasses, large blocks, and areas where there are not other nearby parallel walking options (for example, Lake Street between Bde Maka Ska and Lake of the Isles, from West Lake to Uptown). Ensure that people on foot have frequent (no more than 1/10 mile walk in low pedestrian use areas, 1/20th along commercial corridors) and safe means by which to enter or exit any pathway, including to cross over to the other side of the street. Ensure pedestrians are able to choose among different routes, in order to ensure perceived personal safety, to address environmental differences that may shift seasonally, to build community, etc.</p> <p>We support alleys as a vital part of our street grid and as fundamentally people-oriented shared streets and places. We encourage safer alley-to-alley crossings, full ADA accessibility of alleyways. We strongly encourage alley-oriented land uses and development.</p> <p>We support pedestrian-level and pedestrian-oriented (i.e. backlit, not reflective) signage and wayfinding on all public right of ways, including alleys and one-ways.</p> <p>~ Julias Tabbut and Curran, in discussion with other members of the Pedestrian Advisory Committee</p>	7/21/2018
5787	11	/policies/skyways/	<p>This looks pretty good! Is there any way to address the ambiguity of skyways as public space? Like, who gets to make the rules for them? And when does use become trespassing? We have significant concerns about the quasi-public functions but privatized enforcement of who is allowed in skyways and for what purposes.</p> <p>~ Julia Tabbut, in discussion with other members of the Pedestrian Advisory Committee</p>	7/21/2018

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5788	1	/policies/access-to-housing/	<p>I agree with programs that have the goal of providing more access to affordable housing in Minneapolis, but believe that the current 2040 plan is too extreme in this regard, mainly because of the amount of rezoning proposed for certain single family home areas.</p> <p>My family moved to southwest Minneapolis 5 years ago from a larger suburban house because we truly enjoy everything the city has to offer. We love our neighborhood, which is comprised of single family homes, along with some multifamily homes.</p> <p>We would have reconsidered purchasing a home in southwest Minneapolis if the 2040 plan would have been in place. Minneapolis is experiencing a housing market boom because of families like ours, and the extreme nature of the 2040 plan could have a negative impact.</p> <p>Please consider the following as alternatives to the current plan: 1. Rezone to a max % of single family homes in each neighborhood - the cap should be lower than is in the current plan. 2. Subsidize more of the current high density housing areas in the city, such as in the north loop, as these are areas where people already prefer to live in high density areas. 3. Create more income equality in general, and therefore make some current single family homes more accessible.</p>	7/21/2018
5789	68	/policies/energy-efficient-buildings/	<p>Why not consider heating and cooling options that will serve more than individual buildings? Other cities, e.g., NYC, and campuses such as the University of Minnesota have large heating facilities that supply heat to large areas. The 2040 plan should be more far-reaching in its outlook and not just encourage private developers to build greener. The city's POLICIES should DEMAND high standards of energy efficiency. The city should invest in systems that could be duplicated in neighborhoods and would especially benefit residents who do not own their apartments/homes.</p>	7/21/2018
5790	0.1	/topics/land-use-built-form/	<p>My wife and I have lived in the Kenny neighborhood for over 30 years. Like our neighbors we have worked hard to beautiful and improve our home and property.</p> <p>We are totally against the rezoning of our residential areas.</p> <p>With the addition of large occupancy buildings and low income housing many of our friends and neighbors homes and property would greatly diminish in value.</p>	7/21/2018
5791	68	/policies/energy-efficient-buildings/	<p>The policy and action steps are admirable, but lack any REQUIREMENT for private sector development to comply and follow sustainable development practices. While this is not in the purview of the plan, this is the biggest issue with the plan overall. The plan should not be linked to zoning if it does not include requirements for developers to implement these policies AND therefore, recourse for the public to challenge any development that doesn't.</p>	7/21/2018
5792	4	/policies/access-to-commercial-goods-and-service	<p>Yes!</p> <p>a. We support allowing commercial uses by right in the city, starting with their current and historical locations (including in neighborhood interiors) and expanding beyond that to support greater walkability, particularly for residents who may not be able to walk as far. We support eliminating all surface parking lots. (And do we need to keep the big boxes?)</p> <p>b. We support the addition of more commercial throughout the city, allowed by right, regardless of perceived demand or current or predicted presence of public transportation (shouldn't transit adapt to development anyway?). We support the city's commitment to Complete Neighborhoods and request that the city pay particular attention to allowing these options in much greater proximity than is currently proposed, given the mobility restrictions of winter and the dangers of isolation for our most vulnerable residents.</p> <p>Additionally, we support by right commercial areas around our parks, lakes, and waterways, in order to increase their usability and foot traffic at all hours, as well as provide more quasi-public basic needs functions (restrooms, food, seating).</p> <p>d. And add incentives (tax discounts?) for people occupying them, especially if they're offering a type of product or service not already available nearby. (My neighborhood has 637 places to get breakfast and some empty storefronts and that's it.) We request that retail is built into all areas of the city, not just select areas. We request small-scale exterior retail be required on all large-scale institutional uses that otherwise serve limited and specialized functions; for example, hospitals, parking ramps, and single-employer institutions.</p> <p>e. We request that the city allow housing and commercial on all properties by right, not only adjacent to existing commercial. We strongly support easier processes to allow work/home combinations, per historical use, everywhere in the city, including in rentals.</p> <p>f. Not just allow, but incentivize.</p> <p>~ Julias Tabbut and Curran, in discussion with other members of the Pedestrian Advisory Committee</p>	7/21/2018

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5793	30	/policies/arts-and-cultural-assets/	<p>Yes!</p> <p>b. Work to integrate winter (and changing winter within our climate crisis) into our sense of place reflected in the public sector choices; use art to rebuild a year-round walking culture and assist newcomers and those who have not used active transportation through the year to feel more comfortable with it.</p> <p>d. integrate art and infrastructure; use artistic design in infrastructure; reduce needless uniformity in city infrastructure and public right of ways, from sewer covers to light poles to benches to sidewalk repairs. Embrace "functional art."</p> <p>c. and e. Emphasis on "diverse"</p> <p>f. Let the built environment include the pavement (specify it)! We want more crosswalk art, especially. Unique, artistic wayfinding signs would be great too.</p> <p>g. Yes!</p> <p>i. Use art and creative solutions to reduce waste within the city's right of way and to increase human-scale interest/engagement for those on foot.</p> <p>~ Julius Tabbut and Curran, in discussion with other members of the Pedestrian Advisory Committee</p>	7/21/2018
5794	5	/policies/visual-quality-of-new-development/	<p>I live in an area with multiple types of housing: single family, duplex, triplex and mid-sized multi-family. I appreciate the fact that this variety of housing makes the neighborhood attractive and accessible to a broader range of residents (although I agree that more affordable housing is needed, as the area is still out of reach for many young and lower-income families).</p> <p>Despite their differing sizes and architectural styles, something most of these dwellings have in common is their age, which tends to range between 80 and 100+ years old. Aesthetically speaking, this lends the neighborhood a feel of "unity in diversity" when it comes to built form, which is something current residents value and (I anticipate) future residents very likely will as well, regardless of which type of housing they choose.</p> <p>I understand that neighborhoods are not meant to be time capsules and that some new development will be necessary to make our city a more equitable place. I am concerned, however, that completely excluding community characteristics from consideration when it comes to the aesthetics of new development (Item G above) will erode the historical character of many Minneapolis neighborhoods without making them more affordable. For example, recent suburban-style new builds in Fulton and luxury apartment/condo complexes in Uptown have dwarfed existing housing without, to my knowledge, contributing in any significant way to affordability and equity. Conversely, I've also seen new development done right (respectful of the scale and style of the existing built environment). My fear is that lack of oversight and community input will lead to much more of the former type of development than of the latter.</p> <p>All Minneapolitans should have the right to live surrounded by beauty and a sense of place, regardless of socioeconomic status. I would love people of all income levels to be able to share in and contribute to the character of the neighborhood I love. To that end, I hope city planners will consider including in the Minneapolis 2040 plan:</p> <ul style="list-style-type: none"> -incentives for owners of existing large single-family dwellings to convert them into duplexes or triplexes, which could contribute to affordable housing stock while preserving the historical and aesthetic character of existing neighborhoods. -incentives to build small accessory dwellings on existing lots. -real, effective incentives for developers/building owners to sell/rent affordable units. -a mechanism for community input on and oversight of new developments of a certain size. 	7/21/2018

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5795	0.1 /topics/land-use-built-form/	<p>Hi, Good Morning. I am writing as a long time resident of Minneapolis. We have lived at 5533 Aldrich Ave S since 1980. Louise and I and the kids love the close proximity to parks, the creek, bike paths, and the tiny shopping node at 54th and Lyndale. It is a lively sweet neighborhood. Our home is now the on the side of the street that could be open if the current plan is adopted) for larger multiple use buildings. But more significantly the back yard will abut very large mixed use buildings. Hard to say how I feel about the change. Mixed feelings for sure. I support the general aspect of the plan and recognize that change is coming but I do have some concerns I would love to have you folks take a look at'</p> <p>#1 I do not see any guarantees that affordable housing will be required in new housing projects. I think a large percentage of all new housing must be affordable. To do this I think the city should require all housing development in all areas have a percentage of new units be affordable. We do need much stronger language and laws requiring this. The market will not do it.</p> <p>#2 My great fear is that development and change in our neighborhood and other neighborhoods through out the city will be funded and made by out of town entities. We should require all new development come from residents of Minneapolis. Big time out of town developers will chew up our neighborhoods for profit. They are not interested in affordable housing.</p> <p>We are in favor of the vision but just want to know our personal sacrifice at this time will provide housing for folks that really need it. Many thanks,</p> <p>Jeremy Rath, 612-810-0769</p>	7/21/2018
5796	59 /policies/downtown/	<p>a/b) support much smaller scale storefronts to allow smaller businesses to exist in high-value areas. Provide material and institutional support to underrepresented businesses and communities. Encourage and assist a wide variety of small-scale food vendors particularly around transit hubs, particularly outside 9-5.</p> <p>c) Consider more actively supporting and encouraging downtown development that is accessible to low-income people and people with disabilities, given that downtown is the most reliably transit-accessible part of our city in winter, both at grade and in the skyways. Do not do this in ways that segregate populations or reduce other residential growth, but augment it.</p> <p>e. Make sure downtown institutional uses are compatible with walkability and a vibrant streetscape. Prohibit ramps that eliminate open-air sidewalk. Include abundant bike parking. Encourage policies that support walking. Require multiple uses on each block face, rather than single institutional uses, even with multiple entrances/exits.</p> <p>f. I already feel very safe downtown. Ensure that a sense of safety for some does not depend on excluding, repressing, or hiding others, including those experiencing homelessness.</p> <p>g. Do this in a way that reduces vehicle presence downtown. Increase nonvehicle transit access to downtown from all areas, by increasing transit capacity and frequency, eliminating private vehicles during peak pedestrian times, and supporting safe (from dangerous motor vehicle speeds/volumes) and comfortable walking and biking to and from all areas of the city.</p> <p>Ban hostile architecture, including skateboard stoppers, anti-sleeping benches, and anti-sitting devices. Encourage all active and non-private vehicle use transportation, including e-bikes, skateboards, scooters, walking, running, etc.</p> <p>Specify a focus on walking (especially in h.).</p> <p>~ Julias Tabbut and Curran, in discussion with other members of the Pedestrian Advisory Committee</p>	7/21/2018
5797	1 /policies/access-to-housing/	<p>The draft plan has many thoughtful sections, but the provisions increasing density seem to be without adequate regard for the unique aspects of the respective neighborhoods. In particular, it seems to undervalue preserving the areas around the City's lakes. It would be wiser, I think, to consider how to provide greater access to and enjoyment of the Lakes for more people without compromising the adjacent neighborhoods by attempting to increase housing density, which would benefit only a relative few after all.</p>	7/21/2018

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5798	0.2	/small-area-plans/	<p>I live near the 38th St. LRT station. Some of the ideas I see in the plan make sense, and others are head-scratchers. I wonder how recently the authors have been in the neighborhood--Sweet Lorraine's hasn't been in business for years. I was also surprised to see the Cardinal mentioned in a paragraph about "blight." Sometimes I go in there and can't get a seat! It's a more vital expression of this neighborhood than some fancy restaurant with a cryptic menu would be.</p> <p>I also get the idea that people aren't fully aware of the 2040 plan--I don't feel like I received a lot of notification. Would you think about giving people an extension to study and comment? There's nothing wrong with changing a self-imposed deadline.</p> <p>Thanks,</p> <p>Rex Levang</p>	7/21/2018
5799	6	/policies/pedestrian-oriented-building-and-site-de	<p>I live in South MSP and support most of the 2040 goals, however I have significant concerns over the proposed changes in parking regulations, zoning minimums.</p> <p>My husband and I both drive, walk, bike and use public transportation. We have tried to minimize our driving as much as possible but we are still dealing with the following hurdles:</p> <ul style="list-style-type: none"> - the weather in MSP for up to 6 months out of the year does not allow safe biking with icy road conditions, and often walking across public streets. The private sidewalks are often cleared better than the roads I have to cross, which can be covered in up to an inch of ice for weeks at a time. In order to encourage walking, we need the city to get a handle on clean and safe winter roads for pedestrians in the South MSP neighborhoods - eliminating current parking zoning requirements for new constructions overnite and in general having anti-parking regulations will be hugely problematic in the short term. The transition away from individual car use and ownership will take some time, probably 10 years or so, when the development of neighborhoods with local retail, services, and a valid point to point transportation system makes it obsolete. Making parking options disappear while at the same time rapidly increasing density is a recipe for disaster in some neighborhoods like ours, where we are already facing huge difficulties with rampant illegal parking blocking alleys, crossings, bus stops and sometime fire lanes. In the three years I have lived in South MSP I have already noticed a deterioration in my safety as a pedestrian with an unchanging number of vehicles trying to cram in less parking and in some instances fewer driving lanes. The elimination of parking should be gradual as to reflect the gradual improvement in the viability of a car-less lifestyle, and should be manifest in a gradual phasing out of parking zoning requirement over a 5-10 year period. To give you just a small example, it still takes me 75 min one way to get to my hematologist appointment less than 5 miles away and the car sharing services told us they will not have a point A-B option for at least another 3 years (right now all your trips with HourCar need to start and end at the same location, which makes it a moot options for over 80% of our trips). - the public transportation system needs to be up to viability for a true car-less lifestyle and has a LONG way to go. I come from Europe and have used public transport most of my life. The current MSP system is non-functional for many point to point travel unless you are traveling from the periphery to the center and back. Traveling from outside the center to another place outside of center can be virtually impossible. - trying to force a car-less lifestyle without providing a reasonable way of achieving is ultimately very discriminatory to a lot of people who are not fully physically functional and thus have to rely on vehicles. This will basically force them out of inner city living and into the suburbs. <p>This is also true of young families</p>	7/21/2018
5800	5	/policies/visual-quality-of-new-development/	<p>While I mainly agree with this policy, I have one suggestion: "ground level" design should be explicitly called out here. The pedestrian & street level environment suffers when design of ground level space is not clearly thought through. I understand this is a wider vision for the future (not explicit guidelines, but it would be nice to see this directive here that ground level requires a special focus to achieve the goal of a high quality physical environment.</p>	7/21/2018

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5801	4	/policies/access-to-commercial-goods-and-service	I think the overall idea is important although I have the following thoughts as I observe younger generations and how they function (I am 50 years old and a 20 year resident of South Minneapolis): 1.) many of my nieces and nephews in their 20's and 30's order online - even their groceries are delivered and I think this reduce the need for physical space for commercial use in our future. 2.) On 46th street and Minnehaha it was recently referred to as a 'food desert' which is completely ridiculous as we have 3 grocery stores within 1 mile of my house (Nokomis Grocery store on 34th; Cub on Lake and Lunds across the river. Don't fall victim to the hype and please think critically and cautiously.	7/21/2018
5802	93	/policies/stewarding-historic-properties/	Having four story (or taller) residential buildings across from Kenwood Park, which is eligible for listing on the National Register of Historic Places, and next to Kenwood School and Rec Center, would lead to more traffic create a barrier to access to the restroom and other facilities of the Rec Center both during the school day, for kids at Kenwood School, and park and rec users from all over the city who come to use the athletic fields, tot lot, playground and open space. W. Franklin Avenue in the vicinity of the park should not be categorized to allow four story (or more) buildings.	7/21/2018
5803	6	/policies/pedestrian-oriented-building-and-site-de	<p>YES, THANK YOU for action step 6K. -- "Eliminate off-street parking minimums throughout the City." We need to encourage more people to choose car-free lifestyles, and forcing free parking everywhere does not help us accomplish this. It simply drives up the cost of housing, making it less affordable for more people + continues to reinforce poor transportation choices.</p> <p>YES THANK YOU for action step 6M-- "Require above-grade parking structures to be designed with active uses along the street walls" Walking in parts of downtown is incredibly depressing (and at times, feels very unsafe) due to vast expanses of concrete walls. We can't undo that damage that has made parts of downtown feel totally unlivable -- but we can avoid in future.</p> <p>Thank for action step 6o, which prohibits the establishment of new drive-throughs -- seeing the missteps of St. Paul with Selby & Marshall Starbucks just reinforces what a terrible idea these are in urban environments -- for car/bus trafficflow, for pedestrians and for bikes. Not sure I totally agree with gas stations, though, as I could foresee, with enough additional people in Mpls, the possible need for future gas stations. Perhaps the document would change at that time...</p>	7/21/2018
5804	77	/policies/park-access/	The Parks and Open Spaces policy advocates for not having physical barriers to park access. Allowing 4 story residential buildings across from Kenwood Park would create a traffic/safety and parking nightmare for people from all over the city who use the park and also need to access the facilities of the rec center across the street. (Please note this park is not used only or even primarily by local residents: people come from all over to use the fields, courts and open space.) These are also historic resources with intrinsic value that we need to steward.	7/21/2018
5805	7	/policies/public-realm/	This is all good. I hope you will consider "in street" as the public realm as well. Projects like the rainbow crosswalks (at Loring Park for Pride), multi-colored bike lanes (see: Downtown Des Moines), and brightly painted intersections (see: Portland, OR) can add so much with a simple layer of paint.	7/21/2018
5806	4	/policies/access-to-commercial-goods-and-service	<p>g. We request that when considering regulatory tools to "minimize the impacts of commercial uses have on nearby residential uses," the city:</p> <ul style="list-style-type: none"> i) treat multi-family and mixed-use commercial the same as they would single-family residences, ii) base regulations on known harm (e.g. air and noise pollution, including from private motorized vehicles) rather than allowing exclusionary tactics (e.g. doesn't fit "neighborhood character") iii) balance these concerns with benefits (e.g. some residents may be concerned by restaurants staying open later during Ramadan or to feed people at bar-close, but other residents will be able to practice their cultural traditions, prevent a hangover or sober up before driving, or feel safer walking home after a later work shift) iv) make sure these tools actually address the concerns raised (i.e. if the concern is noise during certain hours, set regulations and design that limits noise, not restrict when businesses are open) <p>~ more from Julias Tabbut and Curran, in discussion with other members of the Pedestrian Advisory Committee</p>	7/21/2018
5807	10	/policies/street-grid/	<p>I'd like action step 10C go even further -- in addition to improving local transportation across freeways, I think we should be looking at ways to recapture that space entirely - parks, development, etc. Other cities have successfully "hatted" or sunk freeways, why can't Minneapolis aspire to the same in the next 22 years?</p> <p>Also - let's fix Kmart!</p>	7/21/2018

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5808	11	/policies/skyways/	I would like to suggest an additional action step: if a business is within downtown core and plans to expand the skyway, they must have equivalent ground level retail space available -- and Minneapolis should look for ways to incentivize/disincentivize so that all retail is not limited to 2nd level spaces in a building with both available.	7/21/2018
5809	1	/policies/access-to-housing/	I am not in favor of this policy. I reside in the Kenwood area. The idea of having duplex, 3 unit and 4 unit on Franklin would destroy the area as it's today. The reason why I choose this area coming from Chicago and Boston is because of the styles of the homes and the acquaintance feeling of a neighborhood. It does not appear you have thought this through. I think downtown is wonderful why don't you look at putting more retail such as furniture stores etc things people can walk to rather than driving to the suburbs to find things for their home. The city paid some much money for nicole mall and there nothing to shop for. The focus should be downtown make it a place people are drawn to shop and live.	7/21/2018
5810	1	/policies/access-to-housing/	I disagree with the proposal to allow multi unit structures within areas currently zoned for single family residential. To introduce density to established residential areas after the fact is unfair to homeowners who bought such homes. I support higher densities along transit corridors.	7/21/2018
5811	51	/policies/healthy-pre-k-development/	Improve mental health services for children ages birth to 5: In light of the mental health issues related to violence, significant resources should be applied to this action step.	7/22/2018
5812	1	/policies/access-to-housing/	I believe this 2040 plan is not a good one and should be rejected by the City Council and I am hoping our mayor is against it as well. Mpls. does not need Fourplexes on Every neiginbood block nor Multi unit housing on Busy streets. Developers will profit from this plan, not Residents. This is not a well Thought out plan.	7/22/2018
5813	79	/policies/healthy-youth-development/	POLICY 79 Healthy Youth Development The action step in Pre K Policy relating to mental health in youth up to age 5 should applied to this Policy as well. In light of the mental health issues related to violence, significant resources should be applied to this action step.	7/22/2018
5814	84	/policies/public-safety/	Public Safety: My comment: Hire mental health professionals to be on call to respond, with the police, to emergencies involving persons with mental health issues; develop a guideline/list of emergency situations where it is likely, based on past experience, that mental health will be an issue and include a mental health professional as a first responder. We've got to stop the violence associated with police responders to 911 calls.	7/22/2018
5815	35	/policies/innovative-housing-types/	High density and high rise towers are not the answer. Does anybody in planning really care about what the city residents, your employers, really want, or is it opening the city to outside developers, eager to make a buck?	7/22/2018
5816	35	/policies/innovative-housing-types/	Whatever will create more density! Whatever will create more visual interest! We're for all of it. We support visual complexity, varied setbacks (including 0â€™™), alley-oriented housing and development, small/tiny lot infill, garage conversions, using public parking spaces for tiny homes, converting highways to housing (and reconnecting the walking street grid), adding microblocks and creative infill on wide streets, allowing and assisting those who own large homes with splitting them into multiple units or establishing boarding homes, helping interested individuals purchase and subdivide large homes to increase density, supporting development of multigenerational intentional communities, supporting accidental communities, allowing first-purchase rights and support for apartment buildings being converted to condos, etc. ~ Julia Curran, in discussion with other members of the Pedestrian Advisory Committee	7/22/2018

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5817	85	/policies/access-to-health-social-and-emergency-s	<p>Access to Health, Social and Emergency Service: Action Step e.Ensure that public health and emergencythat function as buffers to adverse incidents and help protect people’s health. My Comment: Develop/hire mental health professionals to be among the first responders in situations likely to involve mental health issues.</p>	7/22/2018
5818	18	/policies/walking/	<p>I am a huge proponent of walking. I love that I live within a few block of a grocery store, library, pharmacy, doctors office, gift shop and restaurants. I typically walk to these places EXCEPT when it is over 90, under 20 or inclement weather. Then walking is not practical. I love that Minneapolis has invested so much in traffic calming and making our neighborhoods safer for pedestrians.</p> <p>I am cornered though that we need to also value our citizens who CANNOT walk for various reasons.</p>	7/22/2018
5819	17	/policies/complete-streets/	<p>I have to disagree with the idea that people will stop driving and rely instead mostly on walking, biking and transit. I was recently hit in a car accident. As much as I generally prefer to walk to the store and local businesses, I currently cannot walk more than 1 block (for over 2 months!) I cannot even walk to the nearest bus stop. I have no option but to drive. But our streets are so congested currently with the closures on 35W that it can take 10 minutes to drive 4 short blocks. Adding more dense housing on already crowded streets is short-sighted and will take more planning. Many citizens cannot walk or bike or take transit everywhere. Realistically our weather makes walking and biking at all times of year very challenging.</p> <p>I do very much appreciate the effort the city has made to make neighborhood streets more pedestrian friendly.</p>	7/22/2018
5820	14	/policies/tree-canopy-and-urban-forest/	<p>our urban forest and park systems is an incredible asset and huge attraction. As is the green space of yards and building setbacks in residential areas, by which I mean places that are not downtown, uptown and retail nodes.</p>	7/22/2018
5821	3	/policies/production-and-processing/	<p>a. Make sure the large tracts don't interrupt the street grid. Consider the time it takes to walk (including in winter) in the inconvenience of large contiguous tracts.</p> <p>g. Yes! Both to and safely through (maintain safe sidewalks regardless of trucks or heavy machinery).</p> <p>Consider targeting areas without historical production/processing for new production/processing, in order to support these areas increasing in economic diversity and giving lower-income residents in an economically desegregating city the option of walking to their workplaces. Explore partnerships with non-taxable land uses in these areas to find ways to do this.</p> <p>m. Consider the noise and air pollution of vehicles, particularly current fleets of freight vehicles, within the scope of this item. Look to reduce the presence of dangerous large-scale vehicles (vehicles where the driver is at/above on-ground seated height) in keeping public right of ways safe and comfortable for all modes/users.</p> <p>Consider integrating historically marginalized/illegal but valuable pedestrian/small scale services into production and processing in legal and paid ways. For example, trash pickers reduce waste, reduce new consumption, and provide cleaner recycling streams. ~ Julia Curran, in discussion with other members of the Pedestrian Advisory Committee</p>	7/22/2018
5822	6	/policies/pedestrian-oriented-building-and-site-de	<p>"prohibit the establishment of new drive-throughs" somebody was not looking forward by permitting a new Starbucks w/drive-through to open a few months ago on the 4800 block of Cedar Ave S.</p>	7/22/2018

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5823	1	/policies/access-to-housing/	<p>One of the great opportunities for families in our city is relatively affordable single family homes in many parts of the city. It would be a crime to replace these homes with brand spanking new apartment buildings. New construction is by nature more expensive than existing housing stock. Older homes are typically built with better quality materials than are affordable today and can have beautiful design features. The variety of architectural styles from the last 100 years is a huge attraction for many people who want to move into the city.</p> <p>Development should first be focused on condemned properties or those that are in serious disrepair. But we need these "starter homes" to attract families to the city. Most families would rather live in a house with a yard and some space than in an apartment.</p> <p>Why would a family chose to live in a more-expensive apartment on the city border when they could buy a single family home across the line in Richfield?</p>	7/22/2018
5824	33	/policies/affordable-housing-production/	<p>There is new housing in the form of "luxury apartments" going up all over the city, especially downtown and downtown-adjacent. Current market-rate rent in this city is a JOKE! There is a lot of discussion about affordability for low-income persons and families, and I'm all for it. What about those of us in the middle? I make \$50G a year, but it is not feasible for me as a single individual to pay \$1500+ a month to live in one of these new "luxury" buildings. Currently I live in Stevens Square Park, where my rental company has the nerve to charge \$745 for a small 300 sq foot studio in a building that's over 100 years old and offers no real amenity other than location.</p> <p>You cannot just forget about those of us in the middle of the income spectrum who love living downtown, who do not want to move out to the suburbs, who actively contribute to the downtown economy on a daily basis.</p> <p>These policies sound nice, but if something isn't done soon then you won't have any middle income folks downtown by 2040. We'll have all been priced out.</p>	7/22/2018
5825	0.1	/topics/land-use-built-form/	<p>I've lived on 34th Avenue S between 26th St and 27th St for 3 decades. I'm acutely aware of and sympathetic to the need for higher density housing. Several years ago in planning discussions, the suggestion was made to replicate the Brackett Park Apartments along the north side of the Greenway. While these 3 story buildings are taller than the surrounding houses, they are set back and fit into the neighborhood. However building 5 and 6 story buildings on this north side of the Greenway would be inappropriate both in degrading the congenial residential scale of the neighborhood and in placing a heavy traffic burden on residential streets. The access to commercial area is via 31st Ave and 36th Ave. The area I've drawn attention to on the map is on a cul-de-sac at 27th St and 34th Ave S. Building a 5 or 6 story apartment on this dead end site would have a dramatically negative impact on the surrounding residences, especially with regard to traffic congestion. I understand that one principle of the housing policy that changes should benefit all. Please consider medium density for the reuse of the commercial land north of the Greenway.</p>	7/22/2018
5826	34	/policies/affordable-housing-preservation/	<p>We absolutely need more options for affordable housing.</p> <p>I strongly disagree that a focus on new development will bring more affordable housing. typically new development is more expensive, in order for the developer to recoup their costs. When new housing has all the bells and whistles, granite countertops, etc, it naturally costs more than the older building that it replaces.</p> <p>I don't see how the 2040 plan will create more affordable housing. It seems like affordable housing is often subsidized by a church or other organization.</p>	7/22/2018
5827	43	/policies/housing-displacement/	<p>This is a terrible problem. It makes me sick to read about apartment buildings that update all the units and then price their current residents out. People forced to leave their home after decades, through no choice of their own. The city needs to develop regulations to prevent this from happening in existing rental buildings.</p> <p>I see this becoming a bigger problem under the 2040 plan which encourages so much development.</p>	7/22/2018

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5828	63	/policies/food-access/	<p>a. We strongly support this, but request that the spatial distribution take into account the factors that limit mobility, including seasonally. Specifically, we request that the city consider the pace and needs of individuals with limited mobility navigating the city in winter. We also request that the city include in its assessment whether or not individuals must cross dangerous streets.</p> <p>We encourage the city to explore micro-food options and stores-in-homes. We encourage the city to understand that small scale stores and restaurants serve important mental health and socialization/community functions for those who might otherwise be housebound. We suggest the city be creative in supporting and valuing a high density of these establishments, which may function best in ways that the city is not used to regulating.</p> <p>We support food access that includes encouraging small scale urban agriculture. We encourage the city to explore how the ROW is used and how it might support or augment health food access for renters in particular, while also reducing energy and chemical use and air/noise pollution.</p> <p>We strongly support small scale food access on foot--being able to meet one's basic needs without carrying entire meals or when unexpected needs arise is vital to being able to move independently and freely.</p> <p>Everyone should be able to walk to raw vegetables.</p> <p>~ Julia Curran, in discussion with other members of the Pedestrian Advisory Committee</p>	7/22/2018
5829	61	/policies/environmental-justice/	<p>We strongly support this policy! Great!</p> <p>Look at environmental justice by transportation options--ensure that public transportation, biking, and walking are all more reliable and faster options for all residents than private vehicles.</p> <p>d. Ensure that EJ investment also includes making historically less polluted parts of the city open to more people, including programs to support landowners in racially concentrated areas of wealth who would like to partner with social services or non-profits to provide affordable housing.</p> <p>Consider how arterials function as micro-level environmental injustice areas, regardless of area.</p> <p>Examine how renters and transit users are disproportionately impacted by environmental injustice in all areas of the city.</p> <p>~ Julia Curran, in discussion with other members of the Pedestrian Advisory Committee</p>	7/22/2018
5830	0.1	/topics/land-use-built-form/	<p>I am concerned that our roads are not built to handle the increased density that is proposed, especially in the neighborhoods farthest away from the city core. Lyndale, Nicollet, 50th Street, 54th Street, 28th Street, 26th Street, Portland, Park Avenue, all have been restriped or engineered in recent years for traffic calming. To handle fewer cars and make the neighborhoods quieter. If we add large apartments buildings on these main streets or down by the southern border with Richfield, it will put too much stress on these local streets. It makes more sense to add density slowly and see how the area is able to absorb the impact.</p> <p>The infrastructure needs to develop as we add density. We need additional schools, parks and green space, transit capacity, services and also a way for people to get around.</p> <p>Dreams of 15% bicycle commuting is impractical. My husband is a huge biker - he bikes to work as often as his job demands and weather permits, but year-round he maybe bikes 20% of the time. He is only able to do this because his office building has a shower and facilities for him to change when he arrives at work. This is not practical for many people. I personally could not physically bike that far, nor is there any way for me to shower and get dressed at work. A bus would take over an hour each day. Instead I drive and arrive in 20 minutes. We would need a significantly improved train system to reduce the load on our local streets.</p>	7/22/2018
5831	28	/policies/msp-airport/	Force Delta to get rid of DC9s and other noisy planes.	7/22/2018

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5832	15	/policies/transportation-and-equity/	MTC runs very few East/West routes. This needs to change. I'd love to ride but can't get there from here...	7/22/2018
5833	1	/policies/access-to-housing/	We do not need more housing in Minneapolis. Minnesota is large. We need better transit into town so more people can get in and out easily.	7/22/2018
5834	1	/policies/access-to-housing/	I am strongly against increased density. We need to preserve our homes and neighborhoods. This feels like a sell-out to robber barons. Please do NOT rezone and do NOT allow for houses to be torn down to put up multi-family dwellings. Seems like you're just trying to create more revenue...	7/22/2018
5835	1	/policies/access-to-housing/	Accessory dwelling units are good as long as they are owner occupied. Property owner needs to live in one of the units.	7/22/2018
5836	1	/policies/access-to-housing/	4 plexes need to be limited to no more than one per block	7/22/2018
5837	1	/policies/access-to-housing/	My concern is that the low-income, affordable housing will not end up being affordable. It will cost a lot of money to tear down existing homes and build new structures to replace what was torn down. Will investors/landlords want people in their buildings as tenants that have over 30% of their income going into rent. And is it limiting to say you have to be using 60% of your income for rent to even qualify for some of the low-income, affordable units. If investors have a choice in who they rent to, what is the incentive to fill the units with tenants that are below the poverty line vs. tenants with greater incomes. Tax write-offs may not be enough of an incentive. I want to be assured that all dwellings claiming to be used for low income in fact really will be held accountable.	7/22/2018
5838	1	/policies/access-to-housing/	Every single and multifamily lot needs to have at least 1 off street parking space preferably in a garage.	7/22/2018
5839	28	/policies/msp-airport/	Please consider adding mitigating airport noise -- or distributing it more fairly across the Twin Cities metro -- as a separate action step here or in the public health policies of the plan.	7/22/2018
5840	33	/policies/affordable-housing-production/	Put affordable housing where those who can afford the least already have a community like Phillips and near north. They don't want to live in Kenwood anyways.	7/22/2018
5841	33	/policies/affordable-housing-production/	make incentives to convert the empty and boarded up properties in North into affordable homes that individuals can own and create equity.	7/22/2018
5842	1	/policies/access-to-housing/	step d: add "...consistent with the scale, spacing and pattern of existing development" step d add "constant with designated conservation districts." rationale: our neighborhood has a mix of housing types from single family to four-plexes. This mix is terrific because people build or remodel consistent with the scale, spacing, and pattern of development in our neighborhood. The diversity this mix brings is also wonderful. As density increases though, neighborhoods with a mix of housing types like ours, especially those near Universities, hospitals, and transit need some protection so absentee landlords and a few "bad actor" developers who have no interest in a neighborhood cannot build (or remodel current stock into) out-of-scale structures as cheaply as possible to cram as many inside as possible.	7/22/2018
5843	35	/policies/innovative-housing-types/	Housing should "fit" the character of existing neighborhoods in massing.	7/22/2018
5844	37	/policies/mixed-income-housing/	In all honesty this seems like you are trying to cheapen the more valuable properties.	7/22/2018
5845	28	/policies/msp-airport/	The draft of this plan does not address the noise pollution from the airport that disproportionately affects neighborhoods underneath the flight paths of planes. Please measure and publish noise contours and the number of people impacted to map at the international standard. Please consider adding concrete noise reduction goals to the plan.	7/22/2018
5846	0.1	/topics/land-use-built-form/	6 story buildings are too big for east lake st	7/22/2018
5847	0.1	/topics/land-use-built-form/	4 story buildings are too tall for 42nd ave s	7/22/2018
5848	21	/policies/freight/	I support this policy & its action steps.	7/22/2018
5849	36	/policies/innovative-housing-strategies/	add d. require inclusion of affordable workforce housing in innovation districts. We need more affordable housing in general. I'm concerned that lots near light rail transit are not being preserved for affordable housing. I thought building affordable housing near transit was a priority. So far, along transit near my home, we are getting mostly high-end market-rate developments.	7/22/2018

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5850	22	/policies/downtown-transportation/	I support this policy & its action steps.	7/22/2018
5851	0.1	/topics/land-use-built-form/	4 story buildings are too tall for 38th st E	7/22/2018
5852	23	/policies/coordinated-development-strategy/	I support this policy & its action steps.	7/22/2018
5853	0.1	/topics/land-use-built-form/	4 story buildings are too tall for Minnehaha Ave s.	7/22/2018
5854	24	/policies/shared-mobility/	I support this policy & its action steps.	7/22/2018
5855	29	/policies/creative-sector-economy/	add action step: partner with community organizations, businesses, nonprofits, and institutions to plan and develop arts and creative activity districts.	7/22/2018
5856	0.1	/topics/land-use-built-form/	Multifamily dwellings should be placed on existing transit lines and each unit should have off street parking	7/22/2018
5857	25	/policies/innovations-in-transportation-and-infras	I support this policy & its action steps.	7/22/2018
5858	58	/policies/business-districts-and-corridors/	Support the inclusion and enhancement of cultural assets in Innovation Districts.	7/22/2018
5859	0.1	/topics/land-use-built-form/	New construction of single and multifamily homes should maintain a minimum of 50% green space and have off street parking for each unit.	7/22/2018
5860	26	/policies/vision-zero/	I support this policy & its action steps.	7/22/2018
5861	0.1	/topics/land-use-built-form/	New setbacks should be the same as existing ones	7/22/2018
5862	27	/policies/transportation-partnerships/	I support this policy & its action steps.	7/22/2018
5863	0.1	/topics/land-use-built-form/	A 2.5 story house should not be able to be built next to a 1 story house.	7/22/2018
5864	28	/policies/msp-airport/	I support this policy & its action steps.	7/22/2018
5865	91	/policies/heritage-preservation-outreach/	add language throughout to include conservation districts. Conservation Districts provide opportunities for community engagement. Conservation Districts are not as restrictive as a historical designation so allow a greater mix of housing.	7/22/2018
5866	0.1	/topics/land-use-built-form/	The new codes should include protections to the existing home owners. Neighbors should have the right to object to teardowns and larger mass being built on next door lots.	7/22/2018
5867	0.1	/topics/land-use-built-form/	The new plan should encourage home ownership and not landlords.	7/22/2018
5868	29	/policies/creative-sector-economy/	I support this policy & its action steps.	7/22/2018
5869	1	/policies/access-to-housing/	I support this policy and the plan for Minneapolis to expand the housing supply as well as the diversity of the housing stock. The greatest protection we can provide to renters and owners is options; we need to provide people with options to live how they want to in units that support that lifestyle at all stages of their life. I support the upzoning included in this policy section, though I wish it went further in many areas. The city can support denser development in areas that are somewhat excluded from this plan. In particular, neighborhood interiors deserve a proper upzoning-- not just the edges along transit corridors. In many instances, neighborhood interiors are BETTER lots and units for transit-reliant people. For example, in Lowry Hill East, one could choose to live on Lyndale and be close to the 4 bus, or live on Hennepin and be close to the 6 bus. But living in the neighborhood interior allows you to be only a few blocks from 2 great bus routes stops. Protecting neighborhood interiors from upzoning and pushing new dense development to transit corridors currently puts more people (usually poorer people and those making more responsible transit decisions) near the pollution from vehicle traffic. I fully support the sensible upzoning in this policy, but I believe it should go much further. There is no reason we cannot allow a minimum of 6-unit buildings on most lots of the city.	7/22/2018
5870	30	/policies/arts-and-cultural-assets/	I support this policy & its action steps.	7/22/2018
5871	0.1	/topics/land-use-built-form/	ADU's rules need to continue to mandate an owner occupancy.	7/22/2018
5872	31	/policies/creative-workers/	I support this policy & its action steps.	7/22/2018
5873	93	/policies/stewarding-historic-properties/	Add: Support conservation districts in neighborhoods with an eclectic collection of historic structures representing various periods and architectural types to protect, perpetuate and proliferate the visual character evident in its notable architecture, development patterns, scale, engineering and/or landscape.	7/22/2018
5874	0.1	/topics/land-use-built-form/	Blocks without multifamily dwellings should be exempt from one being built on that block.	7/22/2018
5875	94	/policies/heritage-preservation-regulation/	historic preservation zones should not have an associated built form height limit. it's really cool when older buildings are in conversation with newer buildings. the historic zone on 9th st is fine and good, but it shouldn't exclude new tall buildings from that area if we do end up with a building lost in a fire or something. the same should apply to all the historic zones in the city!	7/22/2018
5876	0.1	/topics/land-use-built-form/	This plan seems to favor developers and landlords over home owners.	7/22/2018
5877	32	/policies/arts-in-community-development/	I support this policy & its action steps.	7/22/2018

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5878	94	/policies/heritage-preservation-regulation/	step a: add "including conservation districts." Step c add: Create and use design guidelines for historic landscapes "and for view corridors to and from significant historic landmarks."	7/22/2018
5879	60	/policies/intrinsic-value-of-properties/	ehhhh this is not actually important.	7/22/2018
5880	97	/policies/heritage-preservation-legislative-advoca	include conservation district in policy description, action step description and in the action step itself.	7/22/2018
5881	33	/policies/affordable-housing-production/	I support this policy & its action steps.	7/22/2018
5882	2	/policies/access-to-employment/	I support this section of the plan and am please that the city is planning for the future in a way that sees different institutions and infrastructure as being deeply interconnected. Denser development and expanded transit would help provide more jobs and greater accessibility for employees while retaining much-needed housing stock.	7/22/2018
5883	34	/policies/affordable-housing-preservation/	I support this policy & its action steps.	7/22/2018
5884	97	/policies/heritage-preservation-legislative-advoca	get a life. we have way better things to do with "legislative advocacy" than spend time on old buildings. like ending preemptive bans on things like plastic bags? that's literally better than this.	7/22/2018
5885	0.1	/topics/land-use-built-form/	The distribution of information about this plan has left many if not most baby boomers in the dark about how the city could allow drastic change in areas where they have lived for 25, 30, 40 years. Most of the people in that age group are not as tech connected as the younger age groups.	7/22/2018
5886	33	/policies/affordable-housing-production/	How does this plan incentivize or enforce the production of more affordable housing in neighborhoods in Southwest Minneapolis? Won't single family homes -- many of which are 100+ years old -- just be knocked down to create "luxury" dwellings (for example, Linden 43 in Linden Hills)?	7/22/2018
5887	35	/policies/innovative-housing-types/	I support this policy & its action steps.	7/22/2018
5888	36	/policies/innovative-housing-strategies/	I support this policy & its action steps.	7/22/2018
5889	37	/policies/mixed-income-housing/	I support this policy & its action steps.	7/22/2018
5890	38	/policies/affordable-housing-near-transit-and-job	I support this policy & its action steps.	7/22/2018
5891	0.1	/topics/land-use-built-form/	Eliminating parking requirements discriminates against people who want to drive to Mpls from outside the city.	7/22/2018
5892	39	/policies/fair-housing/	I support this policy & its action steps.	7/22/2018
5893	0.1	/topics/land-use-built-form/	A greater emphasis should be put on green building and landscaping: Permeable parking spaces and drives	7/22/2018
5894	40	/policies/homelessness/	I support this policy & its action steps.	7/22/2018
5895	0.1	/topics/land-use-built-form/	I am concerned that our roads are not built to handle the increased density that is proposed, especially in the neighborhoods farthest away from the city core. Lyndale, Nicollet, 50th Street, 54th Street, 28th Street, 26th Street, Portland, Park Avenue, all have been restriped or engineered in recent years for traffic calming. To handle fewer cars and make the neighborhoods quieter. If we add large apartments buildings on these main streets or down by the southern border with Richfield, it will put too much stress on these local streets. It makes more sense to add density slowly and see how the area is able to absorb the impact. The infrastructure needs to develop as we add density. We need additional schools, parks and green space, transit capacity, services and also a way for people to get around. Dreams of 15% bicycle commuting is impractical. My husband is a huge biker - he bikes to work as often as his job demands and weather permits, but year-round he maybe bikes 20% of the time. He is only able to do this because his office building has a shower and facilities for him to change when he arrives at work. This is not practical for many people. I personally could not physically bike that far, nor is there any way for me to shower and get dressed at work. A bus would take over an hour each day. Instead I drive and arrive in 20 minutes. We would need a significantly improved train system to reduce the load on our local streets.	7/22/2018
5896	0.1	/topics/land-use-built-form/	All single family and multifamily lots should have more greenspace footprint than structure.	7/22/2018
5897	41	/policies/tenant-protections/	I support this policy & its action steps.	7/22/2018
5898	0.1	/topics/land-use-built-form/	Some of the interior 4 areas, specifically 42nd Avenue S of lake street is wrong There is currently no transit on 42nd avenue in this area, housing stock is in good shape and generally more affordable than some areas. Lots are relatively small and though lake street has transit, it is kind of transit desert. Large buildings would only be viable on multiple lots. I fear a building with no set backs taking up the whole lot, removing the tree canopy and blocking every bit of sun I have and horribly reducing the value of my house I have so heavily invested in. buildings must fit the scale of the neighborhood and neighborhood housing,	7/22/2018
5899	0.1	/topics/land-use-built-form/	Every new multifamily building should be required to include solar panels.	7/22/2018

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5900	42	/policies/expand-homeownership/	I support this policy & its action steps.	7/22/2018
5901	27	/policies/transportation-partnerships/	Explore higher property tax rates for lower density areas, to help fund public transit that would otherwise have lower farebox recovery rates due to lower usage. This is an equity issue, since keeping sidewalks and public transportation out of wealthier areas (or limit public transit to use by commuters) is often a proxy to exclude lower-income people as potential residents (by making a car a functional necessity) and/or visitors (by making it extremely difficult to visit friends or destinations in the area without car access).	7/22/2018
5902	43	/policies/housing-displacement/	I support this policy & its action steps.	7/22/2018
5903	0.1	/topics/land-use-built-form/	Larger structures should not be allowed to be built on the south side of 1 and 1.5 story single family homes to allow more solar opportunities.	7/22/2018
5904	44	/policies/comprehensive-investments/	I support this policy & its action steps.	7/22/2018
5905	45	/policies/leverage-housing-programs-to-benefit-c	I support this policy & its action steps.	7/22/2018
5906	0.1	/topics/land-use-built-form/	Any new mixed use structure built on East Lake St, 42nd ave, 38th St and Minnehaha Ave should have off street parking.	7/22/2018
5907	65	/policies/urban-agriculture-and-food-production/	This is a vital policy. Food Forests too.	7/22/2018
5908	0.1	/topics/land-use-built-form/	This plan should be on a ballot not decided by city council and mayor and all the yimby commenters from CA	7/22/2018
5909	46	/policies/healthy-housing/	I support this policy & its action steps.	7/22/2018
5910	47	/policies/housing-maintenance/	I support this policy & its action steps.	7/22/2018
5911	48	/policies/data-driven-decisions/	I support this policy & its action steps.	7/22/2018
5912	49	/policies/educational-and-economic-access/	I support this policy & its action steps.	7/22/2018
5913	50	/policies/access-to-technology/	I support this policy & its action steps.	7/22/2018
5914	51	/policies/healthy-pre-k-development/	I support this policy & its action steps.	7/22/2018
5915	52	/policies/human-capital-and-a-trained-workforce/	I support this policy & its action steps.	7/22/2018
5916	53	/policies/quality-of-life/	I support this policy & its action steps.	7/22/2018
5917	4	/policies/access-to-commercial-goods-and-service	"Require" retail to be incorporated into new buildings with the highest residential densities? That is overstepping by a council that has far overstepped already. You are also trying to allow more density within single family neighborhoods. People that buy single family homes aren't expecting the problems that often come from apartment buildings and such. Why not build more single family homes?	7/22/2018
5918	54	/policies/supporting-economic-growth/	I support this policy & its action steps.	7/22/2018
5919	55	/policies/business-innovation-and-expansion/	I support this policy & its action steps.	7/22/2018
5920	56	/policies/supporting-small-businesses/	I support this policy & its action steps.	7/22/2018
5921	57	/policies/cluster-strategy/	I support this policy & its action steps.	7/22/2018
5922	1	/policies/access-to-housing/	If you allow 4 plexes in what are now single family home neighborhoods, you will be chasing out the higher income, higher taxpaying base that lives there now. They buy in those neighborhoods because that is the type of neighborhood they are looking for. You need to incentivize home ownership, and help people with it. Rather than encouraging renting, which does not encourage property care and upkeep.	7/22/2018
5923	58	/policies/business-districts-and-corridors/	I support this policy & its action steps.	7/22/2018
5924	59	/policies/downtown/	I support this policy & its action steps.	7/22/2018
5925	60	/policies/intrinsic-value-of-properties/	I support this policy & its action steps.	7/22/2018
5926	41	/policies/tenant-protections/	Dont make it harder to evict bad tenants. It is hard enough already	7/22/2018
5927	61	/policies/environmental-justice/	I support this policy & its action steps.	7/22/2018
5928	62	/policies/contaminated-sites/	I support this policy & its action steps.	7/22/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

5929	0.1 /topics/land-use-built-form/	<p>I hope this plan undergoes significant revision. I agree with this post on nextdoor.com.</p> <p>Once we've cut down an old-growth forest it cannot be restored. We can replant and it might after a few decades become a pleasant stand of trees, but it will never regain the character, the unique spirit that once permeated the place.</p> <p>Giving free reign for developers to build multi-family units and four- or six-story apartment buildings in neighborhoods of century-old single-family homes might not be the same as the commercial destruction of centuries-old forests, but the loss of neighborhood character, the unique spirit of community, might be analogous.</p> <p>Those who have never experienced the tranquility of an undisturbed ancient forest may be unable to understand what we mean when we speak of its unique character, but that character exists. Those who have not lived for decades in an established community may dismiss concerns about "neighborhood character," but that character exists. That character is why many homeowners have paid double what an identical house might cost in other locations. This is not an ethnic or racial issue. Many people of all races and ethnic backgrounds live in neighborhoods of single-family homes throughout Minneapolis, and each of those neighborhoods has a character which once destroyed by developers cannot be regained.</p> <p>While the City Planners may have lofty goals with the 2040 plan, many of its provisions may be idealistically short-sighted with little regard for significant negative impacts.</p> <p>We might be generous and hope those negative impacts would be "unintended" consequences, but to some extent a reading of the 2040 plan seems to specifically advocate for the destruction of unique neighborhoods, envisioning a homogenous one-size-fits-all housing environment to be imposed throughout the City of Minneapolis. The 2040 plan seems designed to diminish or eliminate the character of neighborhoods dominated by single-family homes.</p> <p>In essence the plan seems to suggest: Not everyone can afford to live in such a neighborhood. Such neighborhoods should therefore not exist.</p> <p>Many residents would like to scrap the 2040 Plan in its entirety. However, if growth is to occur then the City should have a plan to accommodate growth. Perhaps we have some options.</p> <p>If something like the proposed 2040 plan is to be adopted one might hope that it could at least provide for a gradual expansion radiating from existing high-density housing centers. Many neighborhoods have existing commercial centers with islands of high-density housing. A transit corridor may run a mile or more to the next island of high-density housing, with nothing but single-family homes and duplexes in between. If new zoning allows carte blanche building of apartments anywhere along that corridor a developer may choose to build a four- or six-story apartment a half mile from any existing apartment building. The sudden emergence of such a large building looming over the area would drastically impact the surrounding community in all directions.</p>	7/22/2018
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5930	0.1	/topics/land-use-built-form/	<p>I hope this plan undergoes significant revision. I agree with this post on nextdoor.com.</p> <p>Once we've cut down an old-growth forest it cannot be restored. We can replant and it might after a few decades become a pleasant stand of trees, but it will never regain the character, the unique spirit that once permeated the place.</p> <p>Giving free reign for developers to build multi-family units and four- or six-story apartment buildings in neighborhoods of century-old single-family homes might not be the same as the commercial destruction of centuries-old forests, but the loss of neighborhood character, the unique spirit of community, might be analogous.</p> <p>Those who have never experienced the tranquility of an undisturbed ancient forest may be unable to understand what we mean when we speak of its unique character, but that character exists. Those who have not lived for decades in an established community may dismiss concerns about "neighborhood character," but that character exists. That character is why many homeowners have paid double what an identical house might cost in other locations. This is not an ethnic or racial issue. Many people of all races and ethnic backgrounds live in neighborhoods of single-family homes throughout Minneapolis, and each of those neighborhoods has a character which once destroyed by developers cannot be regained.</p> <p>While the City Planners may have lofty goals with the 2040 plan, many of its provisions may be idealistically short-sighted with little regard for significant negative impacts.</p> <p>We might be generous and hope those negative impacts would be "unintended" consequences, but to some extent a reading of the 2040 plan seems to specifically advocate for the destruction of unique neighborhoods, envisioning a homogenous one-size-fits-all housing environment to be imposed throughout the City of Minneapolis. The 2040 plan seems designed to diminish or eliminate the character of neighborhoods dominated by single-family homes.</p> <p>In essence the plan seems to suggest: Not everyone can afford to live in such a neighborhood. Such neighborhoods should therefore not exist.</p> <p>Many residents would like to scrap the 2040 Plan in its entirety. However, if growth is to occur then the City should have a plan to accommodate growth. Perhaps we have some options.</p> <p>If something like the proposed 2040 plan is to be adopted one might hope that it could at least provide for a gradual expansion radiating from existing high-density housing centers. Many neighborhoods have existing commercial centers with islands of high-density housing. A transit corridor may run a mile or more to the next island of high-density housing, with nothing but single-family homes and duplexes in between. If new zoning allows carte blanche building of apartments anywhere along that corridor a developer may choose to build a four- or six-story apartment a half mile from any existing apartment building. The sudden emergence of such a large building looming over the area would drastically impact the surrounding community in all directions.</p>	7/22/2018
5931	0.1	/topics/land-use-built-form/	<p>Overall the plan is very good. It is important that it goes far beyond what is required by state law. Including education, environment and climate change is critical.</p>	7/22/2018
5932	63	/policies/food-access/	<p>I support this policy & its action steps.</p>	7/22/2018
5933	64	/policies/food-businesses/	<p>I support this policy & its action steps.</p>	7/22/2018
5934	6	/policies/pedestrian-oriented-building-and-site-de	<p>Prohibit along with gas stations, the corporate convenience stores- which seem to attract drug dealing and other crimes. The corporate policies of these stores are to "look the other way" for shoplifting, etc. so as not to bring liability to their corporations during an employee/thief, dealer, loiterer, etc. argument. In vulnerable neighborhoods, these stores just bring too many problems. Someone needs to research the statistics on this.</p>	7/22/2018

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5935	0.1 /topics/land-use-built-form/		<p>(continued from previous comment)</p> <p>This gradual-expansion approach would have several advantages, including some reasonable limits on speculative building. It would constrain expansion while the market determines whether such additional housing is warranted in the existing economy. It would allow realistic evaluation of parking and traffic problems as higher-density housing expands within the area. But the chief advantage would be to mitigate the degree of adverse impact any single building or group of buildings would have on the surrounding neighborhood. Adding a four- or six-story building next to an existing four-story building would have somewhat limited impact on the character of the surrounding neighborhood. Constructing a four- or six-story apartment building several blocks from the nearest four-story building would adversely impact the neighborhood for blocks in all directions.</p> <p>Our advice to City Planners: Move cautiously. Once a community has been destroyed that community is gone forever. Something else will replace it, surely, but that is not necessarily a good thing. Many long-time residents will be hurt in the process. Careful consideration should be directed toward mitigating those adverse impacts.</p> <p>Yes, developers are business people. Their main incentive is to make a profit. Nothing wrong with that. However, zoning laws exist (in part) to constrain developers from building structures that are unsafe or are considered detrimental to the zone within which a structure is being built.</p> <p>One of the great zoning battles of the past 15 years ensued because developers were building huge "infill" houses with minimal setbacks and no green space on blocks of quaint small homes. From the maximize-profit perspective the developer was completely reasonable trying to cram as much square footage of living space into that tiny lot as he/she could possibly cram. However, the City put a stop to the worst of those practices, via changes in zoning laws, because such structures were considered to be detrimental to the neighborhood.</p> <p>Profit motive is fine. It is the foundation of much of our society, and it works well. A primary function of government, however, is to constrain businesses (or individuals) from creating external diseconomies. A factory owner could make a bigger profit if he could dump raw sewage and industrial waste into the nearby river. However, the environmental damage of such behavior (the "diseconomy" in this case) has caused governments of most countries to prohibit that type of business practice.</p> <p>The housing developers in Minneapolis were maximizing profits by building huge structures on tiny lots next to small houses. That was a reasonable business practice.</p>	7/22/2018
5936	0.1 /topics/land-use-built-form/		<p>My family and I moved to the 5200 block of Upton Ave a year ago. We moved out of Uptown Minneapolis and into a neighborhood that had safe streets, single family residential homes, families with young kids, residents that care about the neighborhood, a neighborhood with less traffic, a neighborhood with better schools just to name a few reasons. We moved out of uptown because the area lacked everything I mentioned above. I knew moving into this area that it would cost me a lot more money but I was willing to make the sacrifice because. The 2040 plan does not support anything that I care about. My property tax this last year went up significantly for no reason. People that live in apartment building and folks that are renting do not care about the neighborhood and are not involved with the committee. If there is a need for more housing why not add more in areas like uptown, Northloop, downtown, heck even North Mpls.</p> <p>I am a hardworking, immigrant and a person of color, which I know is rare in the Fulton neighborhood. I want to live in an area that is safe for my kids and I want to live with people that care.</p>	7/22/2018
5937	65	/policies/urban-agriculture-and-food-production/	I support this policy & its action steps.	7/22/2018

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5938	0.1	/topics/land-use-built-form/	<p>My family and I moved to the 5200 block of Upton Ave a year ago. We moved out of Uptown Minneapolis and into a neighborhood that had safe streets, single family residential homes, families with young kids, residents that care about the neighborhood, a neighborhood with less traffic, a neighborhood with better schools just to name a few reasons. We moved out of uptown because the area lacked everything I mentioned above. I knew moving into this area that it would cost me a lot more money but I was willing to make the sacrifice because. The 2040 plan does not support anything that I care about. My property tax this last year went up significantly for no reason. People that live in apartment building and folks that are renting do not care about the neighborhood and are not involved with the committee. If there is a need for more housing why not add more in areas like uptown, Northloop, downtown, heck even North Mpls.</p> <p>I am a hardworking, immigrant and a person of color, which I know is rare in the Fulton neighborhood. I want to live in an area that is safe for my kids and I want to live with people that care.</p>	7/22/2018
5939	66	/policies/air-quality/	I support this policy & its action steps.	7/22/2018
5940	67	/policies/climate-resilient-communities/	I support this policy & its action steps.	7/22/2018
5941	68	/policies/energy-efficient-buildings/	I support this policy & its action steps.	7/22/2018
5942	69	/policies/renewable-and-carbon-free-energy/	I support this policy & its action steps.	7/22/2018
5943	70	/policies/ecology-and-habitat/	I support this policy & its action steps.	7/22/2018
5944	1	/policies/access-to-housing/	<p>Not everyone wants to live in a multiunit building. If developers get free reign, that is all we will have. We worked hard for over 20 years for our home in Fulton. We love the quiet neighborhood feel in the city. Please do not allow numerous multiunit buildings in the neighborhood we love and chose to raise our young children in. Don't force us to move to the suburbs.</p>	7/22/2018
5945	19	/policies/bicycling/	<p>Here goes. think idea plans are admirable, but needs huge attention in future. Perhaps if we just thought in terms of "pedal or future electric type 2-3 wheel traffic " use within ringed certain tiers from center of city hall get incentives to ride. In turn also will get rewarded with large 1/2 round clear covered winter enclosures(no snow remove needed) for riding year round.</p> <p>Or looking at in addition to looking at potentially well suited streets/alleys or even freeway lanes that may be candidates for exclusive petal/walk/bus traffic only.</p> <p>As possibly the oldest baby boomer in Minneapolis.....could I add or recommend the encouragement of baby boomers to model for future generations that trikes (recumbents?) by their use for stability, commuting, shopping and exercise is a complete win-win activity to help sustain earth, community and self.</p> <p>Finally, didn't notice anything related to support of people with disabilities. Adaptable cycling is growing and needs to be in equation.</p> <p>hope this is helpful</p>	7/22/2018
5946	33	/policies/affordable-housing-production/	Stop adding all the low income housing to the Northside. The businesses need people with moderate and higher incomes to draw new business in. Put the affordable housing in other areas of the city and add some upper scale housing to North.	7/22/2018

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5947	1	/policies/access-to-housing/	<p>Minneapolis 2040 plan needs significant revision, possible a complete rewrite. The overall goals are laudable, however the tactics are poorly developed and will not support the goals. Comments:</p> <p>Allowing fourplexes in most neighborhoods is a terrible idea. It will not accomplish any goals of increased density, equity and expansion of low income housing. The math simply does not work. A fourplex in an existing neighborhood will cost far too much due to land acquisition cost to offer scale where low income housing is economical. A \$300 - 400 - 500 K lot cannot provide low income housing due to the high expense</p> <p>Transit corridors need better segmentation. Franklin avenue east of Hennepin is suitable for high density, multi-use zoning. West of Hennepin is not - 1 block west of Hennepin is nearly 100% residential.</p> <p>Zoning the Kennilworth corridor 4 is unethical and unconscionable confiscation of a wildlife zone. In a 2014 Memorandum of Understanding, the city of Minneapolis agreed to designate this space as a park. Minneapolis 2040 prioritizes parks - destroying restored prairie accomplishes the opposite.</p> <p>Minneapolis 2040 needs to be completely re-written.</p>	7/22/2018
5948	19	/policies/bicycling/	<p>The notion that 15% of commuters will be riding bikes in a cold weather city does not seem realistic. The Census Bureau reports that only 5 percent of Minneapolis commuters use bikes, and no major city comes close to 15 percent. Portland, with a climate more favorable to biking, is at 7 percent.</p>	7/22/2018
5949	1	/policies/access-to-housing/	<p>In the 1960s, Minneapolis downzoned much of the residential land in Minneapolis. That action went too far. Now the proposal is to up zone all of the residential land—the pendulum is now swinging too far the other direction.</p> <p>First, it needs to be clear that in many areas, the current set-back, height, and floor area ratio regulations remain even if 4-plexes are allowed.</p> <p>Second, there has to be more granularity in the regulations. For example, blocks that are currently single story or story-and-a-half bungalows or ranch-style houses probably should have a maximum height of 2 stories, not 2.5 stories. (yes, I know this is a change in the current standard)</p> <p>Third, most areas that are listed as Interior 2 should be Interior 1. Interior 2 allows for “multifamily buildings on a limited number of combined lots.” This will significantly change the character of the neighborhoods proposed for Interior 2. Interior 1 allows for duplexes, triplexes and 4-plexes on existing lots. This plus allow for auxiliary dwelling units will allow significant increases in the number of dwelling units in these neighborhoods without changing their character.</p>	7/22/2018
5950	34	/policies/affordable-housing-preservation/	<p>b.This plan needs to clearly address the need to keep senior citizen retirees aging in place in their homes. This includes keeping property taxes under control. The City of Minneapolis has made a commitment to its seniors who want to live out their lives in Minneapolis. Now is the time to follow through by way of Minneapolis 2040 Plan.</p>	7/22/2018
5951	84	/policies/public-safety/	<p>Make sure Judges give appropriate sentences to people who commit crimes with guns or other lethal weapons.They need to stop giving probation for gun crimes. Discourage landlords from allowing gang members to live on their properties. Allow evictions of families of gang members as well, after a sufficient warning to keep the gang member off the property.</p>	7/22/2018
5952	3	/policies/production-and-processing/	<p>In some cases the land use map identifies an area as production while the built form map indicates that all building should be a minimum of 2 stories. In Minnesota, only single story productions facilities are economically viable.</p>	7/22/2018
5953	2	/policies/access-to-employment/	<p>These are GREAT</p>	7/22/2018

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5954	14	/policies/tree-canopy-and-urban-forest/	<p>This letter to the editor reflects my own feelings about the 2040 plan.</p> <p>No, City Council President Lisa Bender and planning director Heather Worthington, all the residents of the 10th Ward are not fine with what is happening there. Rather, as citizens throughout Minneapolis are now experiencing, 10th Ward residents who express concern or propose modifications are labeled as NIMBYs, racists, classists or, at best, alarmists or simply resistant to change. This justifies dismissing any questioning of city leaders “ who, by the way, never informed the public during their recent campaigns of their eagerness to reshape the entire city.</p> <p>At the July 11 VFW meeting, Worthington called the desire to preserve open and green spaces “white pastoralism.” Really? Is she actually suggesting that people of color have no need for trees, grass, plants and unpolluted lakes? Or that only white people care about the environment? Or that research showing the positive effect of nature on physical and mental health is merely a reflection of white privilege?</p> <p>Beyond the particular issue of green spaces, the use of phrases like “white pastoralism” reflects the divisive strategies of Bender, Worthington and Mayor Jacob Frey. Every step of the way, the discussion has pitted old against young; renters against homeowners; long-term residents against new or anticipated ones; the able-bodied against those with disabilities; drivers against those who can walk, bike or bus to work, shopping, day care, school, or friends and family.</p> <p>As we all know, the current tone in this country is characterized by polarization and demonization of the “other side” and it puts our democracy at risk. I am beyond disheartened to see it play out in our city and be promoted by some city leaders.No, City Council President Lisa Bender and planning director Heather Worthington, all the residents of the 10th Ward are not fine with what is happening there. Rather, as citizens throughout Minneapolis are now experiencing, 10th Ward residents who express concern or propose modifications are labeled as NIMBYs, racists, classists or, at best, alarmists or simply resistant to change. This justifies dismissing any questioning of city leaders “ who, by the way, never informed the public during their recent campaigns of their eagerness to reshape the entire city.</p> <p>At the July 11 VFW meeting, Worthington called the desire to preserve open and green spaces “white pastoralism.” Really? Is she actually suggesting that people of color have no need for trees, grass, plants and unpolluted lakes? Or that only white people care about the environment? Or that research showing the positive effect of nature on physical and mental health is merely a reflection of white privilege?</p> <p>Beyond the particular issue of green spaces, the use of phrases like “white pastoralism” reflects the divisive strategies of Bender, Worthington and Mayor Jacob Frey. Every step of the way, the discussion has pitted old against young; renters against homeowners; long-</p>	7/22/2018
5955	33	/policies/affordable-housing-production/	<p>This letter to the editor reflects my own thoughts regarding the 2040 plan:</p> <p>The narrative flaw in the housing policy in the Minneapolis 2040 Plan draft is that it pretends to promote racial and income diversity when it is only promoting housing-type diversity. While exclusionary tactics of white, single-family neighborhoods were part of the racist conspiracy to limit black mobility, making them accept fourplexes will not make them more racially or income diverse.</p> <p>Rents and sale prices will be determined by the existing neighborhood market. They will be unaffected by construction cost savings or the modest expansion of the housing supply in the market area.</p> <p>Increasing density and multifamily housing is a good idea, but the city should work with neighborhood residents to identify locations and strategies that allow more density but respect the positive qualities of the existing neighborhood.</p>	7/22/2018

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5956	1	/policies/access-to-housing/	As a homeowner in two transit corridors, seeing high density cheaply built multistory buildings rise up amidst two story homes I doubt the city's commitment to affordable housing. It would be one thing if these structures were affordable. They are not. They are in no way affordable housing, or geared to families, or long term occupancy. They are even marketed as places to live before you "start your real life". So as much as this policy reads well, knowing that banks snapped up properties on the Northside after the tornado and left them empty while the number of people experiencing homelessness has continued to increase, and seeing the ridiculous proliferation of luxury housing, I worry that it only reads well. It will not protect naturally occurring affordable housing, or supportive communities. It will allow developers to continue their irresponsible, cheaply built but overpriced "developing". They will make money, the city will continue jacking our property taxes, and we will be over-run with privileged renters who care nothing for our neighbors or neighborhoods. It's profit before people.	7/22/2018
5957	6	/policies/pedestrian-oriented-building-and-site-de	This policy needs to be constantly enforced across the city. This should also include the prohibition in all cases of new drive-through facilities unless they also allow bike through and walk through clients. Even then, if there is a potential conflict with people walking or using bikes or transit, the drive through should be prohibited.	7/22/2018
5958	17	/policies/complete-streets/	In order to get people out of their cars you need to develop a very comprehensive, safe and convenient transit system. Elderly may not be able to walk, bike many places.	7/22/2018
5959	1	/policies/access-to-housing/	This commentary in the Star Tribune reflect my own thoughts about the 2040 plan: The 2040 plan allows developers to put fourplexes and sixplexes along major corridors. Residents of the North Side cannot afford to build such units; new construction is expensive and requires access to lots of ready capital. These units will not be owned by neighborhood residents. They will be built and owned by large developers, all of whom live somewhere else, with easy access to lots of capital from out-of-town banks. These houses will not be built around Lake of the Isles. You can be sure that most of the increased density will go into the North Side, where property values are low and where well-financed developers can afford to buy up and bulldoze perfectly good homes in order to provide great tracts of inferior rental housing. Homeownership will go down. Neighborhood stability will get decimated. Poverty will be concentrated further.	7/22/2018
5960	33	/policies/affordable-housing-production/	This commentary in the Star Tribune reflects my own thoughts about the 2040 Plan: City plans to subsidize new construction are perverse. Scores of "starter homes" already exist on the North Side. These are older, often smaller, existing houses, usually in need of some repair, that are well within the financial reach of residents wanting a starter home. City funds available for massive subsidies to out-of-town developers (for tearing down existing housing stock and building "affordable" housing) would be better directed to homesteaders looking to buy or improve an existing house. You need to subsidize renovation, not bulldozers.	7/22/2018
5961	1	/policies/access-to-housing/	There isn't a need for more housing in the city - it's about affordable housing. Rezoning the neighborhoods around the lakes (where housing is already expensive) doesn't make sense. Making multiple units will ruin the current elements that make the city so livable.	7/22/2018

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5962	37	/policies/mixed-income-housing/	<p>The Built Form Guidance plan within the Interior 1 district, for example, is a one size fits all approach. I don't feel this is justified. A multifamily residence, on a block of single family residences would affect the quality of life regardless of racial/ethnic or otherwise diverse makeup of the residents. It would reduce property values by making the area less desirable to potential buyers seeking a single-family residence. Senior homeowners who have worked hard all their lives to build equity in their homes to generate financial security in retirement could be harmed by reduced property values when it comes time to trade in their equity for financial stability in retirement.</p> <p>Also, the Built Form Guidance plan for Interior 1 districts, for example, appears to assume that a "home" within a multiple family building would be cheaper to own/rent than a single-family home in the same neighborhood. What was the process for coming to that conclusion? How would cost be controlled? Also, what would the guidelines be for the design of multifamily residences, so they don't stick out like a sore thumb among existing single-family residences?</p> <p>Furthermore, The Housing Goal, as it relates to density throughout the City appears to be the result of a "take the easy way" process i.e. it would be much harder to study all neighborhoods in the City and determine whether the Build Form Guidance plan really is the solution for each. Additionally, it appears that there is an assumption that because some city neighborhoods have evolved based on racist-exclusionary policies, then all neighborhoods must have evolved that way. Perhaps the plan should be reconsidered on a neighborhood by neighborhood basis.</p> <p>In addition, I think there is more to solving the housing affordability issue than simply dictating a city-wide Built Form Guidance plan. Education is a major factor, obviously, based on all the data that's been included in the plan. Resources should be developed and directed to schools in neighborhoods that are experiencing substandard education results. An additional factor is housing affordability is living wage jobs. More resources need to be directed toward generating better paying jobs which will allow more people to afford housing within the current zoning environment.</p> <p>I urge the City Planners and the City Council to take these comments into account when generating the final draft of the 2040 plan.</p>	7/22/2018
5963	33	/policies/affordable-housing-production/	I would like to age in place and be able to afford the taxes on my home.	7/22/2018
5964	93	/policies/stewarding-historic-properties/	<p>The commentary in the Star Tribune reflects my own thoughts about the 2040 Plan: The 2040 plan makes no mention of preserving historic structures on W. Broadway and elsewhere. Instead, in the name of progress, you wish to recreate an urban demolition plan throughout our neighborhoods, reminiscent of the Gateway debacle of the 1960s.</p> <p>After years of consultation with neighbors, developers and local business owners, Minneapolis created the West Broadway Alive plan, to guide growth along the W. Broadway corridor for the next 15 years. The City Council passed it. It is current law.</p> <p>If any of the 2040 plan authors had read this plan or even acknowledged its existence that was certainly not made clear. I don't know if this is arrogance, ignorance, incompetence or just sloth. But the residents of Minneapolis deserve more thoughtful action from our elected representatives.</p>	7/22/2018
5965	10	/policies/street-grid/	Restoring the street grid for motorized traffic should not be a priority. In fact, the grid for motorized traffic should be broken up. In many cases it makes sense to interrupt the street grid to reduce through car and truck traffic (recent example is closing 29th Avenue at the Midtown Greenway for Safe Routes to Schools. An older example is closing Milwaukee Avenue and 22nd Street at Milwaukee Avenue to cars)	7/22/2018
5966	51	/policies/healthy-pre-k-development/	Affordable, high-quality child care is next to impossible to find. Where does the support for this come from?	7/22/2018
5967	2	/policies/access-to-employment/	Need to improve education and stimulate civic involvement. We need to take pride in our city and neighborhoods!	7/22/2018
5968	12	/policies/lighting/	<p>As noted in item g: All exterior lighting should be night-sky friendly to reduce light pollution.</p> <p>Also, additional lighting does not reduce crime, it just moves crime to less well light areas.</p> <p>Finally, public light fixtures should be well designed. They should not be things that try to fake an historic look (like those currently used by public works.</p>	7/22/2018

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5969	5	/policies/visual-quality-of-new-development/	The City of Minneapolis applied for and was successful in its quest to be part of the US Fish & wildlife Service's the Urban Migratory Bird Treaty (check the records of the City's former sustainability coordinator - Gayle Prest to confirm this). one of the main components of the program is to reduce hazards to birds which means that all building/development proposals (including the lighting, landscaping, glass) need to be reviewed for their potential negative impact to birds. here are the guidelines: http://mn.audubon.org/sites/g/files/amh601/f/05-05-10_bird-safe-building-guidelines.pdf please ensure this review component is embedded in the 2040 plan, and the City's permitting and design review section staff receive training on this, train developers and contractors, and require changes in plans to meet bird safe design	7/22/2018
5970	13	/policies/landscaping/	Landscaping should include state of the art waste water management.	7/22/2018
5971	17	/policies/complete-streets/	The city must insist that Hennepin County and MnDOT follow and fund their complete streets policies. It is totally inappropriate the MnDOT insists that local units of government pay for pedestrian improvements on their bridges.	7/22/2018
5972	17	/policies/complete-streets/	This is an extremely un-family friendly policy. The goal is to make it more difficult for families to drive their children to day care, sports, or other anywhere. This also creates a big burden on any working person who needs their car to attend meetings during the day. Minneapolis is becoming a city that is trying to have a traffic congestion problem to punish drivers. There is no way for the majority of people to walk a child to day care and then walk to work. There is no way to bike a child(ren) to day care and then bike to work for most people. In the meantime, the most expensive transit ever in the state is being planned with stops in wooded areas instead of stops in the areas with the most dense population.	7/22/2018
5973	58	/policies/business-districts-and-corridors/	<p>The city needs to recognize that in many neighborhoods, keeping or even building a healthy commercial corridor with a mix of businesses that addresses the needs of the residents is a long-term and ongoing effort. In many parts of the city, past city actions (during the urban renewal days) have made it hard to maintain a violable commercial corridor. This will mean continued city support for organizations working to maintain these areas. (On Lake Street, the City created the K-Mark development that creates a 2 block gap in the walkable commercial street. In Seward, urban renewal bulldozed most of the commercial buildings on the north side of Franklin, making it almost impossible to maintain a critical mass of commercial activity)</p> <p>Also, commercial corridors need a mix of residents to support them. If the community only includes residents with limited income, there will be little support for the local businesses. Mid-market, non-income limited (non-subsidized) housing needs to be built in all parts of Minneapolis to insure viable commercial corridors.</p>	7/22/2018
5974	19	/policies/bicycling/	The city is adding bike lanes that are not being used without any consideration of the traffic congestion that it is causing. An example of this is 28th Street which rarely sees a biker. The goal of adding bike lanes whether they are needed or used without any consideration to the affect on cars makes it clear that the people making this decision only seek to punish drivers and brag about the miles of bike lanes that the city has without caring if they are even used. In addition, the bike lanes add to the segregation of south Minneapolis. These lanes cut off the Phillips neighborhood from the other parts of the city. It also creates issues for emergency vehicles that are now forced on to the few lanes open.	7/22/2018
5975	1	/policies/access-to-housing/	This plan does not go far enough. South Minneapolis should be zoned for apartment buildings, not just four plexes. As long as it doesn't threaten the health of the lake, there is no reason why large apartment buildings and condos on Lake Harriet should be illegal. It's a nice place to live...let more people live there!	7/22/2018
5976	76	/policies/new-parks/	<p>The City and its members of the Metropolitan Council and the Legislature need to push other parts of the metropolitan area to create more destination parks to reduce the over-use of the Chain of Lakes and Grand Rounds by people from outside the City. (Some of this has happened and Three Rivers Parks needs to be commended for its work but more needs to be done).</p> <p>Decking over freeways for use as parks needs to be considered. (with proper ventilation so that CO2 and CO levels at the park is healthy)</p>	7/22/2018
5977	16	/policies/environmental-impacts-of-transportation/	Once again, the city is aiming to punish drivers by assuming if you have a car, you are a single driver. There is no consideration on the impact of congestion on families. Is anyone making this decision have a family that they need to transport anywhere? Where are the great ideas for improved transit? The idea that bikes are the answer is not considering families, people who aren't able to bike, jobs that you can't bike to, etc.	7/22/2018
5978	20	/policies/transit/	Why are we building a train that has stops in the woods instead of in Uptown?	7/22/2018

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5979	94	/policies/heritage-preservation-regulation/	<p>Two comments here: From personal experience, it is clear that Minneapolis needs to make sure that reasonable improvements to historic structures to adapt to modern use are more easily approved. In the case of Milwaukee Avenue, it is clear that the city goes overboard in its regulation, not even following the PUD or the historic district regulation adopted when it was created.</p> <p>Second, zoning needs to preserve the historic fabric of communities. For example the proposed built form map would allow "multifamily buildings on a limited number of combined lots" along Park and Portland north of 38th Avenue. This would destroy the character of those streets that now have great historic homes (that have no "official" designation).</p>	7/22/2018
5980	21	/policies/freight/	In my neighborhood, we have many commercial semi trucks parking along rather narrow industrial streets over nights and weekends. While this is allowed by current zoning and meets the needs of the truck drivers, it causes problems for the businesses along those streets, causes safety issues because of sight-line issues, and spills over into the residential part of the neighborhood. The city needs to provide affordable off-street parking for the trucks that meet the drivers needs and change the law so that the trucks can not park in front of existing businesses or on narrow streets, even when they are zoned industrial.	7/22/2018
5981	60	/policies/intrinsic-value-of-properties/	The land-use and built-form regulations need to be designed to protect the city's heritage. This means the the regulation need to promote the preservation of the "feel" and "character" of neighborhoods and the preservation historic structures that may not qualify for official historic designation. This does not mean keeping everything as it is. It means things like limiting height to 2 stories in neighborhoods that are predominately bungalows for ramblers, it means significantly limiting the ability to combine lots to build large building.	7/22/2018
5982	16	/policies/environmental-impacts-of-transportation/	I support these proposals.	7/22/2018
5983	1	/policies/access-to-housing/	<p>I think it's reasonable to concentrate housing development and density along major transit corridors, such as Hiawatha avenue, University and vacant lots in industrial areas. But to radically change zoning in interior residential areas filled with single family homes on quiet streets is a terrible idea, in my opinion - a complete give away to developers and a destabilizing effect on neighborhoods. And I don't believe it will lead to more affordable housing. Just more expensive housing.</p> <p>We need targeted areas for development, not a wide swath of rezoning in every part of the city. Employ a scapel, not a hammer.</p>	7/22/2018
5984	22	/policies/downtown-transportation/	I support all aspects of this draft policy currently. I would encourage the next version of the plan to call for dedicated bus-only lanes on main downtown arterials (6th/7th/8th Streets).	7/22/2018
5985	19	/policies/bicycling/	Full support for this goal!	7/22/2018
5986	19	/policies/bicycling/	What state do you live in? I will NOT ride a bike in the winter. It is dangerous for EVERYONE on the road, public transit included. Bicyclists DO NOT follow the laws of the road already and this will just get worse.	7/22/2018
5987	12	/policies/lighting/	Ensure that LED streetlights have warmer toned, less harsh bulbs which have less disruption to sleep cycles, wildlife, and light pollution.	7/22/2018
5988	10	/policies/street-grid/	Support restoration of gaps in the street grid: this should extend to supporting land bridges or freeway caps where that infrastructure has disrupted and divided neighborhoods.	7/22/2018
5989	34	/policies/affordable-housing-preservation/	Do not support rent control and do not support its inclusion in this plan. I support policies in the existing plan to preserve and protect affordable housing.	7/22/2018
5990	0.1	/topics/land-use-built-form/	I fully support this map and oppose any efforts to reduce upzoning throughout the city. Folks are concerned that this plan will involve bulldozing their neighborhoods, which it won't. Instead of walking back on this great plan to appease their concerns, refine your messaging to explain why this won't happen. Emphasize that the city isn't going to eminent domain anybody's homes to build new fourplexes. Also change Lake Calhoun to Bde Maka Ska :)	7/22/2018

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5991	48	/policies/data-driven-decisions/	<p>I previously commented my support for this policy, especially after a engagement at a ward "question and answer" with the head of long-range planning where she referred to the need to develop alternate modes of wealth creation for families outside homeownership (implying in response to a question about making home ownership available to those who are being squeezed out), and when pressed said that some economists are probably working on it but she doesn't know who. The more and more I think about this issue, the more startling the apparent lack of data driven planning occurring in this process. Much has been made about community engagement but little is said about what city planners have learned from other cities. In fact, the head of long-range planning responded to an anxious resident about the failures of some of these policies, particularly the rezoning features, in Seattle. The head of long-range planning agreed that Seattle, San Fran, Portland, Denver had all "got it wrong," and she didn't know how it would be different here, but she is sure that if we keep participating it will happen. I appreciate the community engagement an public input, but frankly, I want to know that experts have been consulted, that comparative analysis has taken place. When I look over the planning process I see nothing of this sort. No strategic listening sessions with experts from other cities, no visits on the part of planning personnel. I've only had limited contact with the city planners who devised this plan, but based on the statements made at the engagement event I attended, it would seem that real, sustained, rigorous engagement with outside experts and comparative analysis has not occurred. If this has occurred, and if there are specific plans on how to grow at this accelerated rate without committing the failures that drove families and middle class people out of the cities these policies are modeled after, then the public needs to be made aware of this. I have a JD and a PhD in the humanities and even with this extensive graduate education, my ability to understand the implications -- particularly of the zoning changes, and the emphasis on "corridors" versus nodes or routes (for example) is very limited. I need to know that the assumptions made in this plan have been stress tested by a review with outside experts from other cities and from academia.</p>	7/22/2018
5992	1	/policies/access-to-housing/	<p>The new strategy of allowing taller multi-unit buildings would destroy our neighborhood because we have a very narrow neighborhood with only 2 blocks between our busiest streets. We are fine with slightly taller density along the northern busy street (East Hennepin) because it borders and would soften the transition to the industrial area, but along Como Ave. SE allowing higher density and taller buildings would overshadow our small single family homes. The conversion to chopped up rentals during the recession destablized our community. There is a shortage of modest "starter" homes. Most of our housing stock would be in this category. I'd rather see conversions back into owner occupied homes with Land Grants to make them more affordable. So a low income family could buy the house but not the land and be given the chance to repair and improve it. Instead of rental apartments I'd like to see affordable condos above retail or row-houses. Currently duplexes where both units are owner occupied are a popular tend. We know people who were priced out of their vintage apartment building when it's rent was increased to match the new high rises built up around it. It is stressful for people to have to move because their rent had gone up. That keeps them poor. But if the buy a home or modest apartment they have the stability of a mortgage than stays the same.</p>	7/22/2018
5993	1	/policies/access-to-housing/	<p>All of the parts of this plan are important to help Minneapolis stay at least a somewhat affordable place to live, especially part e. There should be a variety of housing options in all neighborhoods including the ones that are now restricted to only single family zoning. The only fair way to achieve this goal is to open up the zoning options in all neighborhoods including those that are currently most desirable and therefore would have the most demand for alternate housing options including 2, 3 or 4 unit dwellings.</p>	7/22/2018
5994	33	/policies/affordable-housing-production/	<p>There should be housing for residents of all income levels in all neighborhoods in the city (part a).</p>	7/22/2018
5995	35	/policies/innovative-housing-types/	<p>Making alternative housing types available in Minneapolis will help the city be affordable and accessible to more people. This is a great plan.</p>	7/22/2018
5996	19	/policies/bicycling/	<p>Minneapolis should keep going with all that it has done to encourage biking and become the best biking city in the US. Bicycle infrastructure is certainly worth the investment.</p>	7/22/2018
5997	4	/policies/access-to-commercial-goods-and-service	<p>This is generally a positive direction, but only if we are adding capacity and incentives for making more walking trips " and not making driving onerous, or chipping away at stable neighborhoods for development's sake.</p> <p>We need to make smaller, discretionary trips safe and pleasant via non- motorized modes. The city needs to pay MUCH more attention to making crossings safe (striping, traffic arming, hawk signals) and less on land use changes. Make it easy, pleasant and safe for us to walk to the hardware store for screws and lawn bags, or for dinner groceries, but our city should still have convenient access by auto to a larger commercial nodes/stores for larger or multiple items and trips, so people's time is not wasted in traveling.</p>	7/22/2018

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5998	49	/policies/educational-and-economic-access/	Minneapolis Public Schools needs to hire staff that reflect the student body. Representation matters! The practice of hiring teachers from outside a school community should also be examined critically.	7/22/2018
5999	65	/policies/urban-agriculture-and-food-production/	Good policy and action steps.	7/22/2018
6000	4	/policies/access-to-commercial-goods-and-services/	When we moved here there was a full service grocery 2 miles from home on a bus line. It was replaced by a liquor store. The only groceries in walking distance just sell snacks, smokes, lottery tickets, and grab and go. Now people have to drive to get to a grocery. Years ago I could take the bus downtown for anything I needed beyond the near-by grocery: fabric, books, clothing, appliances, home goods and furniture. Now one has to go out to the suburbs for most of that. When changes are made, do you ever consider what the Community wants or needs? Check out our Small area plans. Top down planning hurts and can be painful for a community. We who live here know what our needs and concerns are.	7/22/2018
6001	49	/policies/educational-and-economic-access/	Through schools: stronger family-school relationships and NO police presence in schools will be necessary for equitable, safe learning environment for all students and families.	7/22/2018
6002	14	/policies/tree-canopy-and-urban-forest/	I support these proposals.	7/22/2018
6003	70	/policies/ecology-and-habitat/	I support these proposals.	7/22/2018
6004	0.1	/topics/land-use-built-form/	I am a millennial resident of Minneapolis. I was fortunate enough a year ago to be able to purchase a single family home in the Standish neighborhood. It had been my dream, since graduating from college, to be able to be a homeowner in the neighborhood I grew up in. I felt very lucky to be able to find an affordable (albeit very small) home that I can call my own. Many of my friends are now in the position I was a year ago---searching for an affordable home in Minneapolis. They have been living in apartments, duplexes, fourplexes and with family members, but have a strong desire to own a home of their own---with a yard, garden space and garage. Unfortunately there aren't many available properties. Bidding wars are common with developers and speculators looking for rental properties. They are snapping up these starter homes eliminating the housing stock that would be available for young people anxious to make Minneapolis their home. They want to be part of a neighborhood community with the common theme of pride of ownership.They would be taxpayers and strong members of their communities. Looking at the Minneapolis 2040 plan, I am VERY concerned --- I feel this proposal will only make the problems of supply worse. Sure you will add density, but developers will be snatching up more and more properties to put up fourplexes and even larger properties. Not only will the starter homes be eliminated, but I fear developers will move to clean out the next tier of homes with the financial incentive to collect rent from multiple tenants in one building. It changes the fabric of a neighborhood with an overabundance of rental properties. I made an investment in my neighborhood and the City of Minneapolis---the largest financial investment I will likely make in my lifetime. If I wanted to live in a neighborhood with rows of fourplexes or larger I could have chosen Chicago, New York or even Downtown Minneapolis. I purchased a home in a residential neighborhood in South Minneapolis, surrounded by other single family homes because that was important to me. To change these neighborhoods would break the trust of all of the homeowners who have committed themselves to Minneapolis.	7/22/2018
6005	73	/policies/stormwater-management/	I support these proposals.	7/22/2018
6006	72	/policies/sustainable-water-system-management/	I support these proposals.	7/22/2018
6007	55	/policies/business-innovation-and-expansion/	Not only encouraging new businesses, but protecting the existing ones in the face of gentrification will be critical. Tearing down buildings to build more (likely unaffordable) housing, and displacing the existing businesses (often POC owned or frequented--thinking of Eat Street in particular right now) is not best practice.	7/22/2018
6008	66	/policies/air-quality/	I support these proposals.	7/22/2018
6009	38	/policies/affordable-housing-near-transit-and-job/	Good policy generally, but the devil is in the details. Action step a. is good. However b. Is too broad. Large parcel development should be encouraged around LRT stations, not on all corridors and nodes. Minneapolis should not make canyons of buildings along all our corridors. One of the things that keeps our city vital and desirable compared to other American cities is that our corridors or still human-scaled, crossable and don't divide neighborhoods. Let's keep it that was in all but the densest corridors.	7/22/2018
6010	20	/policies/transit/	Sure.	7/22/2018
6011	84	/policies/public-safety/	This is interesting, but also paramount to public safety is to enforce the law and to have appropriate police presence and action.	7/22/2018
6012	37	/policies/mixed-income-housing/	Definitely have more regulations to protect housing for all! The free market, as you state, will not hesitate to leave people behind. The people who often need amenity rich areas (people without cars, elderly, disabled, etc.) are the ones being pushed out with the new development. Social class/income diversity will enrich all people's lives! Proximity to those with different lived experiences from your own. I am all in favor of mixed income housing across the city.	7/22/2018

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6013	19	/policies/bicycling/	I support these proposals.	7/22/2018
6014	28	/policies/msp-airport/	Mitigation of airport noise is particularly important. This is a health hazard.	7/22/2018
6015	15	/policies/transportation-and-equity/	While white supremacy and police brutality are rampant, we will never have equitable streets or transit. For some people, just being exposed on the street, is a hazard. I hope those factors are considered in the equity initiatives outlined in the 20 year street funding plan.	7/22/2018
6016	71	/policies/soil-health/	I support these proposals.	7/22/2018
6017	6	/policies/pedestrian-oriented-building-and-site-de	I strongly support all action steps listed for this policy. I believe that the quality of growth that the city will see in the future is dependent upon a fast, safe, and efficient multi-modal transportation system intertwined with pedestrian-oriented buildings and streetscapes. It is particularly important for parking minimums to be reduced further or eliminated. Recent studies have shown that American cities of all sizes and geographies (Including peer cities like Seattle) have a dramatic oversupply of parking spaces, often multiple times the number of residents. Parking supply has long been a major barrier to and cost of developing new housing, generally passed along to residents in the form of higher rents. As the city grows over the next 22 years, it is critical that housing is affordable to current and future residents, that those residents can reach anywhere they need to in the city by transit, and that they have a vibrant and safe pedestrian environment in which to build their communities. This can be accomplished by all the action steps above, including eliminating parking requirements.	7/22/2018
6018	26	/policies/vision-zero/	I think it's extremely important to protect pedestrians and bicyclists. But I don't understand why saving their lives is a priority over saving the lives of drivers. My kids bicycle through Minneapolis and I do worry about this a lot. But I think it's a sign of arrogance - not meant, of course - but why should the city deem the life of a pedestrian or cyclist more important than the life of a driver? Almost all of us do all three, right?! Including my children. A foolish statement - and worse policy.	7/22/2018
6019	16	/policies/environmental-impacts-of-transportation	Bring back floating car share like Car2Go! This would require modifying the rental car tax system on a state level, which I realize may not be possible. However, this made not owning a car very easy. Additionally, stop putting in new parking garages in downtown if we wish to de-incentivize driving.	7/22/2018
6020	81	/policies/social-connectedness/	I believe that you are on the right track. Acknowledging the role of daily transit in community building will be helpful as well. Sitting alone in your own bubble (car) to and from work isolates you from others. You'd be surprised how many community connections, big and small, can stem from taking the bus, walking, biking, etc.	7/22/2018
6021	28	/policies/msp-airport/	All these goals are good. But I think a major priority should be mitigating airport noise. There are so many wonderful neighborhoods that are hurt by the existing noise they experience - and the city should be watchful that changes in flight patterns do not make it worse. A real balance has to be made between the need for more flights versus the needs of human beings who live on current flight paths. I'd opt towards not allowing willy nilly expansion of flights - with strict caps enforced.	7/22/2018
6022	29	/policies/creative-sector-economy/	Yes, yes, yes. The creative communities add so much in vitality and \$\$ to our area. Good that you're including them in this planning.	7/22/2018
6023	30	/policies/arts-and-cultural-assets/	Yes!	7/22/2018
6024	86	/policies/healthy-food-in-institutions/	Gut the corporate food chains @ the UofM! I am very proud of Minneapolis that so much of the food at the airports and stadiums are at least locally owned, if not at least something resembling real food. Additionally, we do not have too many fast food chains in many parts of the city. However, there are discrepancies! North Minneapolis has a ton of fast food and very little real food options. Abolishing the food deserts citywide is critical to a live-able city for all.	7/22/2018
6025	31	/policies/creative-workers/	Sure.	7/22/2018
6026	32	/policies/arts-in-community-development/	Sure.	7/22/2018
6027	67	/policies/climate-resilient-communities/	The extreme heat in summer, and the ever- more common black ice in the winter due to the fluctuating temps, need to be addressed as part of this.	7/22/2018
6028	1	/policies/access-to-housing/	I wholeheartedly support allowing increased density to be organically dispersed throughout the city through generalized upzoning. Chris Lynch chris80108@gmail.com	7/22/2018
6029	27	/policies/transportation-partnerships/	Action step c is critical to improving transit infrastructure in Minneapolis. Planned major transit investments have generally been too regionally focused, sometimes neglecting the densest and most transit-dependent part of the metro in Minneapolis. Allowing Minneapolis to fund transit improvements that serve its own citizens from its sizable tax base could greatly improve quality of life in the city as it grows over the next 22 years.	7/22/2018

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6030	33	/policies/affordable-housing-production/	Good goals. But affordable housing will not automatically come as a result of rezoning all existing single family dwellings. In so many cases, it's been demonstrated that simply rezoning will not bring down the costs of housing - and in some cases it appears this kind of change of zoning will result in increased costs. It seems from other cities that affordable housing will mostly be benefited by rent controls, as well as large contributions from the city to the subsidizing of housing.	7/22/2018
6031	35	/policies/innovative-housing-types/	Sure.	7/22/2018
6032	36	/policies/innovative-housing-strategies/	Sure.	7/22/2018
6033	1	/policies/access-to-housing/	<p>Increasing density in and on the edges of downtown makes sense. Increasing density along high-frequency transit routes and near light rail stations also makes sense. Encouraging or providing incentive for (not mandating) mixed-income housing in certain buildings is also laudable.</p> <p>If Minneapolis wants to demonstrate the benefit of building additional light rail lines, continue building up around the blue and green lines. Build up around 35W and 94. Build up in and around downtown. Cedar Ave S. Central Ave NE. W Broadway. Lake St. Lyndale Ave. Hennepin Ave. Hiawatha.</p> <p>What does not make sense is inserting duplexes, triplexes and fourplexes into single family neighborhoods. At current property prices, the neighborhoods most likely to see property turn over from single family to a multi-unit building are in areas where property values are lowest in the city. Very few duplexes or fourplexes that meet the racial, social and economic goals of the 2040 plan will be built in lily-white parts of the city where half million to million dollar home values make building a small, multi-unit building unfeasible.</p> <p>So, the plan to diversify the stock and increase density in single family neighborhoods will backfire. Small multi-unit buildings will be built in lower-income areas, which may increase rental opportunities but will further concentrate market-rate or subsidized housing for low-income people in low-income areas. Affordable single-family entry-level homes in those areas will become even scarcer.</p> <p>The duplex/fourplex proposal trades one set of problems for another. Minneapolis should focus on developing affordable, mixed-income, and completely market rate housing on parcels already zoned for that type of use but which are vacant or under-developed.</p>	7/22/2018
6034	37	/policies/mixed-income-housing/	Sure.	7/22/2018
6035	38	/policies/affordable-housing-near-transit-and-job-	Yes.	7/22/2018
6036	39	/policies/fair-housing/	Of course we should promote and monitor fair housing.	7/22/2018
6037	80	/policies/development-near-metro-stations/	This sounds positive and appropriate. I particularly like f, and g, there truly is not substitute for human scale development.	7/22/2018
6038	1	/policies/access-to-housing/	<p>Do not support the action steps here. Although I appreciate the goal and intent of redressing the legacy of redlining and housing discrimination, this is not well achieved with built form solutions, but by income equality, education equality, non-discrimination in housing.</p> <p>We have many blocks where duplexes and fourplexes mingle fairly happily. We could use some infill where 3-4 townhouses (complying with setbacks and height etc.) if they were on 2 lots. But a fourplex on a single lot in a sf neighborhood is simply too much. And allowing by this byright EVERYWHERE is not fitting, not needed and is frankly just bad idea.</p> <p>It feels to me like we are using a single tool - a blunt instrument and in a brutal way - when there are more tools at our disposal and we can use them more skillfully. Our accessory unit rule changes helped more. The fourplex type rules also would benefit developers more than families. We need to preserve our NOAH sf units as well as offer moderate and higher-priced sf options in our community.</p> <p>Minneapolis doesn't bear the affordable housing need number for the Metro. It is a big region, with lots of housing choices and many cities to share the load for building new capacity - subsidized and market rate.</p>	7/22/2018

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6039	19	/policies/bicycling/	<p>I would add:</p> <p>e. examine bike-friendly intersection laws, where bikes can legally clear the intersection at a red-light after stopping (if there's no oncoming traffic) [See Portland] - this increases safety for both bikes and cars, given the acceleration disparity.</p> <p>f. actively work to educate the populace on biking rights & laws. (I've been commuting by bike for 18 years, year-round, and while consciousness has raised, we still have a long way to go in this area) adding lanes is great, but it's more powerful if paired with education & consciousness raising.</p>	7/22/2018
6040	17	/policies/complete-streets/	<p>Vision Zero puts great detail into its zoning specifications and it's hard to pinpoint where the details and goals are in harmony because of the lack of empirical data, but on transportation you begin to see how the political agenda is inveigled into policy in such a way that it diminishes or even destroys the intent of the policy advocated. If we are serious about Vision Zero we will have a 20 mph goal in our plan.</p> <p>Right now Vision Zero is paired, more conflated, with the Complete Streets goal of prioritizing pedestrians, and the vaunted bicycle, over cars on our roads which you can see in Policy 17 here: https://minneapolis2040.com/policies/complete-streets/. You can tell these goals aren't about safety, they're about lifestyle and urban design. And so if we are interested in safety we will change our policies to one of something like "shared spaces" which is what Europe does to promote parity between cars and people for the purpose of both development AND safety. Again, the political agenda is apparent and is trumping the intended benefits we should be receiving as residents. One way to get the right policy on roads is to ask ourselves what works.</p> <p>I'll tell you what I've found, based on a considerable amount of research, on road designs that will benefit us on safety, environmental impact, driver satisfaction, planning for autonomous vehicles, and even social justice.</p> <p>1. ROUNDABOUT, TRAFFIC CIRCLES, MINI-CIRCLES</p> <p>Roundabouts. See, it was a pun the whole time! Roundabouts are hated by Americans because they prevent our favorite activity, t-boning each other. We don't like them because they feel french. It feels strange to drive through something and around it at the same time. "Will I enter a worm hole?" But once you become accustomed to them you get these benefits:</p> <p>1) Safety - Roundabouts are the safest form of street interchange. Full stop. They result in fewer fatalities and fewer accidents to such a degree that for that reason alone we should use them but there's more!</p> <p>2) Environmental Impact - Roundabouts prevent or curtail idling at lights and so the air pollution at roundabouts is lower and the fuel burned lower as well so we save gas and money.</p> <p>3) Driver Satisfaction - While Minneapolis government officials don't prioritize driver satisfaction, I do, and so do other Vision Zero plans in other jurisdictions that put drivers and pedestrians and cyclists in an even position rather than creating animus and artificial food pyramids. Roundabouts result in fewer traffic tie ups, less braking, fewer accidents AND shorter commute times, all adding up to a better driving</p>	7/22/2018

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			<p>2040 puts great detail into its zoning specifications and it's hard to pinpoint where the details and goals are in harmony because of the lack of empirical data, but on transportation you begin to see how the political agenda is inveigled into policy in such a way that it diminishes or even destroys the intent of the policy advocated. If we are serious about Vision Zero we will have a 20 mph goal in our plan.</p> <p>Right now Vision Zero is paired, more conflated, with the Complete Streets goal of prioritizing pedestrians, and the vaunted bicycle, over cars on our roads which you can see in Policy 17 here: https://minneapolis2040.com/policies/complete-streets/. You can tell these goals aren't about safety, they're about lifestyle and urban design. And so if we are interested in safety we will change our policies to one of something like "shared spaces" which is what Europe does to promote parity between cars and people for the purpose of both development AND safety. Again, the political agenda is apparent and is trumping the intended benefits we should be receiving as residents. One way to get the right policy on roads is to ask ourselves what works.</p> <p>I'll tell you what I've found, based on a considerable amount of research, on road designs that will benefit us on safety, environmental impact, driver satisfaction, planning for autonomous vehicles, and even social justice.</p> <p>1. ROUNDABOUT, TRAFFIC CIRCLES, MINI-CIRCLES</p> <p>Roundabouts. See, it was a pun the whole time! Roundabouts are hated by Americans because they prevent our favorite activity, t-boning each other. We don't like them because they feel french. It feels strange to drive through something and around it at the same time. "Will I enter a worm hole?" But once you become accustomed to them you get these benefits:</p> <p>1) Safety - Roundabouts are the safest form of street interchange. Full stop. They result in fewer fatalities and fewer accidents to such a degree that for that reason alone we should use them but there's more!</p> <p>2) Environmental Impact - Roundabouts prevent or curtail idling at lights and so the air pollution at roundabouts is lower and the fuel burned lower as well so we save gas and money.</p> <p>3) Driver Satisfaction - While Minneapolis government officials don't prioritize driver satisfaction, I do, and so do other Vision Zero plans in other jurisdictions that put drivers and pedestrians and cyclists in an even position rather than creating animus and artificial food pyramids. Roundabouts result in fewer traffic tie ups, less braking, fewer accidents AND shorter commute times, all adding up to a better driving</p>	7/22/2018
6041	26	/policies/vision-zero/		
6042	49	/policies/educational-and-economic-access/	Yes, of course!	7/22/2018
6043	0.1	/topics/land-use-built-form/	I own and live in a single-family home that, under this plan, is on an Interior 3 block. I'm extremely happy about that. Already on our block is a duplex and a 7-unit apartment building, neither of which could be built today, but both of which add to the character and diversity of the built form of our street. Sure, streets with a row of nearly identical bungalows are quaint and all, but not even considering the benefits of having more neighbors, I LOVE the look of a neighborhood in which 100-year old homes sit next to 30 year old homes, which sit next to duplexes and small apartment buildings and (out-of-zoning-compliance) tri-plexes. A visual treat!	7/22/2018
6044	20	/policies/transit/	While major transportation investments are shaped in conjunction with regional partners, I think it should be of the highest importance when working with these partners to push for future transit alignments to serve the densest and most pedestrian-oriented possible routes. This means that planned LRT and BRT alignments through pedestrian-hostile environments like freeways and disused freight railways far from existing housing and commercial nodes should be shifted to corresponding commercial corridors to ensure that The city's pedestrian oriented building and site design policy can be effectively met-building ridership and supporting communities that already use transit.	7/22/2018
6045	48	/policies/data-driven-decisions/	Yes, we should be evidence driven in many decisions. I fear that the changing of the zoning in a one size fits all manner throughout the city is an example of - as far as I can read - a lack of evidence from other cities that this indeed will achieve the key goals it has set out.	7/22/2018
6046	47	/policies/housing-maintenance/	This excellent goal is severely undercut by the misguided policy of changing the zoning from single family to multi family throughout the city. Developers are going to offer high amounts of money to exiting single family home owners to leave their homes - then demolish what are in most cases excellent houses to build multiplex units. That is not neighborhood preservation! It's neighborhood destruction- totally antithetical to the above goal.	7/22/2018

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6047	42	/policies/expand-homeownership/	Yes.	7/22/2018
6048	41	/policies/tenant-protections/	Yes.	7/22/2018
6049	0.1	/topics/land-use-built-form/	Allowing for the construction and conversion of 4-plexes across Minneapolis is an excellent idea. I do not believe that this will degrade "neighborhood character" any more than tearing down old homes to build giant single family dwellings, and it will increase access to housing for residents all over the city. I have seen no evidence that developers are going to spend significant capital "bulldozing our neighborhoods" for the relatively minor payoff of a 4-plex when they could be building larger units along transit corridors, but I could see many current homeowners converting existing structures into multiple affordable homes. I think that the restriction on combining lots in I1 is an excellent limiting mechanism.	7/22/2018
6050	0.1	/topics/land-use-built-form/	I am fully in support of allowing fourplexes city-wide because we need to find an inventive way to increase our housing supply and address the rising rents in our city.	7/22/2018
6051	40	/policies/homelessness/	Of course we should do everything possible to eliminate homelessness and support homeless individuals and their families with the tools/knowledge/skills necessary to remain out of homelessness. But a related problem I did not see anywhere mentioned in the 2040 plan is dealing with individuals, homeless or not, who are begging on more and more street corners in Minneapolis. The city should be doing whatever it can do to discourage this - whether through incentives or through legislation. I do not underestimate the difficulty involved nor all the nuances involved in why people choose to remain homeless on the street and/or spend much of their day begging on street corners or access streets to and from freeways. We can both be sympathetic to the needs of these people - often suffering from drug problems or alcoholism - and balancing those needs with those of Minneapolis citizens who are made exceedingly uncomfortable or frightened by being propositioned so often in recent years. In a document with about 90 goals, I'm pretty surprised that this is not mentioned as a goal - to humanely reduce the numbers of people asking for money on the streets of our city.	7/22/2018
6052	17	/policies/complete-streets/	You should put people, bicycles and cars in parity so that everyone in the city has equal status on our streets. Roads are primarily for cars but if we do things like slow speed limit to 20 mph we'll make them safer for cyclists and pedestrians without having to game the roads with lines. Please remove the bicycle lines and lanes and invest in protected bike lanes and improving and widening existing trails.	7/22/2018
6053	1	/policies/access-to-housing/	<p>I keep seeing commentary in the Star Tribune and around the internet about how we need to compromise on the comp plan, to strike some form of balance. I'm concerned that the neighborhoods asking for compromise in their favor are neighborhoods that have been getting compromise in their favor for the last century, in the form of racial covenants, redlining, low-intensity zoning, downzoning and historic districts. All of those items and policies have been proven, through study, to increase and worsen housing disparities. Since the first goal of the Comp Plan is reducing disparities, I hope the comp plan considers the weight of opinions from historically and presently housing-resistant neighborhoods, looks at their role in resisting housing in making the housing shortage in the region worse, and acts accordingly.</p> <p>The surprise of it all, is that it seems like compromise was already written into the comp plan land use maps. We should be allowing more housing in South and Southwest neighborhoods, more than the draft currently calls for.</p> <p>Lastly, there's an article in the Star Tribune conflating cause and effect: there seems to be a serious misunderstanding, either by Star Tribune journalists, or by city council members on what caused the housing crisis in San Francisco, and how that connects to the dreaded "density" word, and our own city. People who should know better seem to be assuming that the Comp Plan is a step towards the bad things about housing cost in San Francisco, forgetting about what got them there: a huge increase in jobs, without a corresponding increase in housing. People seem to forget that in San Francisco, people fight any positive changes to solve that problem too, and that similar groups of people to the ones in Southwest asking for the same kinds of compromises that they have long been getting.</p> <p>I hope this process means we do a good enough job of looking at our values and vision for the city in the future, and that we can carry out the #1 goal throughout all parts of the Comp Plan. There's a lot at stake.</p>	7/22/2018
6054	1	/policies/access-to-housing/	Don't overbuild! We don't want to be like Milwaukee. The Pulitzer Prize winning author of Evicted says the city housing situation is no better today. https://www.jsonline.com/story/money/business/2018/01/11/milwaukee-area-apartment-market-vacancy-rate-rises-new-units-outstrip-demand/1024173001/	7/22/2018
6055	2	/policies/access-to-employment/	Stop letting charter schools have access to city land.	7/22/2018

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6056	3	/policies/production-and-processing/	Maybe focus on the making sure as we densify we don't expose people to toxins.	7/22/2018
6057	3	/policies/production-and-processing/	One thing you can do for equity is to stop drug testing, particularly for marijuana. Encourage businesses to stop testing and stop using criminal records against job applicants. Everyone deserves a fresh start.	7/22/2018
6058	4	/policies/access-to-commercial-goods-and-service	Have a goal of using established business clusters in neighborhoods as your starting point and working from that spot. Use public housing to bolster businesses. And give business incentives to small grocery stores to fight off bodegas and convenience stores that sell junk food.	7/22/2018
6059	5	/policies/visual-quality-of-new-development/	So we're going to have ugly cubes everywhere? No thanks. How about worrying more about the needs for the buildings and making the buildings we do have in poorer neighborhoods better. Direct city investment in improving our existing housing and building unit stock!	7/22/2018
6060	6	/policies/pedestrian-oriented-building-and-site-de	I could not disagree more. We need a Shared Spaces philosophy that integrates cars and people and bicycles and we need to orient streets toward safety using roundabouts and traffic circles.	7/22/2018
6061	7	/policies/public-realm/	This is ridiculous. Let the city breath and it will be fine. Use your city resources to helping the poor. Let developers figure out what their market wants. Just make sure you don't let them have every zoning variance they want like your stacked commission is doing now.	7/22/2018
6062	8	/policies/public-safety-through-environmental-de	Maybe it would be easier to accept graffiti tagging as part of local color and consider it street art. Worry about safety and keeping streets free of debris. Also, woonerfs are alley communities that make those spaces more livable. Don't discriminate against alley culture particularly if you want to densify the city. ADUs can be part of it. Widen all new alleys!	7/22/2018
6063	9	/policies/open-spaces-in-new-development/	Every paved over space is a missed chance to avoid concrete and let people walk on natural surfaces. Grass is better for knees and hips. Create natural environments not concrete amphitheaters.	7/22/2018
6064	11	/policies/skyways/	Why don't you encourage retail/office buildings with skyways to convert space within for residential units. Work with them on the zoning of it. Make some of it cheap affordable housing for the staff who runs support in those buildings. Let them live on site. What is the vacancy rate in those buildings?	7/22/2018
6065	11	/policies/skyways/	http://tcbmag.com/news/articles/2018/april/office-vacancies-on-the-rise Here's an idea. Convert office rental space into temporary shelters and/or into housing for building staff, particularly in Skyway Buildings.	7/22/2018
6066	11	/policies/skyways/	20% commercial vacancy rate here http://tcbmag.com/news/articles/2018/april/office-vacancies-on-the-rise vs. 12% nationally https://www.statista.com/statistics/194054/us-office-vacancy-rate-forecasts-from-2010/	7/22/2018
6067	12	/policies/lighting/	Convert parts of commercial buildings to residential.	7/22/2018
6068	13	/policies/landscaping/	Makes sense.	7/22/2018
6069	14	/policies/tree-canopy-and-urban-forest/	The focus on any non-structural areas should be on getting rid of concrete. Stop paving over everything!	7/22/2018
6070	1	/policies/access-to-housing/	Maybe provide incentives to homeowners to plant trees.	7/22/2018
			Affordable housing???	
			Many compassionate residents of Minneapolis will believe that the 2040 plan guarantees more affordable housing. Please DO NOT BE FOOLED! I have a private psychotherapy practice in a small building on Lyndale and 54th St (which will surely disappear under this plan). Most of my clients have low, no, or fixed incomes. Currently, four of them have been evicted or received Order to Vacate notices, after their affordable apartment buildings were sold to developers who are upgrading them for market-rate renters. These people are or will soon be homeless, forced to look in a diminishing supply for another low-rent apartment.	7/22/2018
			PROFIT motivates developers. They only build affordable housing if forced to do so in order to receive federal loans. Deregulation of zoning laws, making it easier for developers to build for profit rather than the common good, is NOT a way to assist people out of poverty!	

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6071	34	/policies/affordable-housing-preservation/	<p>Affordable housing???</p> <p>Many compassionate residents of Minneapolis will believe that the 2040 plan guarantees more affordable housing. Please DO NOT BE FOOLED! I have a private psychotherapy practice in a small building on Lyndale and 54th St (which will surely disappear under this plan). Most of my clients have low, no, or fixed incomes. Currently, four of them have been evicted or received Order to Vacate notices, after their affordable apartment buildings were sold to developers who are upgrading them for market-rate renters. These people are or will soon be homeless, forced to look in a diminishing supply for another low-rent apartment.</p> <p>PROFIT motivates developers. They only build affordable housing if forced to do so in order to receive federal loans. Deregulation of zoning laws, making it easier for developers to build for profit rather than the common good, is NOT a way to assist people out of poverty!</p>	7/22/2018
6072	0.1	/topics/land-use-built-form/	<p>Interior 1 doesn't go far enough. Homes already exist in these neighborhoods that exceed what's allowed under Interior 1. The minimum designation should be Interior 2.</p> <p>Areas that are currently interior 1 should be changed to interior 2. Areas that are interior 2 should be changed to interior 3. Areas that are interior 3 should have their maximum height raised to 5 stories instead of 3.</p>	7/22/2018
6073	0.1	/topics/land-use-built-form/	<p>I live in a neighborhood designated interior 3. I noticed these are some of the most transit accessible neighborhoods in the city. There's no reason we shouldn't allow 4 and 5 story buildings in these neighborhood interiors. These kinds of buildings exist already. The city needs to stop forcing renters to only live along busy, dangerous, polluted corridors.</p>	7/22/2018
6074	61	/policies/environmental-justice/	<p>In order to live up to our commitment to environmental justice: built form guidance along corridors should be changed to allow more density in interiors: up to 5 stories within 4 blocks from "Corridor 6" and all "Transit" designated corridors. In the pre-amble to this section it lists the disproportionate impacts of pollution on "low-income and indigenous communities and communities of color." I think it's great this is acknowledged in the draft. But I'm disappointed that the built form map pushes high density housing on to busy, polluted corridors. Of course this will likely be rental housing, and renters are more likely to be lower income, indigenous, or people of color. People can live 2, 3, and 4 blocks in from a transit corridor and access the bus perfectly fine. The current built form maps give too much deference to flawed historic patterns. The consequences for future generations living in these new buildings are large, as the draft specifies very clearly: "heart attacks, asthma, high blood pressure, lung conditions and low birth weights." Getting just a little distance between people's homes and pollution can make a big difference.</p>	7/22/2018
6075	0.1	/topics/land-use-built-form/	<p>This is a fantastic plan, I'm 100% for it.</p>	7/22/2018

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6076	1 /policies/access-to-housing/	<p>The biggest problem with the proposal to increase housing/population density is the lack of specifics in its implementation. Basic economics, and the absence of specific goals or incentives, will encourage developers to build fourplexes where the return on investment is best. That means vacant lots on the North Side, and starter homes elsewhere will be the primary candidates for fourplex construction.</p> <p>If the city created a specific new strategy of increased density per block, I think people would be more willing to accept it. An example would be one new fourplex per block, with a half block minimum distance between. Another suggestion is to require or incentivise, that a new fourplex be built on two adjacent lots, increasing the green space and elbow room for the new building and it's residents, while also reducing the impact of parking, traffic, noise, etc.</p> <p>Another idea would be to offer incentives for owner occupied fourplexes. This allows a family to build wealth while it has a real stake in the community.</p> <p>As the proposal stands right now, a neighborhood could be faced with multiple fourplexes in a row, or on a block, dramatically changing the lives on those living in close proximity to the new buildings. On Knox Avenue North and Oak Park North, there is a good example of the wrong way to do this. Prior to the recession, 3 identical, modular, low budget fourplexes in a row were crammed on to 3 residential lots. The fourplexes were marketed to investors as "Dream Homes". Parking became extremely tight for everyone in that area. Traffic and noise are a problem. The investors have not maintained the properties effectively. These fourplexes have not been an improvement, or asset to the community. Quite the opposite.</p> <p>The impact on the lives of those already living in a given neighborhood has been minimized and dismissed by city planners. Indeed, city planners have used past practices of red lining and discrimination, to imply that current residents legitimate questions and concerns about the plan are based on racism. This is unfair, and it devalues the credibility of the city planners in the discussion.</p> <p>Another city strategy is to say that a fourplex on a residential lot is similar in size to some of the teardown-rebuild projects that have been plaguing parts of the city. While the size may be similar, the impact on those adjacent or near a fourplex is significantly greater. All of the teardown/rebuilds resulting in a huge house, have met resistance in the community.</p> <p>And let's not forget, people have made a considerable financial and personal investment in their neighborhood. They trusted that rules protecting their investment and community would not change. What a betrayal for the city to devalue their trust.</p> <p>It is one thing to purchase a house adjacent to a existing fourplex, or on the same block as one. That is a purchase decision a person makes on their own. It is an entirely different thing for the city to encourage fourplex construction to replace single family homes that are adjacent or near owner occupied homes. People have a right to believe that the rules that existed when they purchased their home will continue to be there and protect them.</p>	7/22/2018
6077	0.1 /topics/land-use-built-form/	This is your daily reminder that there is zero data supporting up-zoning's ability to reduce housing affordability	7/22/2018
6078	34 /policies/affordable-housing-preservation/	<p>One way to do retain the cheapest housing stock in any neighborhood you should avoid letting the market play too hard in it. To shift away from classic residential neighborhoods and look at mixed use properties, the vacancy rate is 20% and climbing in the commercial market.</p> <p>Let's convert vacant commercial stock and turn it into residential rentals, at least temporarily. We can start with the Class B stock which is at an astounding 27%</p>	7/22/2018
6079	1 /policies/access-to-housing/	As a homeowner who lives sandwiched between a duplex and a five-plex, I appreciate the diversity of my city block and neighbors. However, I would like this policy to address the possibility of slumlords profiting over neighborhood diversity. This policy appears to position landlords and developers in even great power roles instead of building cooperative or city owned units where renters and owners can economically benefit.	7/22/2018
6080	34 /policies/affordable-housing-preservation/	Anyone agreeing with this BS of a plan is either a consultant or developer that makes money from proposing and implementing it or is in the back pocket of someone who will.	7/22/2018
6081	34 /policies/affordable-housing-preservation/	This plan explains why we've seen groups of Chinese developers scoping out the homes on the west side of Harriet	7/22/2018
6082	34 /policies/affordable-housing-preservation/	Affordable means that is you've paid for your house, you shouldn't be forced out due to the property taxes. If you would do your jobs and figure out how to fix that, you will be applauded. Instead your primary goal is to bring in more money so you can spend it on ridiculous projects and make a name for yourself. You are in t his job to SERVE- find a different job if you have career aspirations for yourself- or go to one of these totally screwed up cities and work there since you seem to think they're so great.	7/22/2018

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6083	1	/policies/access-to-housing/	Make housing affordable! Reduce property taxes by reducing spending and reverse the law that passed that put the burden of the general fund on Home owners. Take the stadium and pro sports people out of your pocket and make them pay their share. If we have such a problem with upcoming density, then why did you put up all these stadiums to attract people to the city - clearly it wasn't needed.	7/22/2018
6084	38	/policies/affordable-housing-near-transit-and-job-	Your assumption that people will take public transport if they live in a fourplex on a bus route is ludicrous! Any such structures should be required to provide offsteet parking for every unit.	7/22/2018
6085	39	/policies/fair-housing/	Someone needs to care about our elderly. The ones who did the right thing and paid their house over 30 years and now cannot afford the property taxes on their home. These are people who are home to keep an eye on the neighborhood, to bring multi-generational experiences to a neighborhood. Age Diversity matters as well.	7/22/2018
6086	43	/policies/housing-displacement/	You own this one! You created property taxes that force people out of their homes. But that seems to be your goal - that no one owns a home or car. Communists!	7/22/2018
6087	0.1	/topics/land-use-built-form/	I'm a big fan of the 2040 plan because it addresses the lack of housing in our city and will prevent our city's housing prices from rising to a level that is unaffordable for working and middle class people and will encourage the density necessary to wean our city of its dependence on cars. I especially like the 4-plex change.	7/22/2018
6088	42	/policies/expand-homeownership/	This topic is clearly in hear as a decoy because nothing about this plan expands home ownership. And underlying it all is the tax burden you have put on the homeowners. Making more homeowners from cramped condo's only masks the issue you seem unwilling to address. Your spending exceeds the ability of homeowners to support. Change the law back to require commercial real estate support the general fund.	7/22/2018
6089	23	/policies/coordinated-development-strategy/	If you build it - they will come. So just don't build it.	7/22/2018
6090	23	/policies/coordinated-development-strategy/	Nothing coordinated here. Where are the requirements that ensure over-development doesn't occur? Implement Metro wide thresholds on vacancy before any additional development!!!!!!	7/22/2018
6091	1	/policies/access-to-housing/	A-d are doable, effective plans. Regarding e: I have grave concerns that 'small scale residential structures' on traditional size city lots will be disastrous. First: The "traditional" size of a city lot has a range. Where we live, in the Longfellow neighborhood, lots are smaller than many 'traditional' lots south of here, near Nokomis, as well as in SW Mpls. Further, there are currently many small homes that are affordable for people. These small homes are what would be purchased, razed, and a larger structure built. If this is a 3-4 unit structure, it would be jammed in between other single family homes. Duplexes, maybe, but nothing larger. Another note: Developers & landlords will have an eye on profit, so they will build as large & fancy as possible; the end result is there will not be more affordable, dense housing in these areas furthest from downtown; it will be unaffordable to lower income people. Finally: Keep the multifamily units closest to transit routes & retail. Close to employment is less crucial is there is good transit access.	7/22/2018
6092	43	/policies/housing-displacement/	Hmmmmm. Interesting. A HUGE and disproportionate share of taxes are collected from southwest Mpls. And this will DESTROY that part of town. And you're off your rocker if you think a four plex put in place of those homes will be affordable! If the tenants just paid the taxes it would be unaffordable!	7/22/2018
6093	0.1	/topics/land-use-built-form/	This plan is too sweeping and generalized, and doesn't at all take into account the nuances of different neighborhoods. For example, in the neighborhood just to the west of Bryn Mawr Meadows, there are multiple blocks with irregular lots and no alleys. Particularly between Penn and Newton and Cedar Lake Road and 394, which in this plan would be zoned for 3-4 story multifamily buildings, there are multiple lots of varying shapes and sizes and no alleys. How can there be one zoning law for each of these? And how would trash removal work (I assume you can't get each renter to pull their trash can to the curb each week)? And what about emergency access, i.e. in case of fire? This plan needs to take into account the viewpoints of the neighborhoods themselves, which know the issues of their neighborhood at a much more in-depth level than a centralizing Minneapolis planning committee. Bryn Mawr Neighborhood Association certainly has a written neighborhood development plan the city of Minneapolis can and should take into account.	7/22/2018
6094	44	/policies/comprehensive-investments/	Keep the developers not residing in Mpls out of future development. They will ruin our city. Ugly cheap units will be built. Tax it in a way that ensures any money made on development is put toward your insatiable appetite for spending.	7/22/2018

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6095	42	/policies/expand-homeownership/	<p>To state the obvious, you should be equal in your desire to create affordable housing. What about the rest of us? Just low income and people of color matter? What about people who spend the last 49-50 years paying off their house and saving for retirement rather than spending everything they earned. They also have a right to stay in their home - which is impossible with the property tax rates the way they are. You've positioned this as homeowners against renters, etc. The issue is that you don't put much of the general tax burden on anyone BUT homeowners.</p>	7/22/2018
6096	1	/policies/access-to-housing/	<p>The biggest problem with the proposal to increase housing/population density is the lack of specifics in its implementation. Basic economics, and the absence of specific goals or incentives, will encourage developers to build fourplexes where the return on investment is best. That means vacant lots on the North Side, and starter homes elsewhere will be the primary candidates for fourplex construction.</p> <p>If the city created a specific new strategy of increased density per block, I think people would be more willing to accept it. An example would be one new fourplex per block, with a half block minimum distance between. Another suggestion is to require or incentivise, that a new fourplex be built on two adjacent lots, increasing the green space and elbow room for the new building and it's residents, while also reducing the impact of parking, traffic, noise, etc.</p> <p>Another idea would be to offer incentives for owner occupied fourplexes. This allows a family to build wealth while it has a real stake in the community.</p> <p>As the proposal stands right now, a neighborhood could be faced with multiple fourplexes in a row, or on a block, dramatically changing the lives on those living in close proximity to the new buildings. On Knox Avenue North and Oak Park North, there is a good example of the wrong way to do this. Prior to the recession, 3 identical, modular, low budget fourplexes in a row were crammed on to 3 residential lots. The fourplexes were marketed to investors as "Dream Homes". Parking became extremely tight for everyone in that area. Traffic and noise are a problem. The investors have not maintained the properties effectively. These fourplexes have not been an improvement, or asset to the community. Quite the opposite.</p> <p>The impact on the lives of those already living in a given neighborhood has been minimized and dismissed by city planners. Indeed, city planners have used past practices of red lining and discrimination, to imply that current residents legitimate questions and concerns about the plan are based on racism. This is unfair, and it devalues the credibility of the city planners in the discussion.</p> <p>Another city strategy is to say that a fourplex on a residential lot is similar in size to some of the teardown-rebuild projects that have been plaguing parts of the city. While the size may be similar, the impact on those adjacent or near a fourplex is significantly greater. All of the teardown/rebuilds resulting in a huge house, have met resistance in the community.</p> <p>And let's not forget, people have made a considerable financial and personal investment in their neighborhood. They trusted that rules protecting their investment and community would not change. What a betrayal for the city to devalue their trust.</p> <p>It is one thing to purchase a house adjacent to a existing fourplex, or on the same block as one. That is a purchase decision a person makes on their own. It is an entirely different thing for the city to encourage fourplex construction to replace single family homes that are adjacent or near owner occupied homes. People have a right to believe that the rules that existed when they purchased their home will continue to be there and protect them.</p>	7/22/2018
6097	1	/policies/access-to-housing/	<p>I think your idea about allowing more multi-family housing in neighborhoods farthest from downtown really blows as it stands right now and I am adamantly against it.</p> <p>I'm OK with a duplex, but nothing beyond that.</p> <p>An ADU might be acceptable, but only on a one by one basis with neighborhood sign-off.</p> <p>One other comment I'd like to make concerns your war on the automobile. As far as I'm concerned you'll have plenty of housing stock once you drive everybody to a city that's a bit less hostile.</p> <p>There are a lot of reasons why people drive rather than mass transit, but one of them would be safety. A few back, and it's probably worse now, there were 1900 muggings, beatings, robberies, and sexual attacks, and unfortunately in a city so anti-police, I don't see that changing.</p>	7/22/2018
6098	47	/policies/housing-maintenance/	<p>Hypocrites! The minute you pull a permit to make a repair your taxes go up. You are NOT encouraging home maintenance.</p> <p>And the way property's are assessed is rigged. If a house sells at a lower price you deem it distressed and exclude it from the comps. But when some jerk tears it down and builds an inappropriate monstrosity in it's place, you get that added to the pool right quick!</p>	7/22/2018

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6099	0.1 /topics/land-use-built-form/		<p>Thank you for the tremendous effort that went into the 2040 plan and the desire to make our city more equitable and environmentally friendly.</p> <p>I am concerned that the specific policies in the 2040 plan appear unlikely to achieve the laudable goals of decreasing inequity and environmental impact through urban density. After rezoning, developers will, very sensibly, build whatever is most likely to be profitable, specially buildings with as many units that are as expensive as the market will bear. As an example, the two properties next to ours are duplexes with a combined 4 tenants of modest means compared to their neighbors. After rezoning, these two adjoining properties (which are along a transit line) could be combined to build a 2-lot, 4-story apartment building (if I correctly understand the plan). Based on recent development in our neighborhood, Upton 43, these units would likely be upscale and certainly not affordable housing. They would however, increase traffic, strain available parking, and destroy the trees and green space currently in the yards of these properties.</p> <p>Moreover, replacement of single family homes (many of them historic) with large apartment buildings will significantly alter the characteristics of existing neighborhoods and likely lower property values. Before you dismiss this as hypocrisy from wealthy liberals, please consider that I support policies that redistribute wealth to those in need, but do not feel the need to redistribute wealth to property developers. I support efforts to increase density, equity, and protect the environment. However, allowing developers free-reign in no way assures that those goals will be meet.</p> <p>I support the intent of the 2040 plan and propose the following revisions:</p> <ol style="list-style-type: none"> 1.Limit development in designated urban neighborhood blocks currently without large apartment complexes to multi-family dwellings that maintain the character of the neighborhood. Specifically, single-lot 4-plexes with set-backs from the property lines to maintain green space (e.g., backyards). 2.Include specific regulations, funding, or incentives to ensure the creation of affordable housing, that go into effect concurrently with the rezoning. 3.Include specific policies to invest in neighborhoods and people that have been historically marginalized, with specific sources of funding. 4.Enact policies that strengthen the public school system in all areas of the city, such as by decoupling school funding from local property taxes. 5.Include proposals for progressive taxation that ensure everyone contributes to the betterment of our city based on their means. <p>Again, thank you for your desire and work to strengthen our city. Please be open to honest concerns that this plan, while well-intentioned,</p>	7/22/2018
6100	34 /policies/affordable-housing-preservation/		<p>I suppose you think your re-election and/or career advancement depends on being Robin Hood...steeling from those who chose to save instead of spend and giving it to others. Well, we, the responsible, rule following middle class are still a voter base...you can rely on us to actually vote, to understand the issues, to consider the broad perspective of the greater good- but there is a line and you've crossed it.</p>	7/22/2018
6101	0.1 /topics/land-use-built-form/		<p>This plan is too generalized for every lot in the city. For example, in this plan my lot would be zoned Corridor 4 with an allowed building height up to 4 stories. My lot is very small (67.5' x 76'), and I was told I couldn't add an Accessory Dwelling Unit to my garage because the garage was too close to the house. There isn't anywhere to move the garage because of the lot size. So it doesn't make any sense that this plan has now decided that a 4-story building would work in the space.</p>	7/22/2018
6102	34 /policies/affordable-housing-preservation/		<p>This plan teaches our young people that if they save, it will be taken away. If they forgo pleasures today to make themselves into contributing members of society, it will not pay off.</p>	7/22/2018
6103	0.1 /topics/land-use-built-form/		<p>If implemented, this change in zoning to virtually all lots in the city would eventually lead to a wholesale dismantling of much of the green space in the city. Massive amounts of trees, gardens, and yards would be removed in order to fit larger buildings on current city lots. How is this environmentally friendly and citizen friendly?</p>	7/22/2018
6104	7 /policies/public-realm/		<p>I approve and encourage of the effort to increase publicly-accessible spaces. However, Action Step (f) concerns me here. I am not interested in public-private partnerships that result in publicly-accessible, yet nonpublic, spaces. The public should own the spaces.</p>	7/22/2018
6105	15 /policies/transportation-and-equity/		<p>I encourage transit options beyond buses. More trains accessible in more areas of the city and continued development of bike lanes supported by facilities at destinations</p>	7/22/2018

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6106	17	/policies/complete-streets/	I would recommend that prioritization be broken down into four parts, not three. Bicycling and transit are not equal methods of transportation and should not receive identical prioritization. Bicycling is not a viable method of transportation for many individuals who are disabled, work jobs where bicycling moderate distances is not practical, or need to travel long distances.	7/22/2018
6107	0.1	/topics/land-use-built-form/	<p>I am concerned that our roads are not built to handle the increased density that is proposed, especially in the neighborhoods farthest away from the city core. Lyndale, Nicollet, 50th Street, 54th Street, 28th Street, 26th Street, Portland, Park Avenue, all have been restriped or engineered in recent years for traffic calming. To handle fewer cars and make the neighborhoods quieter. If we add large apartment buildings on these main streets or down by the southern border with Richfield, it will put too much stress on these local streets. It makes more sense to add density slowly and see how the area is able to absorb the impact.</p> <p>The infrastructure needs to develop as we add density. We need additional schools, parks and green space, transit capacity, services and also a way for people to get around.</p> <p>Dreams of 15% bicycle commuting is impractical. My husband is a huge biker - he bikes to work as often as his job demands and weather permits, but year-round he maybe bikes 20% of the time. He is only able to do this because his office building has a shower and facilities for him to change when he arrives at work. This is not practical for many people. I personally could not physically bike that far, nor is there any way for me to shower and get dressed at work. A bus would take over an hour each day. Instead I drive and arrive in 20 minutes. We would need a significantly improved train system to reduce the load on our local streets.</p>	7/22/2018
6108	78	/policies/park-design-and-programming/	I hope the work already done with Master Plan for the different service areas is honored	7/22/2018
6109	1	/policies/access-to-housing/	I support Action Step (e) to increase the availability of 4-unit buildings and accessory dwelling units. I personally would like to see that increased even further to 6-unit buildings.	7/22/2018
6110	49	/policies/educational-and-economic-access/	<p>First let me state that in the last 5 years Minneapolis has gained about 40,000 new residents. Almost all of them with a median income equal to or lower than what we consider poverty level. This is not sustainable. We have people moving here to suck off the government tit because of our generous welfare system, creating demand for housing which is only pushing the cost of housing up for everyone. It is also causing the taxes in Minneapolis to skyrocket to pay for all of these additional programs, in affect causing those that actually contribute to move to lower taxed states and cities.</p> <p>We need to quit importing poverty!</p> <p>As far as education disparities is concerned, we've been working on reducing the education gap for more than 20 years, and with all of that time and millions and millions of dollars spent, we haven't moved the needle one bit.</p> <p>We have the 'Summit Academy' in North Minneapolis that offers tuition free career education for people of color, yet even though we have employment quota's in almost every state or city funded project, it appears that very few are taking advantage of it. Perhaps they just don't want to work because it's easier just sitting on your ass collecting welfare.</p>	7/22/2018
6111	1	/policies/access-to-housing/	Allowing four-plexes in single-family neighborhoods will exacerbate a problem of housing access we already face: small affordable houses that could serve as starter homes or aging-in-place are in short supply now. The least expensive properties will be the most vulnerable to redevelopment, decreasing opportunities for home ownership and down-sizing while living in a familiar neighborhood. There are other places, including aging commercial corners, where multi-family would be more affordable to build. And immigrant families with many children need larger homes such as those built a hundred years ago.	7/22/2018
6112	1	/policies/access-to-housing/	I live in the CIDNA neighborhood. I strongly support the 2040 plan. If we want to make Minneapolis better for EVERYONE who lives here, we need to update our zoning regulations. More density will reduce inequalities and improve environmental impacts.	7/22/2018

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6113	0.1	/topics/land-use-built-form/	<p>I have read opinions from people who care deeply about Minneapolis and equity for all its citizens as we grow into this century. I believe that this Interior 1 section of the plan is faulty. The plan does not match the intent to provide affordable housing for all. This Interior 1 plan favors developers over neighborhoods and it creates a situation where profit rather than planning ultimately drives the outcome. Developers can tear down starter homes and build denser housing for higher cost and ultimately higher rents. As written in the Interior Plans, there is nothing to stop developers from flipping a significant percentage of current housing stock in Minneapolis throughout all neighborhoods. This is a dangerous precedent to set in Minneapolis. It reminds me of the decision to close Nicollet Ave at Lake Street in the 1970s. Most now recognize this planning error but the city seems almost powerless to correct it decades later. The affects on housing, density, commerce, and transit in the Nicollet/Lake area are profound and will have lasted 50 years by the time Nicollet is able to be re-opened.</p> <p>I strongly oppose the current wording of the Interior Plans as they relate to replacing current housing with multiple housing up to 4 plexes in Interior 1 particularly.</p>	7/22/2018
6114	1	/policies/access-to-housing/	Love this! It's likely that people will own few, if any, cars in the era of autonomous vehicles, and I'd like to see garages be converted to accessory dwelling units that could be rented.	7/22/2018
6115	80	/policies/development-near-metro-stations/	While generally I agree increased access at all income levels is desirable, by designating entire streets/avenues as homogenous corridors could destroy any semblance of a neighborhood. I'd prefer to see hubs of increased density rather than along the entire street.	7/22/2018
6116	2	/policies/access-to-employment/	I agree with this policy and action steps.	7/22/2018
6117	33	/policies/affordable-housing-production/	<p>It's unclear exactly from this policy what the plan might be, but I'd like to comment on Action Step (e). I oppose a plan that would allow a majority of new housing to be income-restricted affordable housing and luxury housing. The majority of new housing should not be income-restricted or luxury. There's been a prevalence of building one or the other, without building additional housing for median income/wealth individuals and families. This is especially so for renters.</p> <p>I also would like this policy to expand beyond just income and consider "wealth" more generally. This is important for Millennial and Gen Z individuals, who may (on occasion, but not necessarily) have higher incomes, yet also paradoxically have (and continue to have) lower wealth and net worth due to student loan debt (almost guaranteed).</p>	7/22/2018
6118	3	/policies/production-and-processing/	I support this policy and action steps.	7/22/2018
6119	6	/policies/pedestrian-oriented-building-and-site-de	I support this policy and action steps.	7/22/2018
6120	7	/policies/public-realm/	I support this policy and action steps.	7/22/2018
6121	1	/policies/access-to-housing/	Neighborhoods are often described as "desirable" and feel everyone should have access to these desirable neighborhoods. Some are desirable because of location; others are desirable because of single family homes and absence of multistory buildings/complexes. I have hoping for more variability in the proposed plans. Currently, the plans as mapped out have the potential to turn desirable neighborhoods into just places to live. One of the great things about living in Minneapolis is there is opportunity to live in bustling areas if that's your desirable neighborhood or to live in a single family home if that's your desirable neighborhood..	7/22/2018
6122	0.1	/topics/land-use-built-form/	I support fourplexes. The city needs more reasonably priced housing and it seems like a good solution.	7/22/2018
6123	8	/policies/public-safety-through-environmental-de	Support.	7/22/2018
6124	9	/policies/open-spaces-in-new-development/	Support.	7/22/2018
6125	10	/policies/street-grid/	Support.	7/22/2018
6126	11	/policies/skyways/	Support	7/22/2018
6127	12	/policies/lighting/	Support	7/22/2018
6128	13	/policies/landscaping/	Support	7/22/2018
6129	14	/policies/tree-canopy-and-urban-forest/	Support.	7/22/2018

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6130	0.1	/topics/land-use-built-form/	<p>To whom it may concern, As a 36 year resident of Minneapolis, 3 years as a renter, 33 years as a homeowner, including as owner of 2 owner occupied duplex homes in Uptown. I am very against the rezoning of all neighborhoods to multi-family/multi-story buildings. I believe rezoning of Minneapolis to multifamily units thru out zoned single family neighborhoods is not going to achieve your quest of creating affordable housing. If you intent is to create wealth for developers, congestion, pollution, the elimination of many of our "starter" homes in Minneapolis thru development of large buildings, I think that you are on the right track~if that is not your objective then you need to reconsider this proposal. Very sincerely, Rick Pritchett and Neil Barrett 5420 Girard Ave. So. Minneapolis, MN 55419</p>	7/22/2018
6131	15	/policies/transportation-and-equity/	Support!!!	7/22/2018
6132	0.1	/topics/land-use-built-form/	<p>To whom it may concern, As a 36 year resident of Minneapolis, 3 years as a renter, 33 years as a homeowner, including as owner of 2 owner occupied duplex homes in Uptown. I am very against the rezoning of all neighborhoods to multi-family/multi-story buildings. I believe rezoning of Minneapolis to multifamily units thru out zoned single family neighborhoods is not going to achieve your quest of creating affordable housing. If you intent is to create wealth for developers, congestion, pollution, the elimination of many of our "starter" homes in Minneapolis thru development of large buildings, I think that you are on the right track~if that is not your objective then you need to reconsider this proposal. Very sincerely, Rick Pritchett and Neil Barrett 5420 Girard Ave. So. Minneapolis, MN 55419</p>	7/22/2018
6133	94	/policies/heritage-preservation-regulation/	<p>Support education for planning staff and the Heritage Preservation Commission to ensure that regulations and guidelines are understood and followed--but allowing for educated interpretation of guidelines as applied to specific circumstances. This will help bring more common sense to the review process and reduce the number of arbitrary decisions based on personal taste. Make the process more transparent and user-friendly. "Certificate of Appropriateness," for example, strikes many as an elitist concept. Much of the preservation terminology is like a foreign language to the general public. "Findings" are often repetitive and bureaucratic. Revise the public hearing process to allow applicants to make a final statement before the close of the hearing to respond to issues raised by members of the public. Also, allow for more interaction between the commissioners and the applicant after the public hearing is closed. The applicants often have additional information, based on their extensive experience with a property/project, that could help commissioners make sound decisions.</p>	7/22/2018
6134	16	/policies/environmental-impacts-of-transportation/	Support, with the caveat that the city insist on representing the public's interest in any partnerships with private companies such as Lyft. The companies are unwilling to share usage data that is needed for evaluation. Also, please ensure that pet transport can be accommodated.	7/22/2018
6135	17	/policies/complete-streets/	I support.	7/22/2018
6136	1	/policies/access-to-housing/	Having visited and lived in other cities, I am a big fan of higher density for Minneapolis. It is a great benefit to residents as it provides many shops and services that are nearby and thus can be reached by walking, biking, and transit. Any land use policy should emphasize New Urbanism and Transit Oriented Development so that different uses aren't spread out based upon policy. However, I think the idea that allowing 4-plexes in all of the city goes too far and that a more common sense middle ground approach to zoning would be better. We don't want to ruin these gems.	7/22/2018
6137	18	/policies/walking/	Support.	7/22/2018
6138	19	/policies/bicycling/	Support.	7/22/2018
6139	20	/policies/transit/	Support!!!	7/22/2018
6140	0.1	/topics/land-use-built-form/	Yes to increasing mixed-income communities and rectifying decades of housing discrimination via redlining and then downzoning. Allowing four-plexes everywhere won't achieve these goals on its own, but it does everyone's skin in the game. So allow them everywhere, including East Lowry.	7/22/2018

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6141	96	/policies/heritage-preservation-recognition/	There are many ways beyond signs and markers to interpret historic properties; encourage creativity in interpretation.	7/22/2018
6142	21	/policies/freight/	Support.	7/22/2018
6143	22	/policies/downtown-transportation/	Support.	7/22/2018
6144	1	/policies/access-to-housing/	I fully support increased housing density, including 4-unit structures everywhere in the city. Housing affordability is directly linked to supply and demand, and we need to drastically increase supply to reduce high rents in a natural way.	7/22/2018
6145	23	/policies/coordinated-development-strategy/	Support.	7/22/2018
6146	24	/policies/shared-mobility/	Support!	7/22/2018
			I recommend creating a lean electric bus system of smaller vehicles and more frequent service. One piece flow instead of batch processing of people. 30 people buses could run every 5 minutes during peak times, and then flex to every 15 minutes during slow times. Routes could easily flex and smaller buses could access more streets.	7/22/2018
6147	15	/policies/transportation-and-equity/	Drivers would not have to maneuver mega vehicles, creating more accessible jobs.	
6148	25	/policies/innovations-in-transportation-and-infras	I support Minneapolis being proactive and a strong advocate for the public interest in these new technologies.	7/22/2018
6149	26	/policies/vision-zero/	Agree with this.	7/22/2018
6150	27	/policies/transportation-partnerships/	Support.	7/22/2018
6151	28	/policies/msp-airport/	Support.	7/22/2018
6152	29	/policies/creative-sector-economy/	Support.	7/22/2018
6153	93	/policies/stewarding-historic-properties/	The policies in this plan that encourage density threaten historic preservation efforts. This is sometimes a direct danger, when density guidelines ignore the value of designated and potentially eligible properties and districts. In addition, while not all of the buildings and landscapes that developed along streetcar corridors merit designation as historic resources, they are part of the physical identify of the city and provide a rich visual texture that has been built up over more than a century. Do not sacrifice this diversity in a rush to promote other types of diversity.	7/22/2018
6154	30	/policies/arts-and-cultural-assets/	Support.	7/22/2018
6155	31	/policies/creative-workers/	Support.	7/22/2018
6156	0.1	/topics/land-use-built-form/	I can't help but wonder if the mayor / city council members are aligned with developers? Kickbacks anyone? It makes no sense given this plan will ultimately increase housing costs by allowing developers to win. Edina, here I come!	7/22/2018
6157	1	/policies/access-to-housing/	The policies in this plan that encourage building density threaten historic preservation efforts. This is sometimes a direct danger, when density guidelines ignore the value of designated and potentially eligible properties and districts. In addition, while not all of the buildings and landscapes that developed along streetcar corridors merit designation as historic resources, they are part of the physical identify of the city and provide a rich visual texture that has been built up over more than a century. Do not sacrifice this diversity in a rush to promote other types of diversity.	7/22/2018
6158	0.1	/topics/land-use-built-form/	It sure appears this plain aims to be decisive, rather than productively solving the problems with our city (roads and other infrastructure).	7/22/2018
6159	0.1	/topics/land-use-built-form/	Expect a lawsuit from a group or residents like what happened in Seattle.	7/22/2018
6160	33	/policies/affordable-housing-production/	I very much support creating more affordable housing.	7/22/2018
6161	36	/policies/innovative-housing-strategies/	It is unclear if we are also attempting to increase racial integration in neighborhoods. That should be explicitly stated & pursued.	7/22/2018
6162	0.1	/topics/land-use-built-form/	Mayor Frey states you can tear down a small house and build a mansion and this is just an option to build something more affordable. Given the cost of buying and demolishing an existing house is rolled into whatever is to be built, it by nature won't be affordable. You cannot depend on developers interested in profit to be altruistic.	7/22/2018
6163	33	/policies/affordable-housing-production/	Should include increase or incentivize racial integration in neighborhoods.	7/22/2018
6164	40	/policies/homelessness/	I think the city needs to commit more resources to the homeless population and addressing root causes of homelessness.	7/22/2018

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6165	1	/policies/access-to-housing/	I am a 65 year old professional artist who was born and raised in NE Minneapolis. I've witnessed the changes, decline and now economic interest in this neighborhood throughout the years. My studio and gallery are also located in NE. The NE Arts are the driving force, and have been, for this economic upturn. Protect artists, artists' industrial work spaces, artist owned and operated galleries and coops. We are each a small business and do much to contribute to our community by teaching, sharing and bringing people together.	7/22/2018
6166	0.1	/topics/land-use-built-form/	Changes this drastic fly in the face of basic logic and effective management. Minneapolis has been "working" as evidenced by significant demand growth over the past decade or so. So, let's just change the entire structure that brought in this demand! Private sector business leaders would be laughed out of the room if proposing comparable drastic changes to a successful organization.	7/22/2018
6167	1	/policies/access-to-housing/	I am a 65 year old professional artist who was born and raised in NE Minneapolis. I've witnessed the changes, decline and now economic interest in this neighborhood throughout the years. My studio and gallery are also located in NE. The NE Arts are the driving force, and have been, for this economic upturn. Protect artists, artists' industrial work spaces, artist owned and operated galleries and coops. We are each a small business and do much to contribute to our community by teaching, sharing and bringing people together.	7/22/2018
6168	37	/policies/mixed-income-housing/	Surprised race is not mentioned, only income. Unclear what "Expand the City's inclusionary housing policies and tools" really means. Please be more explicit about integration strategies. We are too segregated.	7/22/2018
6169	84	/policies/public-safety/	Strongly support.	7/22/2018
6170	49	/policies/educational-and-economic-access/	I think it is extremely important that the city focuses on reducing disparities and increasing access to education, including a focus on increased access to higher education.	7/22/2018
6171	39	/policies/fair-housing/	I hope that "Disseminate fair housing information and resources" can include conversation with white folks about the advantages of racially integrated neighborhoods. Access is important, but being welcomed is important too.	7/22/2018
6172	33	/policies/affordable-housing-production/	A greater variety of housing options, and a greater variety of housing, in all neighborhoods is an excellent goal and I support it entirely. My neighborhood (Longfellow) would benefit from a mix of housing options. All we are seeing now is single-family homes being torn down and replaced with bigger single-family homes. That does nothing to help affordable housing or diverse housing needs.	7/22/2018
6173	40	/policies/homelessness/	I'd like to see this be stronger. Can the city build affordable housing for the homeless?	7/22/2018
6174	39	/policies/fair-housing/	Great to include testing to see if the market is really fair! Let all landlords know this is happening!	7/22/2018
6175	42	/policies/expand-homeownership/	Strongly support!	7/22/2018
6176	0.1	/topics/land-use-built-form/	As a homeowner with a single city lot, I have a concern about the development criteria or limitations which would control HOW 4 units would be allowed on a typical lot. If up to 4 units and 2.5 stories are allowed, rules for building setbacks, lot coverage (green space), etc. should be deferential to single family neighbors and should be enforced. NO VARIANCES to exceed or ignore these rules should be allowed. Not every "Interior 1" lot will be suitable for 4 units without variances to reasonable zoning guidelines and residential code criteria, so these lots should be left alone. The city need not encourage developers trying to force their proforma on a parcel that does not fit. Frankly, after what I have personally seen, I do not trust that the city values old homes or has the interests of current homeowners at heart.	7/22/2018
6177	49	/policies/educational-and-economic-access/	Need more info about what "Continue to work with Minneapolis Public Schools and other educational providers to eliminate racial disparities in access to educational opportunities, educational attainment and discipline in schools" means. Detail what's currently being done (I'm aware of nothing) and what's proposed. What can/should the city's role be in supporting the schools?	7/22/2018
6178	20	/policies/transit/	I think the city should focus on increasing public transportation and encouraging fewer people in the metro area to get around using cars.	7/22/2018
6179	0.1	/topics/land-use-built-form/	since July 4 1776 property ownership has been a significant part of building financial stability. Residents concerned of MPLs2040's literally blown off because reducing property values is necessary to right the wrongs of history (per the council members at 10th Ward meeting last week!). Doing this is a historical wrong, so shall my descendants have the right to adversely effect the lives of governor Frey and the city councils decedents?	7/22/2018
6180	43	/policies/housing-displacement/	I support this - and one key is not having an expiration date for when low-income housing inclusions in new developments.	7/22/2018

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6181	19	/policies/bicycling/	<p>I would like to see better signaling around bike routes. First Avenue, for example, has a protected bike lane but the traffic signaling encourages both right & left turns into intersections where cyclists have right-of-way. The protected bike lane along Oak Street near the University has the same problem.</p> <p>Encouraging cycling is great. I bike commute every day and want more people to feel safe doing the same. But infrastructure won't work on its own. It has to be combined with techniques that reduce dangerous behaviors from drivers. That can be done with signaling, traffic control (roundabouts, for example) and enforcement (actually stopping and ticketing drivers for blowing through lights or crosswalks).</p>	7/22/2018
6182	3	/policies/production-and-processing/	<p>Protect artist industrial work spaces in NE Minneapolis. As you know, artists are on the forefront of economic vitality in a depressed area. As small businesses, we need affordable work spaces, living and places to sell our work. We attract other businesses, fresh interest and young homebuyers to our neighborhood and many times end up being forced out of the area due to increased rents or lack of work space. Our protected industrial spaces are critical to our livelihood.</p>	7/22/2018
6183	0.1	/topics/land-use-built-form/	<p>Do you guys realize that the "expensive" parts of the city will be significantly cost prohibitive for redevelopment as compared to less expensive (ie: linden hills vs. north east)</p>	7/22/2018
6184	52	/policies/human-capital-and-a-trained-workforce/	<p>Please be more clear about the extent to which programs that involve teens will be implemented through schools (like funding for STEM classes?) in partnership with schools (like StepUp), and/or separately.</p>	7/22/2018
6185	77	/policies/park-access/	<p>a.Coordinate winter maintenance of walking/bike paths, establish multi-directional bike trails and connections, eliminate mixed use paths by providing separated paths, establish Complete Streets hierarchy on park paths, eliminate laws regarding park hours to avoid biased enforcement of public right of ways necessary for walkability.</p> <p>b.Provide reliable and frequent public transportation to/on parkways, with frequent stops, to reduce car-dependency in accessing parks and park programming. Consider ADA accessibility of paths within parks. Fill sidewalk gaps along parks, including understanding how sight lines, lighting, and other features impact indirect paths. Design park paths that follow usage and desire lines of pedestrians, while still protecting tree canopy. Consider lack of water/restrooms to be physical barriers to park access that disproportionately impact already marginalized populations, including people who aren't cis-men, people coming from further away, those with disabilities, those who are elderly, and those caring for children. Provide year round access to these.</p> <p>c.Yes!</p> <p>d.Yes! Make pedestrian scale! Make year-round!</p> <p>Include and sign shortest-distance maintained paths (considering destinations like transit stops/commercial nodes/dense residential) across frozen lakes when safe in order to increase sense of place, celebrate winter, and provide reduce distance for walking/biking during cold weather.</p> <p>Consider reducing, limiting, and/or eliminating private motorized vehicles on parkways, in order to protect other modes from speeding vehicles, verbal harassment, and exposure to air/noise pollutions, and to decrease impervious surfaces and water pollution adjacent to waterways.</p> <p>Plan walking paths that are resilient in the face of climate change--if walking paths are directly adjacent to waterways or low-lying areas, create plans so that there are stable detours that do not involve mixed use paths; apply Complete Streets to flooding detours, rerouting to protect most vulnerable users per its hierarchy.</p> <p>~ Julia Curran, in discussion with other members of the Pedestrian Advisory Committee</p>	7/22/2018
6186	48	/policies/data-driven-decisions/	<p>This planning process is not following the "core principles of community engagement" in that it totally misses on "how was the feedback collected and analyzed?" Simply listing 300+ assorted word and phrases that supposedly came from the community and then claiming a summary of what it all means is totally not transparent or convincing. In the future we must do better: Give more detail about what those seemingly random feedback words were responding to and in what context and when, and show you how distilled it all down to your take-aways.</p>	7/22/2018
6187	1	/policies/access-to-housing/	<p>I think increased density is great. And I think as more housing is added, it's important to focus on making sure enough affordable housing is being added. Additionally, I think it's important to always consider the environmental impact.</p>	7/22/2018
6188	79	/policies/healthy-youth-development/	<p>This is a tremendously important section, and it's vague. If we're going to make some meaningful commitments to our kids, then let's be specific! After-school programs that will serve x number of students. Safe spaces for teens to just hang out would be awesome! One per neighborhood? Etc.</p>	7/22/2018

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6189	0.1	/topics/land-use-built-form/	per the 10th wars meeting the city council acknowledged that upcoming has never worked and failed to identify where real world failures (Seattle, Portland, Fresno, LA) went wrong and what they would do differently. Essentially the city council members stated they knew it failed in EVERY instance but theyâ€™d figure it out in the fly. What a disaster	7/22/2018
6190	81	/policies/social-connectedness/	<p>a. Assess whether neighborhood associations fully represent their areas and whether the programs they provide and voices they elevate push for change that benefits or harms the most vulnerable and/or marginalized both within/outside the city.</p> <p>b. Use the public right of way as a fundamental public space; including meeting notices and signs not just for adjacent property owners, but target visual information to places where people walk and gather, including transit stops.</p> <p>Recognize the harm to community of multiple lanes of speeding traffic on community corridors; increase cross-corridor porosity, decrease traffic speeds to increase sense of community.</p> <p>Recognize walkable corridors where homes, businesses, and transit cluster, as the core of communities, rather than exteriors. Reorient city-supported neighborhood associations to places where people gather (community corridors, commercial/transit nodes, schools/parks, rather than centering them around the wealthiest and often lowest-intensity-of-use â€œinteriorsâ€) to allow natural commingling and walking to support community cohesion and city engagement</p> <p>Change city notification laws/policies for parity between renters and property owners, so that renters are not dependent on landlord intermediaries while property owners are notified directly by the city.</p> <p>Use neighborhood association-scale groups and funding to actively support goods and services that support walkability and transit dependency. For example, support repair/tool rental establishments at a scale that doesnâ€™t require car-ownership to access. Support rental of cargo bikes, moving carts, and other infrequently used & human scale items that can reduce car-dependency. Support carshare programs as well.</p> <p>Encourage neighborhood level groups to address, coordinate, assess, and ensure winter maintenance and sidewalk drainage related activities. Empower neighborhoods to reduce dangerous crossings, particularly on commercial corridors.</p> <p>Make sure neighborhood associations are not setting policies that worsen walking conditions nearby (e.g. reducing vehicle through traffic on a street of owner-occupied single family homes, thereby diverting this noise/air pollution to other streets with more marginalized residents).</p>	7/22/2018
6191	0.1	/topics/land-use-built-form/	The city is declaring war on tax payers.	7/22/2018
6192	0.2	/small-area-plans/	As I look at the plan in my area the encroachment of 3 to 4 story multi unit dwellings encroach right into single family homes. The charm and appeal of our neighborhood west of Minnehaha corridor is that it has always been zoned single family, even after the LRT development plan. I strongly feel the new plan is too aggressive in placing large dwellings into single family homes beyond natural busy corridors.	7/22/2018
6193	15	/policies/transportation-and-equity/	Cars and busses will continue to use existing city streets for years to come before any of the equity and emissions goals are realized. There seems to be no mention in the Minneapolis 2040 Plan to address how the city will deal with the current vehicular infrastructure. Driving urban streets is often tedious and dangerous due to heavy vehicular traffic and inadequate traffic signaling (left hand turns at four way signaled intersections . . . tighter lanes due to restriping for bike lanes. . . discontinuity in traffic patterns due to excessive construction, road and utility work) The 2040 plan needs to focus attention on how BETTER to facilitate bus, pedestrian, bike AND Auto traffic, and the coordination of the construction projects required to improve and maintain.	7/22/2018
6194	5	/policies/visual-quality-of-new-development/	Visual quality of new development should also include public art that is commissioned by a local artists. Minneapolis is famous for our arts, theater and music. We have Fortune 500 Companies located in our area. We have the largest sector of philanthropists in the nation. The NE Arts District is loaded with professional artists. Minneapolis - celebrate and nurture these priceless commodities!	7/22/2018
6195	0.1	/topics/land-use-built-form/	Positions keep their jobs by diving citizens. This 2040 plan does exactly that	7/22/2018

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6196	83	/policies/people-with-disabilities/	<p>independent; ensure this access year-round. Do not mistake food delivery for the engagement and independence of being able to choose to go to a grocery store or restaurant.</p> <p>c. Ensure that people with disabilities have robust access to accessible housing in all parts of the city; prioritize land uses that provide accessible housing (the more, the better), particularly in areas of the city where these units are few or unavailable, or where the demand for any housing is high (as evidenced by housing prices). Increase land use intensity allowed by right to, at a base, the level of land use intensity that requires ADA accessibility as a default in homes/businesses, in order to make sure that individuals with disabilities have a greater likelihood of finding existing housing in all parts and all blocks in our city.</p> <p>f. Move beyond ADA compliance and consider actual needs for people with disabilities and the Deaf community. Design sidewalks in particular to support Deaf individuals engaged in conversation, or two people using wheelchairs as they walk side-by-side; make common community uses of public space accessible to disabled people. Reduce vehicle speeds to reduce associated noise pollution and its impact on hard of hearing community members.</p> <p>Include non-ADA disability supports within the design of public right of way--make sure that individuals with disabilities are not forced into car-dependency and/or isolation. For example, consider that many individuals may need to sit to rest periodically, or need reliable and predictable access to restrooms or water, or need reliable respite from intense heat or cold, or need shelter from rain or wind. Consider also the way the design of streets impacts those with disabilities or struggling with addiction in how it encourages or discourages vehicle speeds or reduces driver ability to brake for an individual in crisis or unable to accurately assess vehicle velocity/speed.</p> <p>WINTER: This needs to be a major portion of this policy. Recognize and deal with winter conditions in a way that prioritizes community members with disabilities. Recognize that there are varied needs depending on a community member's disabilities and that solutions must be equally robust. Prioritize winter maintenance, mobility, and wayfinding so that disabled community members are not forced into car-dependency or isolated from our community for months at a time.</p> <p>Recognize and address the ways in which our walking environment contributes to and exacerbates disability and isolation, from temporary or permanent disability from falls on uneven or icy/unmaintained sidewalks to injuries from grade changes at intersections to injuries/disability resulting from drivers, to being so dysfunctional/hostile/inhumane that individuals are forced into car-dependency and related health impacts.</p> <p>Ensure that individuals can expect accommodation for the devices that support their mobility and independence, whether wheelchairs, grocery carts, strollers, canes, walkers, bicycles, etc.</p> <p>Ensure that individuals with cognitive disabilities, vision impairment, etc. are included in our city's planning and wayfinding. Explore</p>	7/22/2018
6197	29	/policies/creative-sector-economy/	<p>Protect the NE Arts District. We live, produce, sell, interact with community through our art and contribute to the vibrancy of the NE neighborhood. We use local businesses and also attract people to local businesses here in NE. We strive to make NE Arts District a destination place. Help us!</p>	7/22/2018
6198	0.1	/topics/land-use-built-form/	<p>concerned citizens will band toget and fight this legally like Seattle residents did. This is an abomination of due process, and taxation without representation</p>	7/22/2018
6199	30	/policies/arts-and-cultural-assets/	<p>Protect our current infrastructure of old, industrial work spaces for artists. We need the look, the space and the reasonable rents to continue and succeed in our business of making art.</p>	7/22/2018
6200	1	/policies/access-to-housing/	<p>In reading of the debate over this plan, some describe opposition to the density proposals as founded in "fear", some going so far as to claim that expressed concerns about the plan are "anxieties tied to the populist, fear-driven politics now gripping much of the U.S. and Western Europe". Get a grip! Many of us who oppose the zoning changes already live in dense neighborhoods or those with diverse populations (or both). We don't "fear" others. We are troubled by blanket policies largely untethered to the neighborhoods they would impact. We question increased density in areas unsupported by transportation resources. We ponder the consequences of policies favoring young, single, able-bodied residents on families with young children, the disabled, the elderly. We challenge the premise that increased density will lead to any more affordable housing, or further any goal other than to line the pockets of developers. Labeling our concerns, questions, and arguments as "fear" does everyone a disservice. We care about our city and its future. We would like our city leaders to care about us.</p>	7/22/2018

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6201	8	/policies/public-safety-through-environmental-de	<p>We support this policy. We request that it include reducing the impact of private motor vehicle traffic (and allotment of this space) on the safety of public spaces.</p> <p>a. We support "eyes on the street" and encourage the city to use land use guidelines to foster and increase how this functions. This includes increasing the number of homes and diversity of all blocks, to increase the likelihood of robust and varied "eyes on the street" regardless of time of day or season (e.g. areas where second-home ownership or frequent vacations is high have reduced "eyes on the street")</p> <p>b. Yes! And support more units and more uses</p> <p>c. And encourage a diversity of users and uses to increase sense of safety and ability to respond 365/24/7</p> <p>d. Couple this with increased intensity of land uses, so that individuals don't feel spotlighted or targeted, or lose night vision in case of intention or unintentional danger in less well lit areas.</p> <p>f. Consider that while some graffiti tagging is problematic, for those on foot, a changing visual landscape is often a positive; tagging often happens in areas that lack pedestrian interest or are otherwise hostile to people; work to change/intensify land use, activate the public right of way through more of the day/year, or support local dynamic and interactive art that provides the benefits of graffiti without associated issues.</p> <p>h. Consider the ways in which traditional policing creates hostile and dangerous public spaces for people of color, LGBTQIA+ people, and poor people. We support safety that is achieved by increasing and diversifying the presence of people, both inside and outside buildings, in the tradition of Jane Jacobs. We support creating public spaces and public right of ways that are not just routes to move through, but places to gather and connect.</p> <p>~ Julia Curran, in discussion with other members of the Pedestrian Advisory Committee</p>	7/22/2018
6202	17	/policies/complete-streets/	<p>We strongly support this people-oriented policy and its immediate and robust implementation in all aspects of city policy.</p> <p>We encourage the city to take the lead in educating external agencies who often determine so much around road use, including MNDOT, the Park Board, Hennepin County, as well as subcontractors and consulting firms who partner with the city,</p> <p>We encourage the Complete Streets policy to be implemented openly and transparently, using best practices and with input, feedback, and guidance from relevant advisory committees such as the PAC</p> <p>We encourage regular review of the implementation of the Complete Streets Policy, to understand better the nuances of its success and to guide it as it progresses</p> <p>We request that the City set specific funding goals around modal prioritization and funding. Given the near-total lack of data, we request that this at minimum represents each mode's share of commute, but with numbers reflecting mode goals based on city priorities. For example, if 13% of people walk to work, city funding specifically for pedestrian network improvements would be 13% + 5% of the city's transportation funding (since walking is a modeshare we hope to increase due to benefits/carbon neutrality).</p> <p>Use design-thinking and tools to work to remove car-centrism from the culture of PW, without blame or shame. Work to continue to relearn and rebuild a culture that supports and understands the needs and benefits of non-motorized transportation</p> <p>Encourage hyper-local designs to more quickly learn and share solutions around the city. Improve city capacity for requesting bumpouts, painted crosswalks, etc. Allow fluid and immediate solutions, particularly in areas that are known to be dangerous to those walking. Foster a culture of experimentation and work with City Communications to share the values this provides for our community. Work to integrate flexibility into street design to allow the city to respond robustly and seamlessly to increasingly unpredictable transportation needs as our climate crisis impacts our infrastructure in unexpected ways, from gas prices to an influx of residents to air inversions to urban heat island impacts from roads/highways/parking lots to flooded or icy streets. Design not just using best practices according to the Complete Streets hierarchy, but to allow us to quickly adapt to emergent contexts, uses, and technologies.</p> <p>We support point g., but we recommend the city, as a standard, does not apply for or accept MSA or other funds when they require road designs in opposition to the City's Complete Streets Policy.</p> <p>~ Julia Curran, in discussion with other members of the Pedestrian Advisory Committee</p>	7/22/2018

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6203	0.1	/topics/land-use-built-form/	Interior Zone 1 regions are mostly made up of single family homes on small lots. The notion of allowing greater density in these zones (including 4 -plexes) will only burden the narrow streets that front these properties. Though most single family homes in these areas have ally garages, residents often park on the streets due to garage size or auto quantity, which leads to heavily parked streets. Winter conditions only compound the problem. A greater densification in these zones will only worsen the driving and parking problem by further taxing an infrastructure designed for a lower density population. The risk to pedestrian and cyclists will also increase with a higher concentration of vehicular traffic. Unless I missed it, the Minneapolis 2040 plan does not appear to address any focus on what to do with the city's existing vehicular infrastructure	7/22/2018
6204	31	/policies/creative-workers/	This is critical for our art businesses! Provide Property Tax Abatement opportunities to Arts Production Buildings to prevent the cost of artist studio and gallery space increases which then force artists out of the City. We get people visiting our studios and galleries from all over the country and internationally. This means better PR for Minneapolis and makes our city a desirable place to live and work. Invest in your artist small businesses and the arts production buildings to help us survive and thrive!	7/22/2018
6205	38	/policies/affordable-housing-near-transit-and-job-	Except in existing industrial production areas such as artist work buildings	7/22/2018
6206	0.1	/topics/land-use-built-form/	Interior Zone 1 regions are mostly made up of single family homes on small lots. The notion of allowing greater density in these zones (including 4 -plexes) will only burden the narrow streets that front these properties. Though most single family homes in these areas have ally garages, residents often park on the streets due to garage size or auto quantity, which leads to heavily parked streets. Winter conditions only compound the problem. A greater densification in these zones will only worsen the driving and parking problem by further taxing an infrastructure designed for a lower density population. The risk to pedestrian and cyclists will also increase with a higher concentration of vehicular traffic. Unless I missed it, the Minneapolis 2040 plan does not appear to address any focus on what to do with the city's existing vehicular infrastructure	7/22/2018
6207	54	/policies/supporting-economic-growth/	Improve existing properties and infrastructure. NE Minneapolis has a unique look. Help us maintain that flavor, save and improve on what we've already got going over here.	7/22/2018
6208	55	/policies/business-innovation-and-expansion/	Add preserving existing uses, assets and Art Districts.	7/22/2018
6209	1	/policies/access-to-housing/	If you are forced to water down this plan for single-family-home-owning naysayers, please, whatever you do, do not remove the plan to allow fourplexes city-wide. It's our best shot to increase density lightly, and add more homes for those who need them.	7/22/2018
6210	56	/policies/supporting-small-businesses/	Fouplexes ALREADY exist in every neighborhood. They are great. They make Minneapolis what it is. Please, please maintain that piece. Add artists to this section (Support the development and growth of small business and artists.) NE Minneapolis Arts District!!!	7/22/2018
6211	1	/policies/access-to-housing/	I am writing in strong opposition to this policy for the following reasons: (1) There is no evidence that constructing 4-unit rental buildings in single-family neighborhoods will do anything to improve affordable housing options, (2) this policy will result in the removal of the most affordable owner-occupied housing, (3) the quality of life will be reduced as these 4-unit buildings will be managed by absentee landlords, and that fact the 4-units buildings are out of character with neighborhoods that are largely comprised of single-family housing, (5) this policy will result in the concentration of affordable rental housing in certain neighborhoods which are neighborhoods where the single-family housing that is most affordable will be acquired.	7/22/2018
6212	1	/policies/access-to-housing/	I am in support of most part so of this plan. I strongly oppose part D. Well- connected, single-family neighborhoods should continue to be a housing option for residents. Intermixing multi-family homes into these neighborhoods eliminates that housing option. I currently live in a single-family neighborhood and have lived in neighborhoods with multi-family homes (as BOTH a multi-family dweller and a single-family dweller) and can tell you first hand the social connectedness of neighborhoods with and without multi-family homes is very different...from what I have witnessed the difference stems from state of mind (Is this where i live now? vs Is this my home long-term?). Well-connected single-family neighborhoods are something to be cherished and preserved. Our neighborhood is becoming increasingly diverse in many respects (race, sexual orientation, country of origin) under current zoning. Socioeconomically? No. However, there are numerous other elements of this draft plan that address this. FYI - I support an affordable housing development 1 block from my house. It's the hyperlocal, home-to-home social connectedness that I want to protect. continuity	7/22/2018
6213	58	/policies/business-districts-and-corridors/	Support the existing Arts Districts. Develop programs & strategies specifically aimed at maintaining affordable rents for art studios and arts production space and minimizing displacement. NE Minneapolis Arts District!	7/22/2018

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6214	81	/policies/social-connectedness/	Support the existing mixed used Northeast Minneapolis Arts District as an example of a socially vital community. *Preserve existing buildings. We have weekly, monthly and several times a year, art events, interactive creative projects for community. All free. We invite and openly interact with our community on a regular basis. They are thrilled to have us in the neighborhood and tell us all the time!	7/22/2018
6215	15	/policies/transportation-and-equity/	More bus rapid transit service please! In addition to equity, I wish this policy went further to prioritize transit projects whenever major arterial streets are being reviewed.	7/22/2018
6216	16	/policies/environmental-impacts-of-transportation/	In order to advance the city's environmental goals through transportation, the city must also pursue policies that (1) reduce subsidies for car ownership; (2) reduce distances between trip destinations through infill, complete neighborhoods, and reducing the amount of space dedicated to car storage; and (3) internalize historically externalized costs of car trips, recover those costs to the extent possible, and use funds generated to fund and build infrastructure for more sustainable modes of transportation.	7/22/2018
6217	1	/policies/access-to-housing/	I believe that density in Minneapolis needs to increase, but the zoning change proposed in this plan is not the way to do it. Specifically, I am concerned that changing zoning from neighborhoods that currently have single-family houses to allow three- and four-story multi-unit buildings will create inorganic growth that will destroy the character of many historic neighborhoods. Developers will knock down houses -- many of which are over a century old -- to build modern, ugly and cheap buildings that loom over neighboring single family homes. Furthermore, what is to incentivize -- or even enforce -- that these new buildings become affordable units versus the luxury apartments and condos that are popping up in Southwest Minneapolis? More density does not equate automatically with affordable housing!	7/22/2018
6218	0.1	/topics/land-use-built-form/	I am opposed to blanket upzoning. No city has done it right yet and the transportation infrastructure isn't developed enough to not have parking requirements. I'm not sure why the city wants to replace what has made it desirable in the first place. I would support condo units at transit hubs.	7/22/2018
6219	16	/policies/environmental-impacts-of-transportation/	YES - THANK YOU for prioritizing transit & bicycling over single passenger automotive traffic. This is a long time coming. It will be hard, but it will benefit us all in the long run. I applaud this policy, and hope it is not watered down by those who wish to put their head in the sand and maintain the status quo.	7/22/2018
6220	48	/policies/data-driven-decisions/	Data driven decisions also means not weakening comprehensive plan policies in response to misinformation spread by plan opponents, no matter how widely believed or how loudly repeated.	7/22/2018
6221	1	/policies/access-to-housing/	Increasing density in both the downtown core and the interiors farthest from downtown makes a lot of sense. Specifically, allowing up to a 4-unit building anywhere in the city, should the owner desire it, is a fantastic policy to increase the housing supply. I live in a 4-unit condo now and it's the only way I was able to find a starter home in Minneapolis. Single person households should also have available housing across the city.	7/22/2018
6222	1	/policies/access-to-housing/	Policy (d) is important and should not be weakened or removed in response to public clamor based on misinformation. City policies must be based on facts, not unfounded anxieties. If city officials weaken draft policies to appease misinformed critics, they will necessarily undermine the goals that the City adopted to underpin this comprehensive plan, perpetuate historic inequity, and repeat the error of embedding the interests of the wealthy and well-connected at the expense of citywide equity. People who are loud can also be wrong, and misinformed passion should not override fidelity to the goals of this plan. and should not inform city policy.	7/22/2018
6223	14	/policies/tree-canopy-and-urban-forest/	This policy is critical in supporting environmental and resiliency goals. Trees provide shade, stabilize soil, provide oxygen and clean the air. We need to preserve mature trees. When they are removed for development, they should be replaced with large trees perhaps at a proportion like 3 new trees for every one taken. Also, trees could and should be planted on both sides of the freeways and major roads.	7/22/2018
6224	73	/policies/stormwater-management/	Do not give developers variances from stormwater management requirements.	7/22/2018
6225	1	/policies/access-to-housing/	I strongly support this proposal for increased density, housing diversification, and zoning changes. In order to have a successful, healthy, thriving community we need people to be able to afford and have access to housing near food, jobs, and school.	7/22/2018

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6226	15	/policies/transportation-and-equity/	<p>Searching Parkway in the 2040 plan yields no results. That is telling in that parkways are neglected recreational and transit routes which need to be included in the 20 year streets plan. At this time, the annual budget for parkway repair does not take into consideration the needed reconstructions especially north of 94 and 394. This should be reviewed as an equity decision based upon the condition contrasts. Parkways such as Stinson Parkway and around Lake Harriet are wide enough to allow for striped bike lanes without removing parking. These are commuter routes and the narrowing of the drive lanes to 11' or less would also promote traffic calming.</p>	7/22/2018
6227	1	/policies/access-to-housing/	<p>Notwithstanding some popular beliefs, preserving a neighborhood's "single family home" character does not preclude neighbors from renting out their property; conversely 2-4 multi-unit dwellings does not preclude them from being owner-occupied. Changes to draft policies premised on conflating the benefits of owner-occupation with whether or not a property is a SFH would be a mistake. Preventing additional multi-unit dwellings from being built absolutely DOES NOT do anything to deter property owners from becoming absentee landlords.</p> <p>Assuming owner-occupation is valuable, then additional policies should be adopted to encourage and incentivize it, even and especially for multi-unit dwellings.</p> <p>Lazily conflating the number of residential units with whether a residential property is owner-occupied is an error and should not be a foundation of land use policy.</p>	7/22/2018
6228	17	/policies/complete-streets/	<p>This is awesome. Thank you, full support.</p> <p>However, I know this overarching Policy has been in place since 2016, but doesn't always feel like it actually gets implemented. 3rd Ave downtown -- Complete Streets was thrown out the window. We have so few broad sidewalks & protected bike lanes. Why? We throw them out the moment a single business owner gets upset. I would like to see more "innovative methods" (per action step 17f) -- can we test a protected lane with cheap planters or a wider walkway via sidewalk extenders for a few weeks before we make actual changes to paint/roadway/curbs/concrete? Running tests could help show/prove the value of these opportunities for our streets.</p>	7/22/2018
6229	33	/policies/affordable-housing-production/	<p>None of your upzoning policies support the goals for affordable housing. Instead they follow the model of pricing out low income residents by demolishing affordable housing stock and replacing it with condos that fill the entire city lot and raise the home value across the city to the point that it is unaffordable for 3/4 of the population. On top of the unaffordability the historic houses are in threat of being demolished which will forever alter the face of this city and further erase and degrade the character and local culture of Minneapolis. In its place you will have terribly built buildings that aren't worth more than the pallets their materials were shipped in on. They will not last past one good economic downturn before these buildings themselves will become demolished. The only upside is that an empty lot will look better than the shoddy and mold prone construction that is going on today in so many of Minneapolis's quickly constructed multi storied filing cabinets</p>	7/22/2018
6230	0.2	/small-area-plans/	<p>The small area plans need to be much more detailed and visionary. How are citizens supposed to advocate for great developments if the small area plans do not provide stronger visions. There should be implementation plans, key items/fixes to devote money too, renderings, and funding strategies.</p>	7/22/2018
6231	49	/policies/educational-and-economic-access/	<p>Focus on raising the overall quality of education for all students in order to attract and keep families in Minneapolis Public Schools. The City could work in a positive way with the School Board.</p>	7/22/2018
6232	78	/policies/park-design-and-programming/	<p>The Grand Rounds missing link needs to be called out specially as a specific goal. 20th Century efforts couldn't get it done. Maybe it can happen in the 21st.</p>	7/22/2018
6233	84	/policies/public-safety/	<p>Let's work on trying to figure out how we can reduce the number of police we have as opposed to continually increasing budget and thinking more police are the solution. What would need to happen if we only had 1/4th of current police force. Let's quit criminalizing the poor, mentally challenged, addicted and rather help them. Change out police budget for social service helpers. Work with churches and neighborhood groups to make this a reality.</p>	7/22/2018
6234	1	/policies/access-to-housing/	<p>I am suspicious of fourplex zoning. I don't think it contributes to your goals like you think it would. I think the future will include more multigenerational families in houses. I also think giving developers carte blanche on established neighborhoods is a terrible idea. It certainly won't make things more affordable. Plus, what they will build will never have the quality of an early 20th century home.</p>	7/22/2018

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6235	9	/policies/open-spaces-in-new-development/	The Grand Rounds missing link needs to be called out specially as a specific goal. 20th Century efforts couldn't get it done. Maybe it can happen in the 21st.	7/22/2018
6236	50	/policies/access-to-technology/	Ensure security of our city's information infrastructure against infiltration and attacks.	7/22/2018
6237	0.2	/small-area-plans/	So the small area plans just turn into a zoning map? Where is the vision for different areas? What do we want our transit oriented development areas to look like? What needs to be done in areas that have not seen high quality development (hi Lake)	7/22/2018
6238	5	/policies/visual-quality-of-new-development/	I support this policy. High quality design is not only attractive, but also is good for mental, physical and emotional health.	7/22/2018
6239	6	/policies/pedestrian-oriented-building-and-site-de	Yes, yes, yes! 100x over. We NEED to be prioritizing people walking.	7/22/2018
6240	42	/policies/expand-homeownership/	Why is the word "condo" missing from this entire document? Ownership in multifamily units is a FANTASTIC way to promote ownership overall -- multifamily ownership can be made much more affordable than single family, and it's a great way to promote the kind of density and complete neighborhoods we need. Please revise this in the next round -- and quit pitting people in the city as "single family homeowner" vs. "multifamily renter." The language use in this document reinforces this (bad) narrative -- many millennials, including myself, WANT to buy a multifamily unit because we simply don't want the space, yard, maintenance, lifestyle, etc. of single family living. It also ignores the huge waves of baby boomers who are choosing to purchase condos and downsize as empty nesters.	7/22/2018
6241	7	/policies/public-realm/	Love and support this policy recommendation. Please also add language around allowing neighbors to take action in improving the public realm in their neighborhood. Allow them to apply for funds and/or assistance for implementation.	7/22/2018
6242	1	/policies/access-to-housing/	I agree with the zoning directions set forth in the 2040 plan. I hope it provides a plan for persons to own affordable housing.	7/22/2018
6243	34	/policies/affordable-housing-preservation/	Please look at the number of AirBNB units listed in Minneapolis. I'm not referring to single rooms in a residence, there are a staggering amount of houses, ap	7/22/2018
6244	8	/policies/public-safety-through-environmental-de	Please add language around removing and restricting hostile public spaces (spikes on possibly seating, uncomfortable benches, etc.)	7/22/2018
6245	9	/policies/open-spaces-in-new-development/	Can we also add requirements on public spaces inside buildings?	7/22/2018
6246	1	/policies/access-to-housing/	This plan would only intensify more low income renters in my north Minneapolis neighborhood. We have enough livability issues without adding more. Every developer would see this as an opportunity for them to destroy affordable single family houses and build four plexes without any off street parking only to drive away long term homeowners like me. Believe me there are lots of beat up cars here and very few bicyclists. If you think it's a good idea why not try it in the nicest area of Minneapolis like southwest first to see if it does really make things affordable and everyone enjoys four plexes then bring it to the rest of Minneapolis. I'm curious how many working on the plan live in north Minneapolis my guess is none.	7/22/2018
6247	66	/policies/air-quality/	All I see in this plan is reduce reduce reduce eliminate. I need to see the goal of adding green space. In Mexico city a very large portion of the urban area is wetlands and organic farms. If that green space in Mexico City were lost or reduced or eliminated due to development the average temperature in the city would rise 35 degrees Fahrenheit. One can imagine what the resulting CO2 contribution would be. If we reduce or eliminate green space in every city lot, continue to cut down every mature tree and replace it with "affordably constructed" developments that happen to allow no room for green space on the entire lot this city will become even more unbreathable. The air quality warnings will increase and the livability will have been sacrificed for a few developers who have made so much money off of Minneapolis that the city's livability is of no concern to them in their maturely treed estates of Minnetonka and beyond.	7/22/2018
6248	11	/policies/skyways/	Require all future buildings to make skyway commercial space have two stories with ground floor access.	7/22/2018
6249	11	/policies/skyways/	Better wayfinding with the skyways. Better understanding on how they operate, etc. Can you walk your dog in the skyways?	7/22/2018
6250	58	/policies/business-districts-and-corridors/	Ensure that business districts are clean and safe. Require property owners to keep their buildings and spaces free of litter, graffiti and other negative visual impacts, and require them to keep up their landscaping.	7/22/2018
6251	58	/policies/business-districts-and-corridors/	Encourage robust communities within business corridors to enhance vibrancy, satisfaction, and safety.	7/22/2018
6252	12	/policies/lighting/	Using lighting as a way to create a sense of place. Use hanging twinkley lights everywhere. So cheap and easy but HUGE impact.	7/22/2018
6253	1	/policies/access-to-housing/	I do not support any form of increased / denser housing activities in Minneapolis this crazy idea will just hurt the city of Minneapolis. This will have a negative impact on single family residential homes neighborhoods to our the city core Tax payers!!!. Additionally, the city has enough low income housing which just brings problems and ore crime into our city and this vision must be stopped!!! The number of resident in Minneapolis is at an acceptable level and we do not need more residents via denser housing!!!	7/22/2018
6254	13	/policies/landscaping/	There should be language in this policy around requiring for green stormwater infrastructure.	7/22/2018

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6255	0.2	/small-area-plans/	Without small area plans, what tools will residence have to advocate for great transit oriented developments in Minneapolis? Not all developers really care about doing great projects.	7/22/2018
6256	1	/policies/access-to-housing/	It seems to me that you need to engage with first tier suburbs as well. Minneapolis cannot be the only city that absorbs population growth or addresses disparities. Edina, Bloomington, Richfield, and St Louis Park needs to play its part. Permitting more dwellers in existing homes seems to be the first logical step, rather than transforming current single family housing communities to allow 4 plus story buildings. I live on Lyndale Ave in an area that has traditional homes and duplexes as well as apartments. We are diverse, we have diverse housing already. Affordable housing actually starts with PROPERTY TAXES, which are incredibly high. This is the highest line item budget (adjusted per month) for me after my mortgage payment. Can you imagine that? Higher than insurance of any type, utilities, groceries, etc. If you consider that, then you understand why most people cannot afford to live in Minneapolis, and why most landlords cannot afford to offer lower rents. Perhaps the city should consider other means for raising revenue. Perhaps the city should consider cutting the fact from administration, middle management, etc., not in schools or services - I certainly do not feel I get adequate services in Minneapolis for what I pay for. Has anyone ever looked at redundancy? Efficiencies? If the city were run like a business, we could cut admin staff without impacting schools and services. Then we could keep taxes lower and more people could afford to live here.	7/22/2018
6257	1	/policies/access-to-housing/	Will these changes add to the availability of affordable housing throughout city neighborhoods? It seems likely that they would encourage speculative redevelopment for more high rent high cost housing in desirable neighborhoods. Is there any safe guard against this outcome?	7/22/2018
6258	14	/policies/tree-canopy-and-urban-forest/	Provide guidance to residents on tress planting. Provide access to grant funding for tree purchasing and planting.	7/22/2018
6259	44	/policies/comprehensive-investments/	Does "wealth-building housing models" mean home ownership? Because that would be good for everyone, but the Land Use section of this plan seems to prioritize creating opportunities for large developers to build rentals.	7/22/2018
6260	15	/policies/transportation-and-equity/	I strongly support this policy recommendation.	7/22/2018
6261	16	/policies/environmental-impacts-of-transportation/	I strongly support this policy.	7/22/2018
6262	34	/policies/affordable-housing-preservation/	The city needs to review its policies on AirBNB rentals. There are an incredible amount of housing that is unavailable for rent because owners have turned them into short term rentals. I would support a huge tax increase to help mitigate their effect on renter displacement. I personally know of two duplexes and two houses in my neighborhood that are now AirBNB. That's five families that aren't getting housing.	7/22/2018
6263	67	/policies/climate-resilient-communities/	In a climate resilient community you would have urban agricultural production happening in acres of green space that was accessible to all parts of the city. You would allow hoop houses to happen year round and you would not ignore and discourage the efforts of urban farmers contributing to carbon sequestration, and green space. You would protect the green space they cultivated from becoming developed at will and a percentage of the city's available land would be permanently set aside for year round food production that would be able to withstand any disruption in food distribution. You have done none of this. Change course if you want a climate resilient community. If not quit plagiarizing this talking point.	7/22/2018
6264	67	/policies/climate-resilient-communities/	Thank you for including carbon sequestration in soils as a policy. Could you also include an educational effort for citizens as to what they can do in their lawns, gardens to sequestor/draw down carbon as well as supporting farmers who practice this type of agriculture. This has been an underutilized strategy that could have a significant impact and it's good for more nutritious food, helps pollinators and supports storm water management. And..... everybody can participate!	7/22/2018
6265	2	/policies/access-to-employment/	What incentives is the city planning for attracting and keeping larger businesses (who employ 10+ employees)? Seems to me this is the first place to start. Why didn't the city plan for a light rail line to go down 35W, now that it is being torn up? Seems like a wasted opportunity. Why wouldn't Minneapolis do more to encourage green transportation like light rail instead of black smoke buses? We are at an all-time lowest unemployment rate since the 1960s - I have a hard time believing that we have people who are not working, because if they are not working then we need to understand the root cause of why given the unemployment climate. The Minneapolis Economic Development Committee needs to figure out why jobs are not going to its residents. We provide special Metro Mobility buses for the handicapped, why couldn't there be special buses for transportation to the largest of employers at discounted rates?	7/22/2018

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6266	2	/policies/access-to-employment/	Most business are moving out of Minneapolis due to high taxes and/or people who do not want to deal with downtown parking/access. I think the City of Minneapolis need to stop wasting tax payer dollar to grow business in downtown areas and focus on maintaining business in the city. AS a Tax payer I am NOT willing to supplement business in Minneapolis with my tax dollars!!! Most of the jobs the city is trying to create are low income type position and this does not help the city. Any job growth should focus on high tech/high income type job position which will raise quality of our City. Also, Any and all business should be self sufficient and not require Minneapolis financial supplimant in and form!!!	7/22/2018
6267	0.2	/small-area-plans/	Without small area plans, what tools will residence have to advocate for great transit oriented developments in Minneapolis? Not all developers really care about doing great projects.	7/22/2018
6268	6	/policies/pedestrian-oriented-building-and-site-de	This just create a significant overhead on Building/business that will hurt out city!!! The Minneapolis 2040 should have NO changes to what is currently in place in this area!!!	7/22/2018
6269	66	/policies/air-quality/	Traffic congestion reduces vehicle miles traveled but increases emissions. Until we have emissions-free vehicles, we should strive to reduce the time vehicles idle in traffic, at stop lights, etc.	7/22/2018
6270	17	/policies/complete-streets/	Add language around training city staff. I work with TONS of city employees (engineers in transportation dept.) who vocally talk about how much they hate bicyclists, think no one walks in MN, and only poor people rely on transit. They admit to prioritizing cars. Also, please fix LAKE STREET. It's such a vibrate corridor that has been ruined by poor street design, angry drivers, unsafe environment for people (walking, biking, etc.), and no enjoyable public realm.	7/22/2018
6271	7	/policies/public-realm/	The Minneapolis 2040 should have NO changes to what is currently in place in this area!!! This will hurt the city of Minneapolis!! Please stop this stupidity to hurt or city and force extra cost on residents!!	7/22/2018
6272	1	/policies/access-to-housing/	The unique character of Minneapolis's™ neighborhoods is what truely makes this city a great place to live. Allowing developers to buy and convert single family homes to multi family complexes in the interior parts of our neighborhoods will ruin this beloved aspect of the city. I completely understand that we need our neighborhoods to evolve as the population continues to grow, but there has to be a better way to do it. Give each neighborhood a growth target, and let each of them figure out a plan to hit it in a way that will keep the integrity of the neighborhood charachter intact.	7/22/2018
6273	40	/policies/homelessness/	Health insurance access needs to be expanded to part time earners - how many people are homeless as the result of one medical emergency that they could not afford, creating a spiral that ends in homelessness? Some people cannot get jobs that are full time and offer health insurance. They may also be low wage and unable to afford it in the marketplace, or have the resources/information to know how to get it.	7/22/2018
6274	19	/policies/bicycling/	Where is an updated bicycle map showing how the system could continue to expand? What about looking at more Greenways or bicycle/pedestrian only streets?	7/22/2018
6275	0.1	/topics/land-use-built-form/	I would anticipate and outflow of the populous to first tier suburbs based on this plan. When that happens the population growth this plan tries to accommodate with be a zero factor, and you will have eroded your taxable base by chasing away high income professionals and also decreasing property values. Well done, city council!	7/22/2018
6276	0.1	/topics/land-use-built-form/	The assumption that building additional 4 plexs will increase affordability is questionable. I have owned a four plex both as non- owner occupied and later a owner occupied. Owning income property is a business, just like any other business. If expenses and taxes increase rents will increase. If it is not owner occupied it will not be maintained a well as owner occupied. I recommend 4 plexs in urban neighborhoods be required to be owner occupied, or at least owner occupancy should be incentivised. Also, in looking at my neighborhood, property valuations are increasing much more rapidly on duplexes and other income property than on single family homes, resulting in increasing rents to subsidize single family homes. Property values for this year went up by as much as 10% on income property, while remaining the same on single family homes. This favors single family properties at the expense of renters and landlords.	7/22/2018
6277	4	/policies/access-to-commercial-goods-and-service	I would require that any new residential building that goes up with more than 2 stories must have retail on the bottom floor. This will means more grocery stores and other stores within walking distance from area residents. "More than a mile" is a sad distance to quote. We should be encouraging residents to be healthier, and walking/biking or carpooling more than a mile there and back shouldn't be a standard.	7/22/2018
6278	14	/policies/tree-canopy-and-urban-forest/	What about more green streets, where more of the right of way is given to planting trees. For example, look at Milwaukee Avenue right here in Minneapolis.	7/22/2018

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6279	16	/policies/environmental-impacts-of-transportation/	We should be fighting for effective, creative, future-oriented transit for ALL of our city. Minneapolis could easily have the best low-emissions transit system in the world for the cost of one light rail line. I know people like trains, but the planned route for SWLRT, for example, pretty much avoids Minneapolis -- especially areas where diverse and lower-income people live -- and uses our green space to do so.	7/22/2018
6280	11	/policies/skyways/	The greater Minneapolis resident not have to fund the downtown sky ways!! I do not utilize down town areas due to difficult, expens and safty concerns for down town area and I do not want NOT have any of my tax dollars fund the Downtown area and/or skyways!!! The city of Mineapolis should have NO changes in this area from what is in place today!!!	7/22/2018
6281	25	/policies/innovations-in-transportation-and-infras	Interested in making room for electric personal mobility devices. This may mean having an adequate minimum width for "bicycle" lanes. Change name of "bicycle" lanes, maybe "no car" lanes. The city should proactively regulate the use of these lanes, maybe vehicles under a certain width, speed and size of motor. I would consider a increase in the number of electric wheel chairs, visible throughout the city, as a sign of success.	7/22/2018
6282	18	/policies/walking/	In addition to what is written above, please add something around neighbors being able to take matters of street/ped safety in their own hands. Allow for them to apply for funds for traffic calming, street art, etc.	7/22/2018
6283	16	/policies/environmental-impacts-of-transportation/	This MUST self sufficient for costs and must not be supplemented with resident tax dollars. This this can not be self-sufficient and requires financial supplement then this MUST not be down. Minneapolis MUST stop all these useless give-away programs!!!	7/22/2018
6284	19	/policies/bicycling/	Encourage use of creative, less expensive ways of creating safe bikeways (using DeziignLinez, etc.). Please also write in beautification as a way of creating bikeways (planter protected bike lanes). Slowing traffic should also be the number one way we create safe places for people to walk and bike.	7/22/2018
6285	5	/policies/visual-quality-of-new-development/	this is one place where Minneapolis has failed. Other cities have strict requirements for quality and standards, regardless of whether it will force builders to spend more money to build here. Penny wise, pound foolish if we let builders get off cheaply, and it will end up hurting lower income residents the most! What about considering the environment in these requirements? Other progressive cities are requiring white roofs or roof garden plots to reduce overheating which can impact climate change - I notices one of the other policies is to reduce car for greenhouse gas, so why not start requiring our buildings to meet all the well known methods for environmental friendliness. https://e360.yale.edu/features/urban-heat-can-white-roofs-help-cool-the-worlds-warming-cities https://www.scientificamerican.com/article/cool-roofs-might-be-enough-to-save-cities-from-climate-overheating/ Why not engage with the state of Minnesota to enforce something like what the California Air Resources Board requires for cars on the road? Or why not require that cars of Minneapolis residents get emissions testing every 3 years. I can think of many ways in addition to housing design requirements to address the specific goals of the overall policies the city is seeking to achieve.	7/22/2018
6286	33	/policies/affordable-housing-production/	Action Step A.... increasing affordable housing across the city is extremely important. It seems that the resistance to production of affordable homes (the welcoming element) increases proportionally to the wealth of the neighborhood. PLEASE don't let that pressure keep affordable housing from being proportionately distributed. The plans seem to be showing a disproportionate amount of apartments and affordable units being placed in the working class neighborhoods and are concentrated along the corridors. Please spread out the concentration across the city to prevent pockets which give the impression of dispersement. You can increase bussing and light rail through less served areas (higher income areas) to make those areas more navagateable for everyone. Neighborhoods, schools, crime, businesses will benefit from true dispersement of affordability. Sincerely, Karen Nyhus Minneapolis resident of 25+ years Teacher/SLP Social justice believer Neighbor	7/22/2018

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6287	20	/policies/transit/	<p>Increase the speed at which we implement BRT including adding BRT to Lake Street (and doing a 4-3 lane conversion).</p> <p>Also, please add language around placemaking at transit stops (they're so dang unappealing right now). Encourage things like reading stands, interactive art, coffee vendors, walk-up bakery windows, idea generating boxes, tables and chairs, etc.)</p> <p>Bus only lanes, especially during peak hours.</p>	7/22/2018
6288	25	/policies/innovations-in-transportation-and-infras	<p>Resident must not need to supplement this this transportation BS!!! This is light utilize for the required cost to build/create and this does not make good business sense!!! Stop this stupidity!!! This is too expensive and is NOT financial self-sufficient and I do not want to supplement costs for this Bad economic decision !! As a resident of Minneapolis I do not want to supplement cost for these excessive and wistful transportation visions!!!</p>	7/22/2018
6289	15	/policies/transportation-and-equity/	<p>Advocate for widespread, forward-thinking transit for all of our citizens. The City has not opposed concentrating limited transit resources on expensive fixed rail routes that serve few lower-income areas. Meanwhile, we have not advocated strongly enough for BRT routes, such as along the current #5 route from Brooklyn Center to the Mall of America or the #21 along Lake Street -- both proposed years ago and nothing has happened.</p> <p>Experience elsewhere shows that when transit budgets get cut, it's not the rail service that goes -- it's the buses that serve neighborhoods. In many US cities, bus riders have formed advocacy groups to fight this inevitable impact. In Minnesota, Metro Transit has forecast a \$110 million operating budget deficit next year, while Hennepin County spends billions on light rail. Equity?</p>	7/22/2018
6290	68	/policies/energy-efficient-buildings/	<p>It's time to get serious about climate action. We must be much more aggressive. The city should commit to a carbon neutral goal by 2050. The reality of climate change and associated impacts is clear, and backed by science. A commitment to carbon neutrality will strengthen our local economy through job creation and reduce vulnerability for residents and business alike.</p>	7/22/2018
6291	21	/policies/freight/	<p>Only allow for platooning on interstates and non-urban highways.</p>	7/22/2018
6292	44	/policies/comprehensive-investments/	<p>Create attractive, positive, aesthetic amenities in areas of the city that need them.</p>	7/22/2018
6293	1	/policies/access-to-housing/	<p>I am a Home Owner in the Victory neighborhood and I say NO to e. duplex, 3-unit, 4-unit since the dwellings on Lake drive currently have 3&4 cars in the lots so NOT taking the Metro Transit. I am a new home owner and Appreciate the Charm of Community not Rentals- More Home Owners!</p>	7/22/2018
6294	22	/policies/downtown-transportation/	<p>Do a better job of re-training your engineers.</p>	7/22/2018
6295	1	/policies/access-to-housing/	<p>I am a Home Owner in the Victory neighborhood and I say NO to e. duplex, 3-unit, 4-unit since the dwellings on Lake drive currently have 3&4 cars in the lots so NOT taking the Metro Transit. I am a new home owner and Appreciate the Charm of Community not Rentals- More Home Owners!</p>	7/22/2018
6296	1	/policies/access-to-housing/	<p>While the goals of the plan are laudable, many details would fundamentally and negatively change the neighborhood character of our city. Allowing unlimited multiplex housing and without offsite parking and overriding neighborhood development plans in primarily single family residential zones will both homogenize as well as reduce the beauty and value of such areas. I'm extremely opposed.</p>	7/22/2018
6297	22	/policies/downtown-transportation/	<p>I support this policy - make implementation easier and faster!</p>	7/22/2018
6298	6	/policies/pedestrian-oriented-building-and-site-de	<p>This is ironic since much of Lyndale Ave is devoted to auto type businesses, gas stations, repair shops, etc. Why not require builders to have underground parking instead of side parking? While I agree that we must prioritize pedestrian walking, I wonder how many residents we will be able to accommodate without adequate space for a vehicle. The reality is that our harsh climate, particularly in the winter, is not conducive to modes of transportation like walking or biking great distances (although I do see people biking in extreme cold weather). I see too many empty buses at various times of the day, so while we can encourage bus use, I think it contributes to pollution and traffic congestion at times when they are not in use or popular use. The transportation system needs an overhaul in that respect. And why did Mpls take out the trolley car system? Why wouldn't we make use of existing rail lines for transportation options going forward? Has Minneapolis considered buying land from neighboring suburbs in order to accomplish some of the many goals it has in the 2040 plan?</p>	7/22/2018
6299	33	/policies/affordable-housing-production/	<p>Stop this denser population BS for affordable house!!! This will hurt local residents and lower value for existing housing!!This will also make it more difficult for resident the live next to this denser house, for parking. I believe this will bring more crime, problems and create a significant financial burden on current residents for police/fire, problems and lower housing values!! remove this as a Minneapolis vision!!!</p>	7/22/2018

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6300	24	/policies/shared-mobility/	Allow for the city to innovative and creative with shared use mobility - encourage demonstration and pilot projects.	7/22/2018
6301	68	/policies/energy-efficient-buildings/	Regarding 68.c - A 20 year plan should include action steps beyond "investigating". The plan should "investigate, pursue and implement" decarbonization for heating and industrial energy needs.	7/22/2018
6302	24	/policies/shared-mobility/	I support this policy.	7/22/2018
6303	35	/policies/innovative-housing-types/	Minneapolis, must stop all the stupid housing BS. WE Do not need more resident with Denser populations which is an has been hurting the City. I think the city should focus on High income house that is financially self sufficient and that raise local area property values!! this idea will just hurt local area values and must not be done!!!	7/22/2018
6304	26	/policies/vision-zero/	I fully, fully support this policy. Work to retrofit our streets to make them safer. Make internal training and hiring a big part of this change with the city.	7/22/2018
6305	7	/policies/public-realm/	I put climate change responses in prior section comments, but requiring roof top gardens for new builders - as other countries do -- or white roofs for any new building or replacement roofs -- as other US cities do -- would be a first step. Maintaining and repairing sidewalks instead of requiring residents to do it might also be a good and simple way to accomplish this goal.	7/22/2018
6306	1	/policies/access-to-housing/	The people most opposed to this plan are privileged and don't realize not everyone has access or their luck. Owning is not an option for a lot of people. Design a city that gives renters who are mainly POCI more choice and affordable housing options. These loud voices have had policies help them, let's help others now. Don't be drowned out by their fearmongering let's be hopeful and improve this draft plan. This isn't a giveaway to anyone, as these same people profit when they sell their homes at market rate. It's not like they're selling at below market rate. We need more housing in every single part of the city stop putting all the development in certain areas. Spread it out. We'll be fine, everything will be fine.	7/22/2018
6307	0.1	/topics/land-use-built-form/	People want to live by those similar to them (and I do t mean race). Families donâ€™t want to live next to frat houses. Retirees probably donâ€™t want to live in uptown. A forced change like this would send people from all walks of life fleeing.	7/22/2018
6308	28	/policies/msp-airport/	I suppor this policy. Especially around having bicycling access to the airport! Also, please have a service where people can temporarily leave their boots, coats, hats, etc. when they travel in the winter months to somewhere warm.	7/22/2018
6309	37	/policies/mixed-income-housing/	I do not support mixed income housing!!! WE have to much low income housing that has hurt our neighborhoods. This will bring crime and raise resident cost (i.e. extra Police/Fire costs) This should NOT be done and should be removed as a Minneapolis 2040 Goal!!!	7/22/2018
6310	39	/policies/fair-housing/	This Must be removed as a 2040 mineapolis plan. This should not change from What Minneapolis has today!!!	7/22/2018
6311	29	/policies/creative-sector-economy/	I support this policy.	7/22/2018
6312	30	/policies/arts-and-cultural-assets/	I support this policy. Create a sustainable funding model.	7/22/2018
6313	46	/policies/healthy-housing/	This should NOT change from what Minneapolis has today. Please remove this from Minneapolis 2040!!!!	7/22/2018
6314	8	/policies/public-safety-through-environmental-de	Sounds good, do we have studies to show what works?	7/22/2018
6315	35	/policies/innovative-housing-types/	After 15 years of living and working in New York City, we recently returned to the peace of Minneapolis. We were very happy to find a home in the diverse, sfh neighborhood we lived in previously. I am opposed to the proposal to allow multi-unit buildings on small city lots. I believe my objections apply to much of the city, not just sfh neighborhoods. Without strict guidelines, developers are likely to throw up any structure with no consideration of blending with the neighborhood. Even if the transit system magically improves, people will want cars. (Hauling bags of groceries on the subway or bus is tedious at best.) Not requiring off-street parking will result in more noise and congestion. Please consider the loss of sunlight, old growth trees and privacy. What steps will be taken to insure that any housing changes proposed for the city will be affordable and not just money makers for developers?	7/22/2018
6316	35	/policies/innovative-housing-types/	After 15 years of living and working in New York City, we recently returned to the peace of Minneapolis. We were very happy to find a home in the diverse, sfh neighborhood we lived in previously. I am opposed to the proposal to allow multi-unit buildings on small city lots. I believe my objections apply to much of the city, not just sfh neighborhoods. Without strict guidelines, developers are likely to throw up any structure with no consideration of blending with the neighborhood. Even if the transit system magically improves, people will want cars. (Hauling bags of groceries on the subway or bus is tedious at best.) Not requiring off-street parking will result in more noise and congestion. Please consider the loss of sunlight, old growth trees and privacy. What steps will be taken to insure that any housing changes proposed for the city will be affordable and not just money makers for developers?	7/22/2018
6317	1	/policies/access-to-housing/	Policy 1e is a horrible idea. Fourplexes and multifamily housing in primarily single family home will hurt the character of exiting interior neighborhoods often without achieving other housing goals (e.g., reducing disparities, making housing more affordable, creating complete neighborhoods, increasing proximity to jobs)	7/22/2018

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6318	33	/policies/affordable-housing-production/	<p>Action step 33b is especially awesome - as folks age, maintaining a single family home may be difficult. Allowing them to stay in their neighborhood with multifamily options is a great opportunity.</p> <p>Also, thank you, again, for your focus on equity. Too long the city has catered to the wealthy & the comfortable. Action steps 33e and 33f are critical -- we truly need to PRIORITIZE the lower income folks (not compromise here and there) if we want to change the status quo.</p>	7/22/2018
6319	31	/policies/creative-workers/	I support this policy. Reconsider the City's hiring policies/practices to hire for quality talent (not just "good resumes"). Stop only hiring Professional Engineers for jobs that many other intelligent, arguably more creative, people could do better. Don't get me wrong, I'm married to an engineer, but the City seems to have a problem with expanding it's type of employees.	7/22/2018
6320	50	/policies/access-to-technology/	Tax payer should not have to cover cost and/or supplement this financially. This must be financially self sufficient or must not be done!! I think this should not change from what Minneapolis has in place today!!!	7/22/2018
6321	33	/policies/affordable-housing-production/	I support this policy.	7/22/2018
6322	68	/policies/energy-efficient-buildings/	<p>Regarding 68.d - The time to "encourage" has based. The city should require minimum performance for energy efficiency and sustainability for projects at a minimum based on SB 2030 targets for all projects receiving city support. St.Paul's policy is much more aggressive and forward thinking regarding a holistic and flexible approach to achieving targets and goals.</p> <p>A holistic approach to sustainability should be adopted to insure the outcome address human and planetary health.</p>	7/22/2018
6323	52	/policies/human-capital-and-a-trained-workforce/	I think this should not change from what Minneapolis has in place today!!!	7/22/2018
6324	68	/policies/energy-efficient-buildings/	<p>Regarding 68.d - The time to "encourage" has based. The city should require minimum performance for energy efficiency and sustainability for projects at a minimum based on SB 2030 targets for all projects receiving city support. St.Paul's policy is much more aggressive and forward thinking regarding a holistic and flexible approach to achieving targets and goals.</p> <p>A holistic approach to sustainability should be adopted to insure the outcome address human and planetary health.</p>	7/22/2018
6325	34	/policies/affordable-housing-preservation/	I support this policy.	7/22/2018
6326	68	/policies/energy-efficient-buildings/	<p>Regarding 68.d - The time to "encourage" has based. The city should require minimum performance for energy efficiency and sustainability for projects at a minimum based on SB 2030 targets for all projects receiving city support. St.Paul's policy is much more aggressive and forward thinking regarding a holistic and flexible approach to achieving targets and goals.</p> <p>A holistic approach to sustainability should be adopted to insure the outcome address human and planetary health.</p>	7/22/2018
6327	35	/policies/innovative-housing-types/	I support this policy.	7/22/2018
6328	36	/policies/innovative-housing-strategies/	I support this policy.	7/22/2018
6329	51	/policies/healthy-pre-k-development/	I think this should not change from what Minneapolis has in place today!!!	7/22/2018
6330	38	/policies/affordable-housing-near-transit-and-job/	I support this policy.	7/22/2018
6331	38	/policies/affordable-housing-near-transit-and-job/	Yes, yes, yes, this is huge. We need to have more housing along transit corridors, across the city. Please do not allow a small group of naysayers to water this down. If we want to support Metro Transit, they need ridership to continue to grow. If you make it easy for people to live near transit, they will use it. Please maintain action step 38A as much as you can: "Maximize opportunities to create affordable housing near transit stations and along high-frequency transit corridors."	7/22/2018
6332	58	/policies/business-districts-and-corridors/	I think this should not change from what Minneapolis has in place today!!! NO new zoning. Any change Must include local resident input, which can stop this type of growth!!!	7/22/2018
6333	10	/policies/street-grid/	Interestingly enough, the plan to increase pedestrian and biking seems inconsistent with this plan. Years ago, Minneapolis redesigned Lyndale to achieve "traffic calming" measures. It didn't work - Lyndale seems to be busier as a result. Cars fly down the street in excess of the posted speed limit, and talk about connectivity - pedestrians can't even cross the street from one side of Lyndale to the other. How will you accomplish the combination of this policy with the policy for encouraging non-vehicle mobility?	7/22/2018
6334	46	/policies/healthy-housing/	All rentals should be smoke-free. Requiring natural light (windows) in public buildings.	7/22/2018
6335	37	/policies/mixed-income-housing/	This one is huge. Particularly from an educational standpoint, there is a ton of research that mixed income neighborhoods are some of the best ways to improve outcomes for low-income folks. Concentrated poverty helps no one. Thank you for these action steps - I strongly support them as a resident of Minneapolis!	7/22/2018

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6336	11	/policies/skyways/	All of these objectives are reasonable given our reliance on the skyway system, and expanding the system throughout downtown should be accomplished.	7/22/2018
6337	53	/policies/quality-of-life/	I support this policy.	7/22/2018
6338	12	/policies/lighting/	Lighting is important and I would hope the city explores environmentally friendly ways to accomplish this, through LED, solar, etc.	7/22/2018
6339	13	/policies/landscaping/	landscaping is great for the environment. What if we require food source plantings - edible vegetables, etc	7/22/2018
6340	1	/policies/access-to-housing/	Subsidize utility connections for homeowners who want to build ADU's on their property but can't afford the utility connections.	7/22/2018
6341	14	/policies/tree-canopy-and-urban-forest/	So long as Mpls can maintain proper trimming	7/22/2018
6342	59	/policies/downtown/	I support this policy. Also, PLACEMAKING	7/22/2018
6343	19	/policies/bicycling/	As a year-round cyclist I support these action steps. However, secured parking will likely only be implemented in new construction. I would also like to see additional support/encouragement for covered bicycle parking near building entrances for existing buildings. Placing bicycle parking near building entrances puts additional eyes on them, thus reducing the chance of stealing, and covering bikes protects them from rain/snow.	7/22/2018
6344	59	/policies/downtown/	The city of Minneapolis has too much focus on Down town area!! Many people like me do not want to deal with down town BS (traffic, high costs, crime, parking, difficulty getting in/out) and actively avoid downtown area!! problems are just getting worse and tax pays MUST not fund bad changes to our city!! All cost for down area must be covered by down town resident, businesses and should not be supplemented through larger Minneapolis area tax dollar. Build stadium in Down town area is bad and must stop!!!!	7/22/2018
6345	15	/policies/transportation-and-equity/	see prior comments on making transportation efficient	7/22/2018
6346	60	/policies/intrinsic-value-of-properties/	I think this should not change from what Minneapolis has in place today!!!	7/22/2018
6347	57	/policies/cluster-strategy/	I think this should not change from what Minneapolis has in place today!!!	7/22/2018
6348	40	/policies/homelessness/	I think this should not change from what Minneapolis has in place today!!!	7/22/2018
6349	1	/policies/access-to-housing/	You write clearly that the current housing situation has its roots in intentionally discriminatory policies. How do you explicitly plan to combat that legacy so that new housing units do not go to people exclusively with ready access to capital, or who are recruited here for high-paying jobs (ie with Target, etc)? How will you make sure the new housing is accessible to the people who need it BECAUSE of the historical and current barriers to capital, credit or being seen as a worthy neighbor?	7/22/2018
6350	16	/policies/environmental-impacts-of-transportation/	I am a 39 year resident of Mpls. with significant work time spent in and around both Northern Mn [Duluth, Tower, and Two Harbors] and Southern MN [Waseca]. Your assumption seems to be that most people want to live in or visit Mpls. My experience is that this assumption is not particularly true. Most people think that shopping is expensive in the city because of parking and because of the hassle/time spent needed to get around. Contrast this with shopping in the suburbs [free parking and easy, close access to stores]. It is thought to be dangerous in the city because the City Council wants arrests to be based on skin color instead of behavior; therefore, allowing more harassing and criminal activity to exist than there needs to be. People believe that public transportation takes more total time to get from one place to another. You need to provide more car friendly incentives to come to and to live in the city, but you are actually planning to make it harder for people to get around in the city. That's a great plan if you want to lose people to the suburbs where "city centers" are now being developed thereby making it increasingly unnecessary to go to the city. You need to put more incentives into this plan and to decrease the penalties you propose.	7/22/2018
6351	68	/policies/energy-efficient-buildings/	Regarding 68.d - The plan should have a comprehensive and holistic approach to sustainability. The emphasis on energy is understandable in light of climate change. However, the future city will need to address and adapt to not only a changing climate, but must also address a myriad of environmental impacts from material toxicity and human and environmental health to resiliency planning and water scarcity and service disruption.	7/22/2018
6352	16	/policies/environmental-impacts-of-transportation/	Perhaps the city can start with its own fleet of vehicles - reducing those and evaluating the needs to maintaining and using vehicles	7/22/2018
6353	71	/policies/soil-health/	Soil Health #71 is a valuable and cost effective policy and proposed actions. But it will take diligent action to get everyone on board. Inattentive and uninformed construction practices -- by the managers as well as workers driving equipment -- commonly compact the soil, causing long term expenses in water and vegetation management.	7/22/2018
6354	65	/policies/urban-agriculture-and-food-production/	I support this policy.	7/22/2018
6355	77	/policies/park-access/	I support this policy.	7/22/2018
6356	43	/policies/housing-displacement/	BAD!!! I think this MUST be removed from Minneapolis 2040 plan has in place today!!! All people of any race must be treated the same!!!	7/22/2018

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6357	78	/policies/park-design-and-programming/	I support this policy. Also, culturally appropriate parks!	7/22/2018
6358	81	/policies/social-connectedness/	Placemaking, please!	7/22/2018
6359	24	/policies/shared-mobility/	This should be removed and Minneapolis should make no changes from what is in place today!!!	7/22/2018
6360	23	/policies/coordinated-development-strategy/	This should be removed and Minneapolis should make no changes from what is in place today!!!	7/22/2018
6361	22	/policies/downtown-transportation/	This should be removed and Minneapolis should make no changes from what is in place today!!!	7/22/2018
6362	21	/policies/freight/	This should be removed and Minneapolis should make no changes from what is in place today!!!	7/22/2018
6363	82	/policies/aging/	I support this policy. Also, density in housing, access to transit, ability to safety walk and bike places (food, fun, social cohesion)	7/22/2018
6364	20	/policies/transit/	This should be removed and Minneapolis should make no changes from what is in place today!!!	7/22/2018
6365	28	/policies/msp-airport/	Most people take luggage to the airport when they travel. Prioritizing pedestrian and bicycling access is a ridiculous goal.	7/22/2018
6366	23	/policies/coordinated-development-strategy/	We have several empty office buildings and office space in downtown Minneapolis. Rather than allow another business to fail, it seems to me we can encourage housing development and apartments in existing office building space downtown. Look at the old Macy's building. Residential would be ideal.	7/22/2018
6367	83	/policies/people-with-disabilities/	I support this policy. Also, support Twin Cities Adaptive Cycling and other groups that are working their butts off to do this already.	7/22/2018
6368	1	/policies/access-to-housing/	I appreciate the focus on density and multi-family housing, and I think it's important to allow high-density housing on transit routes. However-- I don't think that high-density housing should only be allowed on those routes. Why should people who live in multi-family buildings be confined to areas that are oftentimes noisy and polluted because of excess car traffic? Neighborhoods with existing supplies of old apartment buildings-- ECCO, say-- are richer, more interesting places for those buildings. Those apartment buildings also allow people who can't afford a 300,000 home to live in those neighborhoods. Why continue to close off most neighborhoods to that sort of development? If Minneapolis is growing, shouldn't areas that have been closed off to multi-family development for generations be allowed to share the burden (or opportunity!) of the new buildings that will be required to house people?	7/22/2018
6369	33	/policies/affordable-housing-production/	After 15 years of living and working in New York City, we recently returned to the peace of Minneapolis. We were very happy to find a home in the diverse, sfh neighborhood we lived in previously. I am opposed to the proposal to allow multi-unit buildings on small city lots. I believe my objections apply to much of the city, not just sfh neighborhoods. Without strict guidelines, developers are likely to throw up any structure with no consideration of blending with the neighborhood. Even if the transit system magically improves, people will want cars. (Hauling bags of groceries on a subway or bus is tedious at best.) Not requiring off-street parking will result in more noise and congestion. Please consider the loss of sunlight, old-growth trees and privacy. What steps will be taken to insure that any housing changes proposed for the city will be affordable and not just money makers for developers?	7/22/2018
6370	19	/policies/bicycling/	Bike BS has gone to fare and needs to scale back. I seeing to many decision for bikes that are being made that have hurt Minneapolis and reduced access in/out of city. This must be removed and should be reduced from what is being done today!!!	7/22/2018
6371	33	/policies/affordable-housing-production/	After 15 years of living and working in New York City, we recently returned to the peace of Minneapolis. We were very happy to find a home in the diverse, sfh neighborhood we lived in previously. I am opposed to the proposal to allow multi-unit buildings on small city lots. I believe my objections apply to much of the city, not just sfh neighborhoods. Without strict guidelines, developers are likely to throw up any structure with no consideration of blending with the neighborhood. Even if the transit system magically improves, people will want cars. (Hauling bags of groceries on a subway or bus is tedious at best.) Not requiring off-street parking will result in more noise and congestion. Please consider the loss of sunlight, old-growth trees and privacy. What steps will be taken to insure that any housing changes proposed for the city will be affordable and not just money makers for developers?	7/22/2018
6372	18	/policies/walking/	I support these action steps. I live on 37th and Lyndale Ave S and as a pedestrian/cyclist it is very difficult to cross Lyndale because of car traffic, even at crosswalks. Sometimes it is so bad that I need to walk to 36th or 38th Street to cross Lyndale, and I am an able-bodied person. Maybe something to add is that where ever there are curb cuts, there could be painted lines to remind drivers that most street corners include a crosswalk. There could be an information campaign about this?	7/22/2018
6373	15	/policies/transportation-and-equity/	This must be self-sufficient or must not be done!!, This should be removed and Minneapolis should make no changes from what is in place today!!!	7/22/2018

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6374	1	/policies/access-to-housing/	Minneapolis neighborhoods today are culturally, racially, and religiously diverse. Current zoning is not the cause for why someone cannot afford to buy a single-family home. If you want to actually address historic wrongs, focus on addressing the issues that will help the historically disadvantaged - education and employment. Adding 4-6+ story apartments will not correct the past or create affordable housing.	7/22/2018
6375	12	/policies/lighting/	Very happy to see a plan for efficient lighting that minimizes glare and light pollution!	7/22/2018
6376	12	/policies/lighting/	This should not be changed from what is currently done in Minneapolis!!! Remove from Minneapolis 2040 vision!!	7/22/2018
6377	75	/policies/waste-reduction/	This should not be changed from what is currently done in Minneapolis!!! Remove from Minneapolis 2040 vision!!	7/22/2018
6378	76	/policies/new-parks/	This should not be changed from what is currently done in Minneapolis!!! Remove from Minneapolis 2040 vision!!	7/22/2018
6379	76	/policies/new-parks/	Please build some legit skateparks. Nearly every TC suburb has a better skatepark than Minneapolis. Cities much smaller than Minneapolis have world class skateparks. Minneapolis has world class skaters but no public facilities to support them. Secondly, dense population areas such as downtown, downtown east, north loop and the section of NE nearest downtown are in need of more sports facilities. This could be as simple as multi use courts which support basketball, soccer and other hard surface activities as found all over european cities. Simple calisthenic equipment such as pull up bars, ladders, push up areas etc would be nice too. There is currently nowhere in the city that has any of this equipment.	7/22/2018
6380	77	/policies/park-access/	This should not be changed from what is currently done in Minneapolis!!! Remove from Minneapolis 2040 vision!!	7/22/2018
6381	78	/policies/park-design-and-programming/	This should not be changed from what is currently done in Minneapolis!!! Remove from Minneapolis 2040 vision!!	7/22/2018
6382	24	/policies/shared-mobility/	Can Minneapolis install a toll booth for cars who enter the city limit into downtown? It seems to me that if we want to reduce cars in our city perhaps we start with people who do not live here and pay city taxes or property taxes here.	7/22/2018
6383	79	/policies/healthy-youth-development/	This should not be changed from what is currently done in Minneapolis!!! Remove from Minneapolis 2040 vision!!	7/22/2018
6384	80	/policies/development-near-metro-stations/	This should not be changed from what is currently done in Minneapolis!!! Remove from Minneapolis 2040 vision!!	7/22/2018
6385	81	/policies/social-connectedness/	This should not be changed from what is currently done in Minneapolis!!! Remove from Minneapolis 2040 vision!! This is just BAD!!!!	7/22/2018
6386	82	/policies/aging/	This should not be changed from what is currently done in Minneapolis!!! Remove from Minneapolis 2040 vision!!	7/22/2018
6387	83	/policies/people-with-disabilities/	This should not be changed from what is currently done in Minneapolis!!! Remove from Minneapolis 2040 vision!!	7/22/2018
6388	84	/policies/public-safety/	This should not be changed from what is currently done in Minneapolis!!! Remove from Minneapolis 2040 vision!!	7/22/2018
6389	85	/policies/access-to-health-social-and-emergency-s	This should not be changed from what is currently done in Minneapolis!!! Remove from Minneapolis 2040 vision!!	7/22/2018
6390	25	/policies/innovations-in-transportation-and-infras	If you have a lane for automatic vehicles then it should only be for automatic vehicles. Early tests show greater accidents when humans are involved. Has Minneapolis adopted any privacy policies for its residents to protect them concerning drones? What about toll booths for people entering the city by vheicle, who do not live and pay taxes here?	7/22/2018
6391	86	/policies/healthy-food-in-institutions/	This should not be changed from what is currently done in Minneapolis!!! Remove from Minneapolis 2040 vision!!	7/22/2018
6392	88	/policies/public-services-policy/	This should not be changed from what is currently done in Minneapolis!!! Remove from Minneapolis 2040 vision!!	7/22/2018
6393	89	/policies/technology-in-the-city-enterprise/	This should not be changed from what is currently done in Minneapolis!!! Remove from Minneapolis 2040 vision!!	7/22/2018
6394	90	/policies/technology-in-the-economy/	This should not be changed from what is currently done in Minneapolis!!! Remove from Minneapolis 2040 vision!!	7/22/2018
6395	91	/policies/heritage-preservation-outreach/	This should not be changed from what is currently done in Minneapolis!!! Remove from Minneapolis 2040 vision!!	7/22/2018
6396	33	/policies/affordable-housing-production/	How are you going to accomplish this policy? This is too vague. Relying on density and the market to self regulate and drive prices down is a mistake.	7/22/2018
6397	92	/policies/identify-and-evaluate-historic-resources	This should not be changed from what is currently done in Minneapolis!!! Remove from Minneapolis 2040 vision!!	7/22/2018
6398	6	/policies/pedestrian-oriented-building-and-site-de	The hostility to car transportation is extreme! Prohibiting new gas stations and auto repair facilities??? Discourage and minimize the size of parking lots? Until a far more effective transit system is in place and shown to be sufficient for the needs of the city these goals are going to do far more harm than good for the future of Minneapolis.	7/22/2018
6399	95	/policies/heritage-preservation-financial-incentive	This should not be changed from what is currently done in Minneapolis!!! Remove from Minneapolis 2040 vision!!	7/22/2018
6400	96	/policies/heritage-preservation-recognition/	This should not be changed from what is currently done in Minneapolis!!! Remove from Minneapolis 2040 vision!!	7/22/2018
6401	97	/policies/heritage-preservation-legislative-advoca	This should not be changed from what is currently done in Minneapolis!!! Remove from Minneapolis 2040 vision!!	7/22/2018
6402	93	/policies/stewarding-historic-properties/	This should not be changed from what is currently done in Minneapolis!!! Remove from Minneapolis 2040 vision!!	7/22/2018
6403	44	/policies/comprehensive-investments/	This should not be changed from what is currently done in Minneapolis!!! Remove from Minneapolis 2040 vision!!	7/22/2018

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6404	28	/policies/msp-airport/	I have lived in Mpls for 20 years and the city failed us with the airport authority plan to mitigate noise and pay residents for new AC or windows. I was on the original plan to receive this mitigation but never did, and paid out of pocket myself. I have little confidence in Mpls to take care of my interests on this given the history of what happened.	7/22/2018
6405	45	/policies/leverage-housing-programs-to-benefit-c	This should not be changed from what is currently done in Minneapolis!!! Remove from Minneapolis 2040 vision!!	7/22/2018
6406	46	/policies/healthy-housing/	This should not be changed from what is currently done in Minneapolis!!! Remove from Minneapolis 2040 vision!!	7/22/2018
6407	47	/policies/housing-maintenance/	This should not be changed from what is currently done in Minneapolis!!! Remove from Minneapolis 2040 vision!!	7/22/2018
6408	17	/policies/complete-streets/	I love that the city passed a Complete Streets Policy. As a frequent pedestrian, bicyclist, and transit-user, however, I'm often disappointed by what this policy has been implemented when roads are redesigned. One example I'm thinking about is Third Avenue through downtown. While the bollards do make bicycling feel a little safer, the bike lane is still adjacent to a four lane road, on which drivers oftentimes go well over the speed limit. In addition to this, the bike lanes are oftentimes blocked, requiring bicyclists to merge into traffic. This isn't such an obstacle for me-- I'm able-bodied, and an experienced cyclist-- but this sort of design absolutely repels less experienced or confident cyclists from using this bikeway. The concentration of fast-moving car traffic also makes the area less pleasant and safe for pedestrians, too. Thus, I don't understand how this area conforms in any real way to the goals established by the Complete Streets policy. (Other streets-- 26th and 28th Streets, say-- seem to conform to those goals a bit better. I feel much safer being on those streets now!)	7/22/2018
6409	33	/policies/affordable-housing-production/	The following needs to be clearly defined before meaningful discussions can occur.....How is affordable housing defined? Once done, how much would these homes cost? What is the distribution of selling prices? Would families with these median incomes qualify for conventional mortgage loans to buy them? What percent of their monthly disposable income would need to be devoted to housing (mortgage, property taxes, utilities)? Same questions for rental properties.	7/22/2018
6410	1	/policies/access-to-housing/	This goal is in direct conflict with the goal of promoting home ownership. It will make rental units more available and reduce the supply of owner occupied homes.	7/22/2018
6411	58	/policies/business-districts-and-corridors/	This should not be changed from what is currently done in Minneapolis!!! Remove from Minneapolis 2040 vision!!	7/22/2018
6412	6	/policies/pedestrian-oriented-building-and-site-de	Policies should not be hostile to cars--reducing parking, gas stations, car repair shops, They are a critical mode of transportation for many people especially elderly, parents with young children, people with mobility issues and others. Policies should support figuring out how all forms of transportation can co-exist SAFELY.	7/22/2018
6413	17	/policies/complete-streets/	This should not be changed from what is currently done in Minneapolis!!! Remove from Minneapolis 2040 vision!!	7/22/2018
6414	6	/policies/pedestrian-oriented-building-and-site-de	As a lifelong resident of the city of Minneapolis, I support these action steps.	7/22/2018
6415	25	/policies/innovations-in-transportation-and-infras	This should not be changed from what is currently done in Minneapolis!!! Remove from Minneapolis 2040 vision!!	7/22/2018
6416	28	/policies/msp-airport/	This should not be changed from what is currently done in Minneapolis!!! Remove from Minneapolis 2040 vision!!	7/22/2018
6417	26	/policies/vision-zero/	This should not be changed from what is currently done in Minneapolis!!! Remove from Minneapolis 2040 vision!!	7/22/2018
6418	56	/policies/supporting-small-businesses/	I'm concerned that the rents in new developments will be to expensive for locally owned small businesses. I would support programs to keep their rents affordable. Perhaps requiring new building to have smaller commercial spaces available or, inclusionary zoning policies for commercial leases.	7/22/2018
6419	27	/policies/transportation-partnerships/	This should not be changed from what is currently done in Minneapolis!!! Remove from Minneapolis 2040 vision!!	7/22/2018
6420	30	/policies/arts-and-cultural-assets/	This should not be changed from what is currently done in Minneapolis!!! Remove from Minneapolis 2040 vision!!	7/22/2018
6421	39	/policies/fair-housing/	This should not be changed from what is currently done in Minneapolis!!! Remove from Minneapolis 2040 vision!!	7/22/2018
6422	45	/policies/leverage-housing-programs-to-benefit-c	This should not be changed from what is currently done in Minneapolis!!! Remove from Minneapolis 2040 vision!!	7/22/2018
6423	1	/policies/access-to-housing/	I support this plan for increased density in the city. The approach in reasonable and logical. The city must develop with a balanced plan that creates walkable transit oriented nodes and corridors, while distributing the population.	7/22/2018
6424	3	/policies/production-and-processing/	This should not be changed from what is currently done in Minneapolis!!! Remove from Minneapolis 2040 vision!!	7/22/2018
6425	4	/policies/access-to-commercial-goods-and-service	This should not be changed from what is currently done in Minneapolis!!! Remove from Minneapolis 2040 vision!!	7/22/2018
6426	30	/policies/arts-and-cultural-assets/	It would be helpful to see where the statistics and numbers are coming from. It would also be helpful to see how "creative" is being defined. Is it for music? Theater? Painting? Patents? Clothing design? I'm not sure I know what is being evaluated here and how the numbers are being looked at. Perhaps if we had more employers in this industry, or a movie and TV industry like LA, NY or Atlanta, then we would attract more diverse talent.	7/22/2018
6427	5	/policies/visual-quality-of-new-development/	This should not be changed from what is currently done in Minneapolis!!! Remove from Minneapolis 2040 vision!!	7/22/2018
6428	10	/policies/street-grid/	This should not be changed from what is currently done in Minneapolis!!! Remove from Minneapolis 2040 vision!!	7/22/2018

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6429	34	/policies/affordable-housing-preservation/	The proposed zoning plan directly conflicts with this policy. Single-family homes along busy streets are naturally occurring affordable housing. Prices of those homes are significantly less than adjacent blocks due to traffic noise. Targeting those streets for building 4-6+ story apartments will reduce the inventory of naturally occurring affordable single-family homes.	7/22/2018
6430	13	/policies/landscaping/	This should not be changed from what is currently done in Minneapolis!!! Remove from Minneapolis 2040 vision!!	7/22/2018
6431	17	/policies/complete-streets/	This should not be changed from what is currently done in Minneapolis!!! Remove from Minneapolis 2040 vision!!	7/22/2018
6432	19	/policies/bicycling/	Yes, please continue to invest in bike infrastructure. I love bicycling in Minneapolis. Cycling is still available to too few people as a usable form of transportation, though-- many of our bikeways are still adjacent to dangerous, congested roads. What can the city do to make these roads safer? Will our investment in bicycling infrastructure be joined by investments in the sort of road redesign that forces drivers to slow down, and that makes other modes of transportation viable? And how can the city create infrastructure that makes cycling accessible to more than the current population of cyclists, which is disproportionately young, white, and male?	7/22/2018
6433	19	/policies/bicycling/	This should be reduced significantly from what is currently done in Minneapolis!!! Remove from Minneapolis 2040 vision!!	7/22/2018
6434	31	/policies/creative-workers/	Again, what are we talking about? Chefs? Singers? Writers? I find this goal incredible in light of the recent school budget cuts to funding for creative arts. Try not cutting funding for the arts in middle and high school - there's a place to start. Partner with Minnesota creative outlets to teach at the schools. I would rather spend my money training kids who go to school here already.	7/22/2018
6435	37	/policies/mixed-income-housing/	Are you going to allow developers to simply pay a fine to get out of this?	7/22/2018
6436	33	/policies/affordable-housing-production/	how about housing in empty downtown office space?	7/22/2018
6437	18	/policies/walking/	Though I love walking in Minneapolis, I'm often frustrated by a few things (which this plan may address!). Narrow, obstructed sidewalks, curb cuts for cars into parking lots and alleyways that make walking feel dangerous, and difficult crossing points that make crossing the street difficult and scary, especially for more vulnerable people. Yes to narrower streets, yes to wider sidewalks, yes to pedestrian bumpouts, yes to clearly marked crosswalks at every intersection. Without these sorts of reforms, walking will continue to be inaccessible to too many people, and pedestrians will continue to be injured and killed.	7/22/2018
6438	9	/policies/open-spaces-in-new-development/	More open spaces needed in MPLS with less development. Buildings should be much smaller. Footprint and height should be much more restricted.	7/22/2018
6439	34	/policies/affordable-housing-preservation/	I read an article within the last year about Mpls considering rent control measures. I think that is ridiculous. Mpls can control costs for renters by controlling property taxes and utilities charges. It can control how many individuals it allows -- or requires a landlord to allow-- to live in a dwelling. Perhaps 3 or 4 people can share a one bedroom apartment and we can get away from traditional ideas about what a living space should look like (why couldn't a living room also serve as a bedroom for 2 people)?	7/22/2018
6440	1	/policies/access-to-housing/	I support the action steps listed on this page. However, it would help to note exactly how new policies will encourage housing affordability. The people who have put up lawn signs saying their house will be zoned for extinction seem to forget that each structure has a lifespan. When the oldest/least maintained structures on a block need to be replaced, the city should not prevent homeowners from putting additional units on a lot. A form-based code would encourage new those structures to fit in well with their neighbors.	7/22/2018
6441	16	/policies/environmental-impacts-of-transportation/	High-functioning mass transit needs to be in place before implementing tactics to disincentivize driving. People need efficient ways to travel before the city makes driving unbearable.	7/22/2018
6442	35	/policies/innovative-housing-types/	Having a son who lives in a dorm at college tells me one thing - alternative living models are possible, we must just embrace them as a community. No one in the dorm has their own bathroom. One room the size of a small office space sleeps 2 people, and a common area is available for community engagement. It seems to me that there are ways to address these issues.	7/22/2018
6443	17	/policies/complete-streets/	I think it is incredibly important to to build our city in a way that does not favor cars so strongly. Alternate modes of transportation are important. Many rely on walking and transit. Walking and transit build stronger communities. Walking and transit are more environmentally friendly. Walking and transit make a more appealing city.	7/22/2018

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6444	17	/policies/complete-streets/	While the goal of encouraging alternative means of transportation is a reasonable one, doing so at the explicit expense of driving is a highly questionable one that can have major unintended consequences on the future of the city. Instead figure out a way for these various modes of transportation to safely co-exist. Policies that place pedestrians and bikers on the same streets as cars and public transportation (buses) creates a danger. alternating pedestrian / bike streets with car / bus streets would be a far safer alternative for all. Recognize that Minneapolis weather is not conducive to a no car policy. The plans here appear to be too extreme for the reality of the situation.	7/22/2018
6445	16	/policies/environmental-impacts-of-transportation/	I agree: if the city is going to address climate change, we'll need to rapidly transition away from a culture that encourages driving alone to every destination. What, practically, does it look like to "disincentivize" driving, though? Does it mean making unpopular decisions, like dedicating lanes of traffic to high-frequency buses? Does it mean making streets narrower, and forcing drivers to slow down? Does it mean fairly pricing parking? I hope so-- too many of the small steps that the city takes to prioritize walking, bicycling, and transit-use are fiercely resisted, and elected officials oftentimes end up hearing only from comfortable, well-organized, very privileged people when making these decisions. What specific steps will the city take to reach these ambitious goals? And how will it amplify the voices of the vulnerable people who stand to benefit most from these sorts of changes?	7/22/2018
6446	1	/policies/access-to-housing/	Regarding 1.e - I support the inclusion of "single family, duplex, 3-unit, 4-unit, and accessory dwelling unit building types" in existing single family neighborhoods. The public debate seems to emphasize this particular aspect of the policy--this seems a kin to fear mongering. The city is already majority renter with some of the most popular areas of the city dominated by rental. Distribution of density by incrementally increasing the population of all neighborhoods is a good idea. The fear of rampant tear downs is just that fear. This is a 20 year plan--not a requirement for future land use, merely an option.	7/22/2018
6447	37	/policies/mixed-income-housing/	What if Mpls strengthened community services and schools in areas that are currently underserved? I know that there are places in Mpls that are less desirable (and more affordable to live) and perhaps if those areas receive greater support for the community then they will thrive.	7/22/2018
6448	38	/policies/affordable-housing-near-transit-and-job-places/	downtown is a huge job center. as I've said, housing in empty downtown retail space would address this.	7/22/2018
6449	70	/policies/ecology-and-habitat/	e. This is currently being done and I support it. It will be important that goals of these organizations are reasonable and in line with the cities water management needs. I fully support all other bullet points	7/22/2018
6450	25	/policies/innovations-in-transportation-and-infrastructure/	Southwest light rail should run along 29th street greenway (where all the potential riders live) not along Kenilworth Corridor which is void of riders. There is already a rail bed along 29th street greenway. Do not double the cost by keeping the Kenilworth train and adding a streetcar system along the greenway.	7/22/2018
6451	1	/policies/access-to-housing/	I want to voice support for increased density. There are always growing pains, but growth is a side effect of having a desirable city. I think the proposed policies are spot on to help the city grow intelligently.	7/22/2018
6452	2	/policies/access-to-employment/	Jobs are a critical part of a successful city in 2040. In the near north side, I am seeing former light industrial buildings being repurposed for say a dog day care which is not in itself a bad thing. However, the consequence of lost jobs from an industrial employer in this space is a problem. Out in Lakeville, the light industry buildings almost all have help wanted signs out. NO transit goes here from the near north side. This is a Zoning variance issue as I understand it- time to stick with our light industrial city zoning and make jobs available here in the city. thx	7/22/2018
6453	11	/policies/skyways/	I would love it if the city worked to promote sidewalk level retail downtown. Too much of downtown feels like a moonscape-- unsafe, unwelcoming, empty. Having more eyes on street, and more things to do at street-level, would help alleviate this.	7/22/2018
6454	1	/policies/access-to-housing/	This document continuously mentions affordable housing. A bigger issue in this city is low-income housing. that is not even mentioned, nor are there any plans on how to deal with that issue.	7/22/2018
6455	36	/policies/innovative-housing-strategies/	Overbuilding around the lakes has nothing to do with affordable housing.	7/22/2018
6456	18	/policies/walking/	Narrowing street widths as a "traffic calming" measure is a terrible idea. It will increase the number of accidents, especially with bicyclists. Narrow lanes with snowy and icy roads are a policy that will lead to far more accidents. Instead consider having a few pedestrian / bicyclist only streets as well as streets for cars.	7/22/2018
6457	10	/policies/street-grid/	I would appreciate any steps the city could take to divide up the crazy-long blocks that are present in many parts of the city, and to make crossing the freeways easier on foot or bicycle. What, specifically, might these steps look like?	7/22/2018

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6458	40	/policies/homelessness/	Priority should be for youth. Children should not be homeless. Dormitory type opportunities might be a solution to address homelessness among youth. What about a dormitory with a culinary training school on the main floor?	7/22/2018
6459	1	/policies/access-to-housing/	It's critical that we increase density all over the city in able to support affordable housing and environmentally friendly transportation. If my neighborhood, Howe, had the same density of Kingfield, the change in neighborhood character would be unnoticeable yet we would have 3,000 more people living here (>40% more). Having neighborhoods in this city that are restricted by law to only for single family homes, is unconscionable with the environmental and equity crises we're facing.	7/22/2018
6460	42	/policies/expand-homeownership/	These tools should include methods for ensuring that buyers are not purchasing homes beyond their means, it should be a responsible % of current, and ongoing anticipated income. We should set up new home buyers for success.	7/22/2018
6461	0.1	/topics/land-use-built-form/	<p>I recently moved to Minneapolis from Seattle and it is horrible to see that Minneapolis wants to go the same way with their land development. Seattle neighborhoods completely lost their character with all the new development. Some areas were very similar to Minneapolis neighborhoods and they completely changed. Also, none of the housing put in was truly 'affordable' housing. Rents were still insane, just not as insane as other areas. Additionally, Minneapolis does not have the climate to support a traffic infrastructure that would encourage people to walk/bike. Introducing thousands of more cars into these smaller neighborhoods is bad for traffic and the environment.</p> <p>I live in what would become a 'mixed use zone' and it is so distressing to think of these old, beautiful homes destroyed to put up some cheap, ugly condos/apartments. These homes give Minneapolis character. They are part of the history of the city. There are so many other areas in the city that could and should be developed before reclassifying people's land for commercial purposes. If this proposition continues to go forward I will do everything I can to oppose it, including voting out those who thought it would be a good idea. I love my century old home and the neighborhood it is in.</p>	7/22/2018
6462	27	/policies/transportation-partnerships/	Good goals- HOW in the face of a conservative state legislative majority will Mpls accomplish better in city transit. The increased density without required onsite parking will cause gridlock and make living in Mpls unattractive at the best. Look at NYC with decent rapid transit and the grid lock there. Mpls MUST address policy 27 with funding steps as a keystone to the remainder of the plan 2040. thx	7/22/2018
6463	27	/policies/transportation-partnerships/	Good goals- HOW in the face of a conservative state legislative majority will Mpls accomplish better in city transit. The increased density without required onsite parking will cause gridlock and make living in Mpls unattractive at the best. Look at NYC with decent rapid transit and the grid lock there. Mpls MUST address policy 27 with funding steps as a keystone to the remainder of the plan 2040. thx	7/22/2018
6464	68	/policies/energy-efficient-buildings/	I'm interested in seeing the city provide assistance to multifamily buildings on energy Audits and Energy Efficiency guidance.	7/22/2018
6465	72	/policies/sustainable-water-system-management/	<p>These are good things. I would add the following:</p> <p>Take action against the use of rock salt for de icing for residents. Hennepin County Public Works has taken major steps to reduce their salt application and Minneapolis should do the same. Chlorides in surface water is an increasing threat to habitat here, and downstream.</p>	7/22/2018
6466	80	/policies/development-near-metro-stations/	Looks like an excuse for developers to bulldoze neighborhoods.	7/22/2018
6467	68	/policies/energy-efficient-buildings/	I'm interested in seeing the city provide assistance to multifamily buildings on energy Audits and Energy Efficiency guidance.	7/22/2018
6468	25	/policies/innovations-in-transportation-and-infras	I hope that, whatever investments the city makes to leave room for antonymous vehicles doesn't come at the expense of increased accessibility to public transit and safety for pedestrians and cyclists. Many of the problems that I notice as a pedestrian, cyclist, and transit-user are because of how the city-spaces prioritize car use over other forms of transportation. I'd be much happier if the city focused on enhancing access to transit for everyone than devoting scare resources to a technology that might maintain or exacerbate existing problems.	7/22/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

6469	73	/policies/stormwater-management/	<p>Stormwater management together with Water System Management, Soil Health, and other water related policies is one of my biggest concerns. These are disconnected and poorly developed policies that don't seem to have had enough expert attention. They are written as add-on ideas, not integrated into the central policies of land use, transportation, etc. For example, the action steps for stormwater management are " to manage natural areas in and around surface waters. . . ". This policy should apply to every point in the city, not just "around surface waters". Every point drains very quickly to natural areas and surface waters, and so all areas need to be intensively managed for effective water flow and quality. Stormwater and water system management need to be among the central guides in the land use, built environment, and transportation planning, which should have a goal of no loss of pervious area on any given lot or other small area, and improved management of water coming off pervious areas, including expanding water reuse.</p> <p>I could find no mention of water reuse anywhere. This practice has big potential for growth and impact in the next 20 years.</p>	7/22/2018
6470	41	/policies/tenant-protections/	<p>The city could really step up a lot more here. Regular (and surprise) inspections of rental properties would force landlords to provide safe, clean, and functioning rentals. Tenants wouldn't need to be afraid to speak out if the city did a better job of regulating.</p>	7/22/2018
6471	43	/policies/housing-displacement/	<p>This plan must have more proactive policies to produce and preserve affordable housing in the city. If we allow low income residents to continue to be forced out further from jobs, transit, and other essential resources while housing costs continue to rise for them every other policy in this plan will be ultimately judged as a failure.</p>	7/22/2018
6472	74	/policies/integration-of-water-management-into-	<p>Integrating water management into development is a critical concept but this is a tiny afterthought, not reflected in the land use planning topic.</p>	7/22/2018
6473	90	/policies/technology-in-the-economy/	<p>The city should partner with area community colleges to train our high school graduates for Tech sector jobs.</p>	7/22/2018
6474	19	/policies/bicycling/	<p>As a 60 something resident I appreciate the bike friendly improvements made in NE Minneapolis. I ride for pleasure and occasionally for the short commute to my office.</p> <p>We are a great place to ride for 5 months a year. Once the snow and cold hit the pleasure and practicality of commuting is gone. The prioritization of pedestrian transportation and biking will only work if there is a convenient transit system for the winter.</p> <p>At 80 will I still be able to clamber over the drifts at a bus stop?</p>	7/22/2018
6475	80	/policies/development-near-metro-stations/	<p>I support development adjacent to and near transit stations.</p> <p>The city should support a mix of housing types and options at transit stations. It should be mixed income with no more than 20-30% affordable units to create a diverse and balanced neighborhood. There is solid research on housing income mix leading to neighborhood stability conducted by MN Housing and Minnesota Housing Partnership. Based in science and fact rather than fear and cloaked racism.</p>	7/22/2018
6476	26	/policies/vision-zero/	<p>I appreciate the goals outlined by Vision Zero. I hope the city will prioritize designing streets that require drivers to slow down and make space for pedestrians and cyclists, rather than relying only on enforcement or education. I think enforcement is a problem because communities of color bear the brunt of increased enforcement policies, and I think education is unlikely to be effective if our streets continue to promote speeding, and encourage people to drive to their every destination.</p>	7/22/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

6477	33	/policies/affordable-housing-production/	<p>These comments are part of larger suite of general comments submitted by Doug Pierce and Mr. Deborah Pierce. A PDF of the full set of comments can be downloaded from Box: https://app.box.com/s/z0nrqftm47yotuw24l6ng0wnuuzqhm78</p> <p>Actions the city can actively engage to foster a Generative Economy in Minneapolis. As part of the transformative goals of the 2040 plan, the City should actively engage in fostering, supporting and creating the economic elements needed for the rezoning to effectively reduce inequity and increase inclusiveness.</p> <p>â€¢Work with the state legislature to create a State Owned Bank for supporting affordable housing and retail / commercial development: Through the legislature, the City should foster the creation of a State of Minnesota owned and operated bank to provide green + resilient mortgages, bonds, and financing for businesses, individuals and government use.</p> <p>Example: State of North Dakota owned bank BND - Bank of North Dakota - PDF: https://web.archive.org/web/20111017114915/http://banknd.nd.gov/about_BND/pdfs/faqs.pdf</p> <p>â€¢Support mini-bonds for financing affordable housing: Help non-profit developers use locally crowd-sourced mini-bonds to finance affordable housing and retail / commercial mixed-use projects. The city can assist by underwriting the bonds.</p> <p>Neighborly Mini-bonds: https://neighborly.com/</p> <p>For projects pursuing a PUD in density corridors, require development corporations to be 'Mission' driven (see above) and chartered as Public Benefit Corporations at a minimum, with a strong preference for non-profits and stakeholder owned cooperatives incentivized with development bonuses. They must be chartered to serve the community and life. They should include salary limits on executives (1-5 lowest paid to highest paid). Non-profits are typically in a better position to provide affordable housing because they are not required to maximize profits for shareholders and investors. In addition, use the proposed state owned bank to provide green + resilient bonds and mortgages as a source of capital for non-profit developers.</p> <p>Examples: RELi Resilience Rating System - Community Vitality Credit 5.1 http://online.anyflip.com/zyqc/ojoi/mobile/index.html#p=38</p>	7/22/2018
6478	73	/policies/stormwater-management/	<p>I support all of these.</p> <p>On road salt, a much more aggressive plan to reduce or completely eliminate road salting and residents (over) salting their driveway and walk.</p>	7/22/2018
6479	75	/policies/waste-reduction/	<p>Eliminate ALL single use plastic bags in the city. Require businesses to CHARGE a fee for paper bags or other non-reusable bags for purchase. This will help eliminate waste.</p>	7/22/2018
6480	25	/policies/innovations-in-transportation-and-infras	<p>Support transportation low volume alternates to the single passenger car - Lyft, Uber and hopefully automated vehicles suitable for short trips around town.</p>	7/22/2018
6481	86	/policies/healthy-food-in-institutions/	<p>No processed food. Schools must serve whole foods. I was tired of seeing pizza and chicken nuggets on my kids' menus.</p>	7/22/2018
6482	14	/policies/tree-canopy-and-urban-forest/	<p>Agreed! I live on a street that lost most of its canopy because of disease. What steps will the city take to diversify its tree supply, and make sure that we don't lose large swaths of tree cover again in the future?</p>	7/22/2018
6483	6	/policies/pedestrian-oriented-building-and-site-de	<p>Very interested in seeing sidewalk awnings. My understanding is that current zoning prevents usable awnings because of maximum width restrictions.</p>	7/22/2018
6484	19	/policies/bicycling/	<p>Currently the percentage of people using bikes to commute in Minneapolis is only 5%. There is no city in the U.S. that even has 10% of people using bikes to commute. A radical plan that promotes bikes while trying to actively discourage cars, while noble, seems doomed to failure. Even if the % can be doubled to 10%, and the use of public transportation becomes much greater, that still will leave the large majority of people relying on cars to commute. A hostile policy toward automobiles will anger a large number of people and harm the development of the city. A more balanced and sensible policy is needed.</p>	7/22/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

6485	67	/policies/climate-resilient-communities/	<p>These comments are part of larger suite of general comments submitted by Doug Pierce and Mr. Deborah Pierce. A PDF of the full set of comments can be downloaded from Box: https://app.box.com/s/z0nrqftm47yotuw24l6ng0wnuuzqhm78</p> <p>For projects that increase density beyond the current zoning levels, use a Planned Unit Development (PUD) process coupled with clear and well-developed guidelines to shape developments (even at the individual lot level) so that they provide well considered community benefits. Criteria and guidelines can be clearly defined in advance providing some certainty for residents, neighborhoods, developers and city staff.</p> <p>Develop Small Area Plans (with deep public engagement) for all density corridors. The plans can then become part of the PUD baseline requirements, guidance and the criteria noted above.</p> <p>â€¢Use enforceable Community Benefit Agreements (CBA's) as part of all PUD's: Establish a list of compensating community benefits in return for flexibility in uses, density, and other factors. Uses could include pocket parks, community available meeting + activity space, highly affordable space for daycare, tool shares, repair shops, reuse shops, maker space, co-work space, community radio, newsletters and local internet, community bike repair, bus shelters, community solar gardens, community rain gardens, community vegetable gardens. Examples: RELi Resilience Rating System - Community Vitality Credits Credit 3.2, 3.4, 3.5, 3.8, 3.9 and 3.10. http://online.anyflip.com/zyqc/ojoi/mobile/index.html#p=37</p> <p>â€¢Require measurable, sustainable design criteria: robust levels of energy (70% reductions) + water efficiency (40% reductions), rainwater management, rainwater capture for irrigation (100%), native + adapted plantings, pollinator gardens, the use of low toxin materials, and lumber from ecologically managed forests (FSC). Examples: RELi Resilience Rating System - Energy, Water + Food Category Requisites and Credits: http://online.anyflip.com/zyqc/ojoi/mobile/index.html#p=46</p> <p>â€¢Require measureable, climate-escalated extreme weather adaptation such as planning for torrential rains, passive survivability, crisis back-up power (photovoltaic w/ battery back-up preferred), crisis back-up water, extreme wind resistance and tornado shelters. These amenities, along with cooling shelters can also be provided by projects for the surrounding community. Examples: RELi Resilience Rating System - Hazard Adaptation + Mitigation Category Requisites and Credits: http://online.anyflip.com/zyqc/ojoi/mobile/index.html#p=28</p>	7/22/2018
6486	22	/policies/downtown-transportation/	<p>Severely restricting parking is making Minneapolis a less business friendly place. I am an architect who has frequent 1-2 hour construction meetings downtown. I find myself spending 20-25 minutes spent parking and walking to the meeting. It costs both my clients and myself time and money. Yes walking is healthy but we live in an increasingly competitive business climate with everyone operating on tight schedules.</p>	7/22/2018
6487	74	/policies/integration-of-water-management-into-	<p>I support these practices.</p> <p>Implementing best management practices that are easy to maintain is one very important piece. Many of these that have been built are not being maintained because there is a disconnect between who is responsible for maintenance, and whether there is a penalty for not maintaining them.</p> <p>As a side note- Water pollution is not especially in the 'urban areas like Minneapolis.' It is state wide and the biggest factor is water polluted with fertilizers, pesticides, nitrate, and chloride.</p>	7/22/2018
6488	33	/policies/affordable-housing-production/	<p>More focus and resource on housing affordable to those at 30 & 50% AMI!</p>	7/22/2018

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6489	42	/policies/expand-homeownership/	The proposed zoning changes would result in existing single-family homes being replaced with apartments, which will be owned by investors. How are you going to expand home ownership while at the same time reducing the number of homes that can be owned? Low and moderate income households will not be able to afford ownership if the supply of homes that can be owned decreases. The "Tenant Protections" policy states that half of Minneapolis residents are currently renters. With the significant increase in apartments envisioned in the plan, that means an even greater percentage of residents will be renters and not home owners. There are too many contradictions and inconsistencies in this plan.	7/22/2018
6490	42	/policies/expand-homeownership/	It is a great idea to encourage home-ownership among low income residents and communities of color. Home ownership helps to build pride in neighborhoods and can contribute to wealth building. Emphasizing ownership among these groups over rental options should be highly encouraged!	7/22/2018
6491	8	/policies/public-safety-through-environmental-de	Strongly in favor of zoning that encourages more eyes on public space. Too many of our sidewalks are hidden from nearby buildings by parking, landscaping or blank walls.	7/22/2018
6492	17	/policies/complete-streets/	We are a snowy icy place. Adequate funding for snow removal and winter maintenance is a reality that is not specifically mentioned in the biking/pedestrian/transit solutions.	7/22/2018
6493	34	/policies/affordable-housing-preservation/	Protect and preserve the small 500-800 square feet single family homes. Implement tools and resources to prevent NOAH apartment buildings immediately!	7/22/2018
6494	1	/policies/access-to-housing/	<p>I've been living in Near North Mpls for 35 years...I'm strongly opposed to the opportunities investment companies will have with overdeveloping our neighborhood instead of helping citizens who hope to own a home this close to downtown.</p> <p>I've experienced the consequences of living in zip code 411, and being redlined by insurance companies, mortgage companies, and many citizens that reside in the Twin Cities area who are fearful of our neighborhood.</p> <p>Why I stayed, and bought other homes in this area is for the comfort of "living in a small town" in a big city.</p> <p>This neighborhood has always been a great asset for young families to purchase starter homes....building high density, multi density homes will eventually bring market value rental rates that will prevent people from building enough savings to purchase their first home.</p> <p>Our neighborhood will lose the strong sense of community that home ownership brings. Massive rental units will not increase home ownership..</p> <p>And as far as helping to pay for the rapid bus transit proposal on Emerson and Fremont Avenues North....the 5 bus is the busiest line in the city....it's misleading to state that the increased density is required to fund the already busiest transit route in the city!</p> <p>Put the 2040 plan on the ballot, not in the hands of short sighted council members and a Mayor who lacks the experience to make such long term planning decisions.</p>	7/22/2018

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6495	52	/policies/human-capital-and-a-trained-workforce/	<p>These comments are part of larger suite of General Comments submitted by Doug Pierce and Mr. Deborah Pierce. A PDF of the full set of comments can be downloaded from Box: https://app.box.com/s/z0nrqftm47yotuw24l6ng0wnuuzqhm78</p> <p>The plan should include powerful economic tools that advance a generative socio-economic system and create community based economic equity.</p> <p>Extractive vs. Generative Economics Primary algorithm for both Extractive and Generative economic models: Profit = Revenue - Costs</p> <p>Extractive Economic Model (Exclusive): The model centers around Shareholders (Absentee Owners) + Self-Interest Patterns - Serve Your Own Self-interest - trickle-down economics - Maximize Financial Gains - Minimize Financial Risks - Grow Relentlessly - at almost any cost to others</p> <p>Generative Economic Model (Inclusive): The model centers around Stakeholders (Participant Owners) + Partnership Patterns - Serve Your Partnership(s), then Yourself - trickle up economics - Be Rooted in Membership - keep ownership in stakeholder hands - Mission Controlled Governance - governance by those concerned with mission - Have a Living Purpose - create the conditions for life + sufficiency</p> <p>Adapted from "Owning our Future - Journeys to a Generative Economy" http://www.marjoriekelly.com/books/owning-our-future/</p>	7/22/2018
6496	20	/policies/transit/	<p>The city must do more to drive realistic improvements on transit and not sit on its hands waiting for the federal, state, and metro council to eventually get around to funding. The cost of converting Minneapolis' most used bus lines to aBRT is tiny compared to the benefits. The \$35 million D line aBRT has been constantly pushed back even though it's projected to have 5,000 more daily riders than the \$1 billion Riverview Corridor and 2/3 the ridership of the \$2 billion Southwest LRT. The city must be more proactive on improving transit and not just hand waving when other government entities predictably undermine Minneapolis in favor of other constituencies.</p>	7/22/2018
6497	41	/policies/tenant-protections/	<p>Crack down on problem landlords with higher fines, follow-up inspections and penalties for noncompliance!</p>	7/22/2018
6498	1	/policies/access-to-housing/	<p>I am strongly in favor of all five of these proposals. We desperately need more housing options than just the large expensive single family homes that are being built. The city is already becoming affordable only for those with significant means. Increasing the housing mix across the entirety of the city is a good way to increase affordability.</p>	7/22/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

6499	0.1 /topics/land-use-built-form/		<p>These comments are part of larger suite of General Comments submitted by Doug Pierce and Mr. Deborah Pierce. A PDF of the full set of comments can be downloaded from Box: https://app.box.com/s/z0nrqftm47yotuw24l6ng0wnuuzqhm78</p> <p>For projects that increase density beyond the current zoning levels, use a Planned Unit Development (PUD) process coupled with clear and well-developed guidelines to shape developments (even at the individual lot level) so that they provide well considered community benefits. Criteria and guidelines can be clearly defined in advance providing some certainty for residents, neighborhoods, developers and city staff.</p> <p>Develop Small Area Plans (with deep public engagement) for all density corridors. The plans can then become part of the PUD baseline requirements, guidance and the criteria noted above.</p> <p>Use a prescriptive PUD model with regenerative + resilient design baselines, clear guidelines and criteria to do the following:</p> <ul style="list-style-type: none"> â€¢ Use enforceable Community Benefit Agreements (CBA's) as part of all PUD's: Establish a list of compensating community benefits in return for flexibility in uses, density, and other factors. Uses could include pocket parks, community available meeting + activity space, highly affordable space for daycare, tool shares, repair shops, reuse shops, maker space, co-work space, community radio, newsletters and local internet, community bike repair, bus shelters, community solar gardens, community rain gardens, community vegetable gardens. Examples: RELi Resilience Rating System - Community Vitality Credits Credit 3.2, 3.4, 3.5, 3.8, 3.9 and 3.10. http://online.anyflip.com/zyqc/ojoi/mobile/index.html#p=37 â€¢ Require high levels of affordable building stock - housing, intergenerational housing, housing cooperatives, retail and commercial space for local small business and cooperatives. â€¢ Require measurable, sustainable design criteria: robust levels of energy (70% reductions) + water efficiency (40% reductions), rainwater management, rainwater capture for irrigation (100%), native + adapted plantings, pollinator gardens, the use of low toxin materials, and lumber from ecologically managed forests (FSC). Examples: RELi Resilience Rating System - Energy, Water + Food Category Requisites and Credits: http://online.anyflip.com/zyqc/ojoi/mobile/index.html#p=46 	7/22/2018
6500	80 /policies/development-near-metro-stations/		<p>Not all metro stations are the same and should not be treated as such. Some are very close to lakes and parks. Some are near busy streets while others are in more residential neighborhoods. The development of dense housing, commercial enterprises and plazas should be in keeping with the natural resources and characteristics of the specific station.</p> <p>Prohibiting park and ride facilities near metro stations seems like a sure way to reduce reliance on them!! This seems counter to virtually all the policies that have been designed to encourage ridership in the past. This seems foolish!</p>	7/22/2018
6501	2 /policies/access-to-employment/		<p>Many of the fortune 500 companies in the metro area have left downtown and set up corporate campuses in the suburbs. Those employers represent some of the best paying jobs with the best benefits and potential for long-term career growth and advancement. How are you going to get those employers to return to the city? How are you going to prevent those that still have offices in the city from leaving? The suburbs are less expensive, offer amenities and conveniences like free parking, how does the city plan to compete for top employers?</p>	7/22/2018

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6502	0.1	/topics/land-use-built-form/	<p>I am concerned that our roads are not built to handle the increased density that is proposed, especially in the neighborhoods farthest away from the city core. Lyndale, Nicollet, 50th Street, 54th Street, 28th Street, 26th Street, Portland, Park Avenue, all have been restriped or engineered in recent years for traffic calming. To handle fewer cars and make the neighborhoods quieter. If we add large apartment buildings on these main streets or down by the southern border with Richfield, it will put too much stress on these local streets. It makes more sense to add density slowly and see how the area is able to absorb the impact.</p> <p>The infrastructure needs to develop as we add density. We need additional schools, parks and green space, transit capacity, services and also a way for people to get around.</p> <p>Dreams of 15% bicycle commuting is impractical. My husband is a huge biker - he bikes to work as often as his job demands and weather permits, but year-round he maybe bikes 20% of the time. He is only able to do this because his office building has a shower and facilities for him to change when he arrives at work. This is not practical for many people. I personally could not physically bike that far, nor is there any way for me to shower and get dressed at work. A bus would take over an hour each day. Instead I drive and arrive in 20 minutes. We would need a significantly improved train system to reduce the load on our local streets.</p>	7/22/2018
6503	58	/policies/business-districts-and-corridors/	<p>The city needs to require and promote more commercial spaces in new development, especially in popular neighborhoods, and allow more commercial spaces outside of traditional business districts. Having more commercial spaces will keep high rents from driving away small businesses and restaurants (and by default helping the proliferation of corporate chains). Allowing more commercial development within interior neighborhoods would promote small neighborhood restaurants and shops, along with galleries and other lower revenue businesses while making the neighborhoods themselves more vibrant.</p>	7/22/2018
6504	6	/policies/pedestrian-oriented-building-and-site-de	<p>Yes! Cities are best when they are dense and designed for pedestrians. For years we have undermined vital city life by putting the needs of drivers first. The city of the future must work for pedestrians. The only way to bring about a city that is functional in the peak oil, climate change era, is to begin mandating a transition to a city for people not cars.</p>	7/22/2018
6505	81	/policies/social-connectedness/	<p>Something must be done to address the ways community can participate in the city's processes. The public hearing process is often the only means to voice concerns and when non-traditional communities show up at these hearings, they are often shut down because their comments aren't "relevant". Before you build capacity for community to participate, the system in which you allow participation must be addressed! There's nothing worse than supporting a group of residents to participate in the city's process only to have them shut out of the process at every step.</p>	7/22/2018
6506	56	/policies/supporting-small-businesses/	<p>Small businesses cannot survive in communities overrun with national chains and big box stores. Please consider limiting the amount of chains allowed in the city and prioritize keeping our local, small businesses healthy! I believe it is San Fransisco that is doing something like this to actively keep their local businesses a priority.</p> <p>If I wanted to patronize chains, I would live in the burbs!</p>	7/22/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

6507	1	/policies/access-to-housing/	<p>We emphatically object to the 2040 Plan. Our major objection is to the assumption that increased density leads to more affordable housing. We believe that only happens if the character and quality of the neighborhood declines. We support affordable housing but believe it needs to be mandated. Increased density will lead to other problems preventing other goals from being achieved. Cities are vibrant when there is a diversity of population especially including families. This plan would make it very difficult for families to stay in the city since the plan is very anti-driving. Families need to get to daycare, jobs and the doctor and that is just not feasible with public transportation. On the personal side, we have some health issues and physically cannot ride a bike. Plus, it snows here. The idea of 15% of the population riding their bike in the winter is crazy. This is a safety issue.</p> <p>We would like to see more planning and decision making moved backed into the neighborhoods like the Neighborhood Revitalization Program that was in place 20 to 30 years ago.</p> <p>Specific to any future plans, Interior 1 should be only single family homes (this is what the majority of families want) and Interior 2 should be up to duplexes only.</p> <p>Other objections:</p> <p>We do not want Minneapolis to be a mini New York with the land-use patterns in Minneapolis to include districts with "every high" densities up to 800 dwelling units per acre.</p> <p>Moderate-density apartments (fourplexes) in virtually all single-family Minneapolis neighborhoods will destroy the character of neighborhoods and families will move out of the city like they do in New York.</p> <p>The Plan is based on a false premise that Minneapolis can use density to achieve housing affordability.</p> <p>The Plan allows developers to determine where density should occur, which will result in tearing down the lowest priced homes. Affordable housing has to be mandated and subsidizes need to be in place.</p> <p>The Plan will exacerbate existing traffic and parking problems when Policy 6 eliminates requirements for adequate off-street parking. Penn and 50th is already a traffic problem and will only get worse with the increased density. Sitting at the light for three cycles is not</p>	7/22/2018
6508	7	/policies/public-realm/	This is excellent. A healthy, safe city is one that has a vital street life. We should take to heart the discussions of an effective social life of cities posed by Jane Jacobs and William Whyte.	7/22/2018
6509	38	/policies/affordable-housing-near-transit-and-job-	Part of building affordable housing means building more housing, generally. The city should allow different dwelling forms, outside of the single family home structure.	7/22/2018
6510	19	/policies/bicycling/	Promoting bicycle use is laudable. However, the size of the investment should be commensurate with the number of people who use bikes relative to other modes of transportation. According the the census, about 5 % of Minneapolis commuters use bikes. Even if the rates doubles or even quadruples that still means that cars and buses will be the predominant vehicle on roadways. Do not expend an inordinate amount of tax dollars to change roadways that will not benefit the vast majority of users. Bike lanes on busy city streets are terrifying. Keep everyone safe and route bicycles to bike paths and side streets.	7/22/2018
6511	33	/policies/affordable-housing-production/	We need policies in place that make affordable housing happen.	7/22/2018
6512	0.1	/topics/land-use-built-form/	Minneapolis: backward facing regressive plan. Way to go you guys, this is a planned disaster	7/22/2018
6513	18	/policies/walking/	I would also like to suggest that the city consider using municipal funds for clearing snow and ice from sidewalks in the winter. Having a functional, walkable city requires clear sidewalks year round. Too many residents engage in the anti-social choice of not properly caring for their sidewalks in winter.	7/22/2018
6514	65	/policies/urban-agriculture-and-food-production/	I strongly support efforts to increase food production in the city.	7/22/2018
6515	29	/policies/creative-sector-economy/	The largest assistance that the plan could give the creative sector is to protect the existing areas where artists live and work from more lucrative market driven development. Particularly endangered is the Logan Park and Central Avenue neighborhooda where the former industrial sites are shown on the built form map as opportunities for large scale, high density residential buildings.	7/22/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

6516	16	/policies/environmental-impacts-of-transportation/	<p>The 2040 plan is the city's last serious chance to take significant steps in fighting carbon emissions. This means prioritizing low carbon transportation and low carbon lifestyles. We need more bus only lanes and we need more density within walking distance of those routes. We need safer infrastructure for cyclists and pedestrians a complete network, not just randomly scattered broken links like Washington Ave. The plan needs to have concrete language about giving other modes priority over single occupancy vehicles within neighborhoods, which could include things like designating streets as bicycle infrastructure so that speed limits can be lowered (while lobbying to change state law), changing the standard design of neighborhood streets so that they're reconstructed to 15-20 mph design speeds and following Seattle's lead by adding traffic circles at intersections neighborhood streets.</p>	7/22/2018
6517	0.1	/topics/land-use-built-form/	<p>Councilman Johnson, Mayor Frey,</p> <p>I have resided in a very small home in the NENA neighborhood for 9 years, after 20 years in MPLS and San Francisco in studio apartments. I urge you to be more thorough in researching predicted outcomes and the impact it would have on the city and the broader region.</p> <p>Changing zoning from single family to 4-plex would obliterate the historic character of my worker-class neighborhood and replace it with a free-for-all for developers and their cookie cutter infill with drag & drop features, aiming for the highest rent they can get. Homeowner's unique pollinator gardens and shade trees would disappear, and casual interactions with neighbors while tending the yard would decrease.</p> <p>Housing is expensive, no doubt, but there are ways to make it more affordable. Not every apartment unit needs the amenities that seem to be default now. Wouldn't units in buildings that have been built recently be more affordable if they did not have in-unit washers & dryers, concierge service, and yoga rooms? Developers can make more money with those features, so what's to stop them from putting those inessential amenities in their buildings?</p> <p>Minneapolis should not aspire to be San Francisco or New York City. We love our lakes, our green corridors, our summers outside, clean air and breeze, and the fact that we are hardy enough to shovel snow and drive icy roads. Don't take that away.</p>	7/22/2018
6518	42	/policies/expand-homeownership/	<p>Great ideas! Supporting home ownership among low income residents and people of color is far better path to affordable housing than building fourplexes throughout the city. It makes more homes affordable and builds wealth.</p>	7/22/2018
6519	17	/policies/complete-streets/	<p>Walking and biking are great modes of transportation for areas of the country that have moderate weather we do not also works when you have high density population and a small area like NYC not LA or MPLS. The of bicycles is good but to purposely make driving more difficult seems inefficient and adds to pollution as traffic snarls increase</p>	7/22/2018
6520	0.1	/topics/land-use-built-form/	<p>The northwest corner of Lake Calhoun includes a small neighborhood of single family homes. This plan totally destroys their neighborhood.</p> <p>Allowing 4-plexes in the Interior 1 areas reduces home ownership, and enriches developers and the rich. It fails to explain how it will help affordability or address any racial disparities.</p> <p>While the goal is to eliminate car usage, eliminating any consideration of parking is TOTALLY misguided. People go where the jobs are, and if the jobs are outside of the city proper, cars will be needed. And so will parking. Most of area 1 should have a plan for at least 1 parking spot per living unit. A 4-plex should have 4 parking spaces. If the lot does not support 4 parking spaces immediately adjacent to the lot, then off street parking should be required. There is already a parking shortage in Uptown. This plan will only spread the parking shortage to other areas of the city.</p>	7/22/2018
6521	0.2	/small-area-plans/	<p>The city needs to re-evaluate the role of neighborhood associations in guiding policy and find ways to give more voice to underrepresented groups. Neighborhood associations should be required to represent the entire community, otherwise they should be treated as what they are - advocacy groups for narrow, privileged groups of residents.</p>	7/22/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

6522	92	/policies/identify-and-evaluate-historic-resources/	Not all significant historic resources are large and economically attractive for preservation and rehabilitation. A mini grant program to assist local residents and community groups in identifying the sites that create a neighborhood level of history. Sometimes just being able to tell the story of a site can aid in gaining the money needed for preservation. Grants could cover applications to the State Cultural and Historic Grant program, publicity, or business planning for potential redevelopment and reuse.	7/22/2018
6523	80	/policies/development-near-metro-stations/	I am strongly in support of this. High density nodes around transit move us towards what the city will need to be.	7/22/2018
6524	5	/policies/visual-quality-of-new-development/	We are opposed to the free zoning of 4-unit buildings everywhere, particularly in established single family neighborhoods. We are opposed to this zoning, and also with this comment, the look and quality of the new housing. We have seen this type of development in many cities, and have talked for years about how ugly it is. Examples we visit often include Denver, Calgary and Houston, cities where our sons reside. There are obvious and extensive knock-downs, rebuilt with larger buildings that don't fit existing established single family residential neighborhoods. They certainly destroy the character, and to us detracts from neighborhood cohesiveness.	7/22/2018
6525	14	/policies/tree-canopy-and-urban-forest/	<p>I agree! The Minneapolis tree canopy is a beautiful asset. Our urban forest sets Minneapolis apart from other major cities and provides so many benefits. But the upzoning in this plan will be detrimental to our urban forest and will require removal of trees and will work against this policy. Please compare the three photos above to the renditions of Corridor 4 and 6 and Interior 3 in the Built Form Map. They look nothing alike. The Built Form Map shows a couple small trees, which is nothing even close to the mature canopy that currently exists in those neighborhoods today. The upzoning vision has no lot set backs, no lot coverage maximums. Many existing trees would need to be cut down in order to make room to build new apartments.</p> <p>My home is set to be rezoned to Corridor 4. The street I live on does not have a boulevard, so the only trees I have are in my back yard. I have a 100+ year old white oak and a mature black walnut. Both large trees extend well over the property lines on both sides. If a neighbor were to sell their home and a 4 story apartment was built, both of those beautiful trees would need to be cut down. They would not survive having substantial large limbs removed to make way for a 4-story structure, and there would be no space for them to continue to grow on my small narrow lot.</p>	7/22/2018
6526	0.1	/topics/land-use-built-form/	The environmental consequences of upzoning either weren't considered, or were disregarded.	7/22/2018
6527	1	/policies/access-to-housing/	It's somewhat disappointing that there seems to be no effort to promotion the creation of new neighborhood business nodes in many of the outer neighborhoods. I live in Waite Park. There are not enough businesses in the interior of the neighborhood. I would love to have more businesses within walking distance of my home.	7/22/2018
6528	7	/policies/public-realm/	There needs to be a much more integrated approach than just saying add more housing. Public transportation and infrastructure needs to be addressed more fully. Water pressure is already low at the edges of the city. Public transportation does not get people to their jobs in a timely manner (it takes me 1.5 hours to get to my job by public transport, and my daughter 2 hrs).	7/22/2018
6529	0.1	/topics/land-use-built-form/	The largest barrier to a better public realm is that the vast majority of public space in the city is devoted to the transportation and storage of cars. By policy allow any neighborhood business to create pop up parks or bike corrals in street parking spaces in front of their business. Lower traffic speeds on all neighborhood streets and redesign those streets to be slower. Prioritize the safety of cyclists and pedestrians.	7/22/2018
6530	18	/policies/walking/	This is a great plan to allow more people to live in the neighborhoods that are most desirable in the city. Any change to the neighborhoods will be gradual and over time people will accept the new buildings as integral parts of their neighborhoods. The current zoning for these neighborhoods ensures that only the wealthiest can afford to live in these neighborhoods and opening them up to greater density will benefit a large number of people.	7/22/2018
			Please don't forget about our elderly, our winters and our current culture. In a utopian setting, people would all be able to walk to nearby amenities throughout life and throughout the year. This isn't realistic in the near future. Car access will remain important in our culture until public transportation is greatly enhanced and we make a major transition in life style. Narrowing roads and focusing mainly on pedestrians and bicyclists will exacerbate already worsening traffic issues. Little attention seems to be paid to parking (a major issue in much of Minneapolis), as well. We need to consider many issues when contemplating and planning for transportation in the future.	7/22/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

6531	0.1	/topics/land-use-built-form/	<p>My name is Alex, I live in the Howe neighborhood, my wife and I finally bought our first house, but have lived in Minneapolis for 33 years. It is a dwarf compared to what is being proposed, we have a one story, modest starter home. In an already unaffordable and competitive market, thanks to house flippers and real estate investment groups, we felt lucky to find this property. It is the type of house that under the 2040 plan, we would have been outbid by a developer who would tear it down to build taller.</p> <p>My biggest concerns have been addressed in many of the letters to the editor and other comments I have read online. The language used in the 2040 plan is great: racial and economic equity, diversity, affordable housing, and innovation, but language will only get us so far. There is no way that the developers, coming from who knows where, are actually interested in achieving, aside from density, the goals outlined in the 2040 plan. The idea that density will generate a more competitive and therefore affordable marketplace for housing is naive, as these properties are flipped they will drive up property value and taxes and drive out single families that have lived in this city for generations. This wool over the eyes planning has happened across the country and is going to happen here if the plan continues. We need responsible growth, you can't just decide that whole swaths of the city can be rezoned, and open the possibility for people with money to just make yet another power grab by developing lucrative rental property. This development needs to be regulated, local, equitable and phased.</p> <p>Phased: Development and rezoning is first allowed on corner lots, and then if those units are rented or purchased (condos), there are neighborhood/area meetings to discuss further rezoning. The eventual long term plan could be on a percentage basis, i.e on a city block along a bus line, 4 corner lots were rezoned, and then meetings held to determine the percentage of other lots that could be rezoned (neighborhoods decide this % as it is directly correlated to their property value and taxes).</p> <p>Size: The rezoning along bus lines should be no larger than 2.5 stories, this limits density to about 12 units per property. If a single family house is demolished and replaced by a 12 unit building, the density increase is dramatic, anything larger will have a more significant negative impact on the neighborhood. For 5 years I lived in the powderhorn neighborhood near 31st and 12th ave, here there are large 4 story brown stones and they limit area parking, increase congestion, and dramatically change sightlines/shade/yard use.</p> <p>Congestion: The rezoning proposal lists the current zoning from my address, stating "The Interior 2 district is typically applied in parts of the city that</p>	7/22/2018
6532	80	/policies/development-near-metro-stations/	<p>Prohibiting auto-oriented uses and park-and-rides will reduce use of the metro lines for people who do not live close to the station. That's a bad policy.</p> <p>All metro station areas are not the same. Some will support very high density. Others, like the stations near the lakes, parks and trails will not (e.g., NW corner of Bde Maka Ska and Byrn Mawr Station). The policy should allow the plans to be tailored to the neighborhoods and environment.</p>	7/22/2018
6533	6	/policies/pedestrian-oriented-building-and-site-de	<p>I fully support all of these policies. We will not have healthy neighborhoods if those neighborhoods are built around the transport, storage, and maintenance of automobiles. Reducing the impact of automobiles and facilitating the ability of people to be on street is essential.</p>	7/22/2018
6534	12	/policies/lighting/	<p>Lighting should also not emit too much blue light which interfere with sleeping.</p>	7/22/2018
6535	0.1	/topics/land-use-built-form/	<p>I believe the zoning to allow 4 unit, 2.5 story units will destroy many of our neighborhoods with our beautiful old homes and in general very small lots. We live very close to our neighbors today and if each of our homes turned into a 4 plex</p>	7/22/2018
6536	3	/policies/production-and-processing/	<p>The policy is missing a vital job creation component in the Production and Distribution section - Industrial Manufacturing (highest wage opportunity), industrial land sites (development acreage) and commercial-residential land for building affordable housing for employees.</p>	7/22/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

6537	1	/policies/access-to-housing/	Equity/Community: Using the language of love, empowerment, growth, collaboration is inspiring and sounds great, however many of the policy/goals are things that we as a city have been striving for and have missed the mark on already. I'm not suggesting we need to be stagnant and not have goals or policies of change, but this plan is proposing changes that don't support existing neighborhoods and their community. It is unacceptable to release a plan like 2040 in this way: mostly finished, and asking for comments. It is reminiscent of how oil companies operate, they arrive with the pipe and start saying that the pipe is already here and they already dug a whole so community and environmental impacts are inconvenient and ultimately not lucrative for them. There needed to be and still needs to be a clear commitment to respecting the residents and homeowners and their families as they will bare the burden after 2040. I heard about this plan by a neighbors yard sign, I never received any documents from the city about the plan or meetings. It seems like goals involving community/equity/outreach/access are improbable when the communication/planning was behind closed doors.	7/22/2018
6538	0.1	/topics/land-use-built-form/	I believe the zoning to allow 4 unit, 2.5 story units will destroy many of our neighborhoods with our beautiful old homes and in general very small lots. We live very close to our neighbors today and if each of our homes turned into a 4 plex it would eliminate any sense of privacy. I am very opposed to such loose zoning. We have seen the downside in Houston, Calgary and Denver.	7/22/2018
6539	93	/policies/stewarding-historic-properties/	As per item k. above the city preservation policies should encourage building owners to improve their properties in a way that is appropriate to the specific structure involved. The historic districts are frequently defaulting the Secretary of Interior's Guidelines for technical preservation. The guidelines are appropriate for structures where the individual significance justifies the high level of conformity to the rules. In a large district such as the Warehouse District with a number of sizes and ages of structures the federal guidelines are too blunt of an instrument to enforce. Thought needs to be given to the economic viability of a structure and the return that will come from exterior improvement. A culture of fear is occurring where building owners are reluctant to put money into smaller structures resulting in deterioration or the buildings being sucked into larger developments.	7/22/2018
6540	83	/policies/people-with-disabilities/	Require extensive training, background and possibly other testing to ensure staff are qualified to care for individuals with mental or physical disabilities	7/22/2018
6541	79	/policies/healthy-youth-development/	Invest in school supported programs. Children often rely on the school staff and connect better within programs including them. Keeping programs related to social emotional development within, through qualified staff and programs advocating for it is extremely beneficial.	7/22/2018
6542	5	/policies/visual-quality-of-new-development/	I believe that any new construction requires tight approval of design, materials and size to ensure it fits with the neighborhood and is appropriate for the lot size. We have spent a lot of time in Denver and Calgary and they have many oversized units (twin homes and 4-plex units) that are much too wide and/or tall and/or are very trendy boxy construction that do not fit with the traditional homes. In all cases, they are not more affordable. I do not want Mpls to turn into that and lose its charm.	7/22/2018
6543	47	/policies/housing-maintenance/	This plan is filled with contradictory goals. Did different individuals draft different sections without talking to each other? How can you "Ensure the preservation and maintenance of existing housing stock" while simultaneously rezoning the existing housing stock in the hopes that it is developed into something else?	7/22/2018
6544	92	/policies/identify-and-evaluate-historic-resources/	Restore St. Anthony Falls! It is the main reason Minneapolis is here. Work with the Army Corps of Engineers to rebuild the falls, replacing the concrete slide and useless lock and dam that exists now with a recreation reflecting the falls's natural, preindustrial state. What a tourist draw to have the largest natural falls on the country's largest and most important river in the heart of our town. What a view from the stone arch bridge.	7/22/2018
6545	0.1	/topics/land-use-built-form/	There is no way that the 13 City Council members can speak for 380K Minneapolis citizens when it is voted on by the Council. There was NO serious notice of the plan, which feels very intentional, and the Plan only advances the interests of our elected officials who have been influenced by developer campaign contributions. We are not stupid. Trash this plan and start over - a compromise is still egregious and unnecessary.	7/22/2018
6546	15	/policies/transportation-and-equity/	The city should be looking into the disparity when it comes to modes of transportation. It appears the city is giving primarily POC areas lack luster BRT without dedicated lanes, so they will just be as reliable and just as slow as current busses, while giving more wealthy and white areas LRT which have their own dedicated lanes and are faster. There should not be this discrepancy between POC and white people when it comes to transportation	7/22/2018

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6547	15	/policies/transportation-and-equity/	<p>The city needs to start moving on its street car plans, but also look at it to update it. There are multiple proposed lines that would work better as light rail as they would have more riders per week than the blue line currently does. Under investing in transportation is bad for the city, and the city should be aggressively building out light rail lines building and least two or three at a time to build a complete system that connect the whole city.</p>	7/22/2018
6548	1	/policies/access-to-housing/	<p>Hello 2040,</p> <p>I wanted to make sure I comment on the proposed land use in the 2040 plan.</p> <p>We live in Bryn Mawr on a block that would allow for six story apartments. This is not acceptable.</p> <p>Bryn Mawr is the first neighborhood outside of downtown heading west. The single family homes should remain as such without new zoning ordinances.</p> <p>There is much more land that is available in the city for high density development. This land should be developed first before changing the current neighborhood zoning.</p> <p>Available land examples: The MPLS impound lot and surrounding area known as the banana. Glenwood avenue corridor Downtown open lots from the North Loop all the way to the West Bank Open lots in the Marcy Holmes neighborhood Open lots all along East Hennepin Open areas on Central Avenue Open lots on Stinson Boulevard The Hiawatha corridor</p> <p>Until these areas are fully developed with appropriate housing for all (high end and affordable), the zoning laws should not be changed to impact single family homes in the neighborhoods that make Minneapolis so special.</p> <p>Thank you, Ilan Weiss</p>	7/22/2018
6549	1	/policies/access-to-housing/	<p>Mpls is known for a variety of neighborhoods and housing types that enable life-cycle and affordable housing. SF/duplex areas, such as my neighborhood, need to continue to be a part of that mix. The neighborhood wide blanketing of approach/action e (widespread upgrading/upzoning to 4 units/parcel) goes against the mix and diversity of neighborhoods and housing types that I and my neighbors and others moved here for in the first place.</p> <p>Such potential actions (e) have many potential consequences, and such be focused within 1/2 mile radius of LRT and high frequency fixed route transit stations and 1/4 mile either side of such transit routes.</p> <p>Widespread blanketing of approach/action e will have negative consequences including loss of diversity of medium density single family/duplex neighborhoods and housing types. Other consequences include increased costs and needs and less livability in the areas of stormwater management, snow and ice management and removal, noise (in general, and closeness of more neighbors), solar access for energy and for sunlight into people's living areas, and urban heat island effects (including the types and amounts of trees and greenery possible), among others.</p> <p>Action e should either be eliminated, or modified to focus on transit station areas and transit corridors, and designed pedestrian and/or community commercial corridors.</p>	7/22/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

6550	75	/policies/waste-reduction/	Has the city done an analysis of the environmental impact of tearing down thousands of existing homes over the next 20 years and constructing new 4-8+ apartment buildings in their place? Does the city's waste management or surrounding communities have landfill space to handle that much waste?	7/22/2018
6551	0.1	/topics/land-use-built-form/	As much housing as possible, please! The fewer restrictions the better. Not Interior 1! Density means more jobs, lower housing costs, more economic development, and less pollution. Restricting housing only protects those who already have everything they need, without caring about generational poverty, the environment, or even their own grandchildren.	7/22/2018
6552	15	/policies/transportation-and-equity/	It takes 45 minutes to get from the University of Minnesota to uptown using transit. At the same time it takes 15 minutes to drive to Robinsdale from the the U. It should not take triple time to move within the city than driving to a burb. We need a high capacity, rapid transit system in this city that is either grade separated or has dedicated lanes.	7/22/2018
6553	0.1	/topics/land-use-built-form/	<p>We are homeowners in southwest Minneapolis. We would like to stress two concerns about the first-draft proposal:</p> <p>1) Magnitude of the proposed changes:</p> <p>We are not categorically opposed to residential zoning changes, but the change in the scale of building that would be allowed along transit corridors in SW Minneapolis seems extreme. Allowing for four-story apartment buildings on a (currently) single-family home residential block would drastically change the nature of the neighborhood on both developed and adjacent blocks. Surely a more incremental change is called for.</p> <p>2) The distribution of plan costs:</p> <p>Rezoning can be accomplished with minimal direct financial outlays by the city, but that does not mean that the plan is costless. Rather, certain residents will bear the costs (and benefits) indirectly by changes in property values.</p> <p>If the city makes an improvement on our block, the cost is not paid by the Minneapolis taxpayer at large. Instead, we and our neighbors are charged an assessment. This makes sense: because we and our neighbors are the primary beneficiaries, we bear the costs.</p> <p>Affordable housing in Minneapolis is framed as a benefit to the city at large. If this is indeed the case, then the costs should be borne broadly by residents, not shouldered narrowly by property owners who unluckily own homes whose value falls due to nearby zoning changes.</p> <p>We are a lucky family, but we are not 1 percenters. We stretched our budget to be able to afford to live in our neighborhood because we like it the way it is and long has been. The first-draft plan stands to undo a great deal of careful planning and saving by us and many of our neighbors. We ask that the city take account of these concerns in the upcoming revision.</p> <p>Sincerely, Luke and Emily Threinen</p>	7/22/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

6554	0.1	/topics/land-use-built-form/	<p>Policy 1 of the Minneapolis 2040 plan is well-intentioned, but it's heavy-handed design is unlikely to accomplish little to reduce disparities or generate affordable housing. Rather, the plan essentially turns over the planning and development of the city to the short-term interests of developers -- whose incentives and planning horizon are in direct conflict with the what City Planners hope to accomplish for 2040. Under the plan, developers would be allowed to develop 4-unit housing on any lot in the city and combine adjacent parcels in select neighborhoods (such as mine, Lowry Hill). These developers would seek to maximize their profit, and minimize the time required to recoup their investment. They will not be beholden to adhere to the character, quality, or livability of the neighborhood -- but whatever will sell at the highest possible price they can obtain. Put simply, while they may care about density, they most certainly don't care about creating affordable housing or reducing disparities (unless that's what market forces demand, or there are other policies or inducements for them to care). Loosening development restrictions gives developers the 'keys to the candy store'.</p> <p>In contrast, home owners have a much longer time horizon and incentives that drive them to invest in maintaining and improving their homes and in building good relationships with their neighbors. The rich fabric of neighborhoods Minneapolis boasts today are a testament to those incentives.</p> <p>In unfettering development, the plan will create decades of uncertainty and real DIS-incentives for homeowners to invest in Minneapolis. Home ownership is for many people their single, largest investment. Why would they invest in Minneapolis -- a risky investment where the rug is likely to be pulled out from underneath them by a multi-plex next door -- when they can invest in the stability and a reliable quality of life in a suburb?</p> <p>I urge City Planners not to abdicate responsibility for creating a livable, affordable, environmentally-smart city to the interests of developers. In outlining sweeping, ham-handed zoning guidelines, the plan takes the 'easy path'. But it's a plan that will destroy the very fabric of the city and result in clear winners (developers) and losers (today's homeowners) without making a dent in affordability or disparities. Instead, you need to look for ways that balance the incentives and interests of all stakeholders -- and that rely on those incentives to create the desired outcomes. This will undoubtedly be a much more complex answer -- and more difficult to find -- but our future demands that you try harder and find a better solution.</p>	7/22/2018
6555	35	/policies/innovative-housing-types/	<p>As a tax paying resident and a constituent of the City of Minneapolis, I strongly oppose your plan. It must be reworked.</p> <p>I recognize that a lot of work and good intentions went into this plan and I too want to advance the interests of all citizens regardless of life-position and circumstance and foster economic growth.</p> <p>But in pursuing those aims you have badly missed the mark by pushing this plan that does not take into account the unique differences and circumstances associated with different neighborhoods and constituencies.</p> <p>The outcome is a one-sized-fits-all zoning policy that blankets the entire city. Unbelievably, your plan would allow almost any residential lot in the city to be bulldozed and turned into a fourplex apartment or condo building. And further, your plan permits almost any single-family home or duplex within two blocks of a bus line to be turned into a sixplex or larger complex. And you propose changes in transit corridors that will further erode existing housing stock. Rather than target density to avoid disruption to our neighborhoods your plan offers density anywhere and everywhere a developer manages to purchase properties.</p> <p>This is a dream plan for speculators and developers. It is a free-for-all that leaves every resident who has invested in their neighborhood's current character at threat of waking up to a vastly different reality in their small corner of the city. You've wrapped this vision up in admirable notions that citizens support: affordable housing, social justice, environmental protection, and others.</p>	7/22/2018

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6556	1	/policies/access-to-housing/	<p>As a 4th Ward Resident, I am invested in helping my neighbors who face the most economic challenges and disparities today and help them have more prosperity and wellbeing. To me, the goal of simply adding more units of affordable housing in this area makes no sense given we are not able to truly provide safe schools, economic opportunities and eliminate health disparities today. Adding more affordable units here would only exacerbate current disparities and provides no upward mobility, and opportunities to improve community health/wellbeing. Instead of adding more units we need to be thinking - How do we help the existing residents in the 4th ward, get better jobs, access to healthcare, get more social and family supports? Let's eliminate disparities and help the current residents by helping them stay in their homes, improving the substandard rental units, reducing crime, getting everyone access to healthy food before adding units. We have the majority of "affordable housing" today and our community is undererved. If we can't get it right today, what would it solve by adding more units? At the same time as we improve the living for current residents, let's help them stay in their existing homes, and improve the quality of life. Let's help them own property and if they must rent, make the rent super affordable and the units much nicer and safer.</p> <p>At the same time, help people get access to affordable units in other more upscale Wards. These wards have better schools, more amenities and are more able to support lower income folks.</p>	7/22/2018
6557	15	/policies/transportation-and-equity/	Add a fun street car route around the Grand Rounds!!	7/22/2018
6558	18	/policies/walking/	This is great but we need to do more. Intersection designs in pedestrian areas should be reoriented to pedestrians. Turning radii should be as narrow as possible. Slip lanes should be removed. Ban right turn on red. The Lake St-Midtown LRT station is the fourth most popular on the Blue Line behind the MOA, Airport, and US Bank Stadium, yet to get there from the east once a person manages to cross multiple entrances to drive through restaurants and big box stores requires crossing *four consecutive slip lanes* to and from what's practically a freeway. The city needs to be more aggressive and more concerted in restoring these spaces to pedestrians than what this policy implies.	7/22/2018
6559	0.1	/topics/land-use-built-form/	<p>My address is 2112 Oliver Ave S. I am at the base of a peninsula surrounded by Lake of the Isles. With the addition of a restaurant on 21st street, across from Kenwood School, we have severe driving and parking issues already. In the winter, with snow banks and snow emergencies, there are times when 21st isn't passable by emergency vehicles. Allowing denser housing along this already stressed little street the passes from the lake, by a church and a school up to the twisty, hilly streets of Kenwood could not have been proposed by anyone who has actually seen the street and the neighborhood. Apart from fundamentally changing the character and livability of our historic neighborhood, the density proposal lacks a common sense understanding of the physical limitations of an area by a lake, in a penninsula, with hilly, winding streets and established historic buildings with footprints that can't be changed. The proposal is flawed for many reasons, as I'm sure my neighbors have pointed out. But the literal physical impossibility of the plan, in a neighborhood already taxed by the delivery and patron traffic from a small restaurant, competing with school buses and parent pickups and drop offs on both 21st street and Penn is something that was clearly overlooked. The plan for Kenwood is fundamentally flawed and must be rejected.</p> <p>Sarah Brew 2112 Oliver Ave. S. Minneapolis 55405</p>	7/22/2018
6560	82	/policies/aging/	We need more supports to help people age in place. We also need more assisted living communities and units.	7/22/2018
6561	88	/policies/public-services-policy/	<p>"b.Engage the public when making decisions that create, remove, or change a city service, project, or policy." - It would have been nice if you started this now. If it wasn't for social media, I would never have known about Minneapolis 2040! Finding out about such an impactful policy change through the neighborhood rumor mill on social media is ridiculous. Why wasn't this communicated to residents directly in a written notice? Why wasn't this plan communicated through various means and methods?</p> <p>The Minneapolis Waste Management department regularly mails all residents helpful reminders about recycling, organics, hazardous waste, etc. If one city department has figured out how to reach all residents and provide written notices, then there is no excuse for Minneapolis 2040.</p>	7/22/2018
6562	84	/policies/public-safety/	As a 4th Ward resident, we need to improve police responsiveness and go after smaller crimes that impact livability (package thefts, car break ins, etc.)	7/22/2018

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6563	0.1	/topics/land-use-built-form/	Do not bulldoze our neighborhoods. The proposed open zoning is not acceptable. The execution of this plan to date has been hypocritical as evidenced by the city support of developments such as Elan, Flux, etc. in areas with relatively convenient public transportation. The residents are overwhelmingly, white, young and affluent in contrast to the stated goals of diversity, inclusion, and affordable housing. It is just sad that new developments continue to be allowed against the recommendations of neighborhood organizations such as CARAG and East Isles, such as the Moxie Hotel (Emerson & Lake) and the complex at between Lake/31st/Holmes/Humbolt. Fix the schools, roads, police, transportation, etc. but leave our neighborhoods alone.	7/22/2018
6564	63	/policies/food-access/	In the 4th ward, we need city employees and the Parks Department to create small mini gardens for access to fresh veggies. Plant fruit trees and bushes we can all enjoy!	7/22/2018
6565	80	/policies/development-near-metro-stations/	I am opposed to allowing and encouraging high rise development over existing 1-story retail at Calhoun Village shopping center on 3 grounds: 1) I would lose passive solar heating in winter and sunlight year-round at my Calhoun-Isles Condominium due to shadowing of proposed 30-story residential over current Calhoun Village shops at 3100 West lake Street 2) I would lose access to walkable retail amenities for grocery/liquor, drug store, book store and coffee shops, and numerous restaurants. 3) Increased traffic on already traffic-choked West Lake and Excelsior intersection would greatly erode my quality of life. Dean Parkway is already backed up during certain hours blocking access to Calhoun Islaes Condo via Dean Ct.	7/22/2018
6566	63	/policies/food-access/	And who will decide what is nutritious and unhealthy? Would it not be simpler to transport the shoppers to the grocery store and back?	7/22/2018
6567	0.1	/topics/land-use-built-form/	I strongly believe that this should be passed. I really like that they are trying to push for more housing all over the city. There shouldn't just be housing in small sections of the city!	7/22/2018
6568	18	/policies/walking/	The 44th and Osseo Road intersection is a hazard. It needs to be re-designed to improve safety and slow traffic. It also need to be more biker / pedestrian traffic. This will help the neighborhood be more livable and improve access to North Market and Webber Library.	7/22/2018
6569	18	/policies/walking/	Need to add another walking safety issue that still seems to always get skirted. Snow removal of sidewalk surfaces in Winter along "many" city sidewalks is not being made clear to homeowners and/or owners that rent single family homes. Often.....some sidewalks are so unsafe(ice) for nearly the whole winter season. If this is occurring year after year now.....I'm not be so confident with many additional small multi unit absentee landlords would be responsible nor be held accountable. No matter what.....we need to be more creative with ways to make certain that ALL surfaces be safe for walkers year round citywide now and in 2040 and beyond, particularly if we feel that walking is our first step toward creating a cleaner air quality and helping reduce climate change .	7/22/2018

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6570	17	/policies/complete-streets/	<p>PEDESTRIAN SAFETY: I am a retired single woman living in Uptown who gave up her car 9 years ago as an experiment to try to live without a car" in Minneapolis. 9 years later I am still "car-less" but in my 49 years living in Uptown, I am the ONLY PERSON I KNOW in the neighborhood without a car. It isn't easy to live car-less in Minneapolis!</p> <p>I use the bus and walk to most places. If I can't get to my destination by bus, I'll take a Lyft ride or I'll use Hourcar. These services are helpful, but they are not the solution for everyone.</p> <p>The best thing the city could do to make the sidewalks and streets safer for pedestrians is to convert the one-way streets (Lagoon and Lake Streets especially) back to two-way and SLOW DOWN the speed of vehicles in Uptown.</p> <p>Right now, Lagoon and Hennepin is one of the most dangerous intersections in the area. Two lanes of traffic are turning off of Hennepin on to Lagoon. And all lanes of Lagoon are during across Hennepin. It's not easy for people with walking difficulties to make it across, and as I observe transit users, MANY of them are walking difficulties.</p> <p>PARKING CRISIS. There are at least 4 (four) reasons that parking is going to be an increasing problem in Uptown. At the very least, PERMIT PARKING in street and avenues adjacent to major transit lines will be required to ease the situation. Ideally, we should REVISIT CITY ORDINANCES for parking spaces required in new apartment and commercial developments.</p> <p>1) Transit users who own cars. I see a lot of people on the bus for work and school during the week, which is great, but most transit users own cars and use them to get around evenings and weekends!</p> <p>In my neighborhood, if these transit users live in classic small apartment buildings without garages, they leave their cars parked on the streets. Just take a look at Girard and Fremont any weekday. They are solidly lines with cars.</p> <p>2) Non-resident parking. In addition to residents, some folks are using the residential streets in Uptown as their own "park and ride" -- driving in from suburban neighborhoods, parking free on our streets, and hopping on a bus for the last 20 minutes to downtown.</p> <p>3) New residential and commercial construction. A lot of large, high-density apartment buildings are going up near transit lines. And clearly that is the direction Plan2040 WANTS the city to go! Because city ordinances no longer require developers to provide 1 (one) reserved</p>	7/22/2018
6571	15	/policies/transportation-and-equity/	<p>Equity must also include easy transportation for those who do not bike or walk or find it easy to use public transport. Downtown will lose it's population of retired folk (high property tax payers!) if the focus on downtown streets continues to be fewer car lanes and more bike lanes. Most of us "elders" who live downtown rely on driving, which has become a nightmare downtown. It would be helpful if bike lanes were devoted to certain streets, leaving others with a full complement of car lanes.</p>	7/22/2018
6572	1	/policies/access-to-housing/	<p>There is a need to preserve areas with single family houses and not permit up to 4 unit buildings to be built everywhere. Our single family home is now overshadowed by a 3 story house and a 20 foot (yes 20 feet 2 stories approved) garage with 2 full floors. There is almost no green space left and the house overshadows our 1.25 story house so we have to turn on lights to read on a bright sunny day.</p>	7/22/2018

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6573	1	/policies/access-to-housing/	<p>I'm all for increasing the supply of housing and diversity but it seems like what is not understood is that people CHOOSE neighborhoods.</p> <p>I've lived in Minneapolis most of my adult life. I left home on the Iron Range at age 18 and attended the University of Minnesota. I lived in apartments with roommates in SE Minneapolis which was appropriate to my situation at that time. I used the bus for most of my transportation.</p> <p>After I graduated and started my career, I lived near Uptown in my own apartment--again, appropriate for my situation--an urban professional starting her career. I took the bus to work most of the time.</p> <p>I've lived in SW Minneapolis since 1989. As my career progressed, I NEEDED to drive to work. My workplaces in the suburbs were not easily accessible by public transportation and I wanted to continue to live in Minneapolis where I have access to restaurants, grocery stores, entertainment and community activities.</p> <p>I am now retired. We've paid off our mortgage but of course continue to pay Minneapolis' high taxes for the neighborhood we've chosen. We plan to travel in our retirement and so need vehicles. We take the bus when it works--like for Lynx games. But we need our cars to allow us the freedom we've earned.</p> <p>I worked in research during my career and often used demographics and psychographics to determine target markets and how to reach them. I learned that "birds of a feather flock together." To manipulate peoples' options in housing is denying choice.</p> <p>It seems like North Minneapolis needs more support to develop good options for affordable housing, including more home ownership; SW Minneapolis, not so much. I'd be fine with using tax dollars to strengthen the areas of Minneapolis that actually need support.</p>	7/22/2018
6574	1	/policies/access-to-housing/	<p>There is a need to preserve areas with single family houses and not permit up to 4 unit buildings to be built everywhere. Our single family home is now overshadowed by a 3 story house and a 20 foot (yes 20 feet 2 stories approved) garage with 2 full floors. There is almost no green space left and the house overshadows our 1.25 story house so we have to turn on lights to read on a bright sunny day.</p>	7/22/2018
6575	9	/policies/open-spaces-in-new-development/	<p>Policy 9 - Open spaces in new development</p> <p>In many instances the Built Form Maps seem to directly contradict the goals of the Policies.especially Policy 9 and the Transportation policies.</p> <p>For example, the Policies state that Preference is to be given to walking/pedestrians, secondly to bicycles, and third to cars and other forms of motorized vehicles. However, the Built Form Maps show the intention to allow higher density housing across a large swath of the south side of the city. The Built Form maps are incompatible not only with the policy of encouraging non-motorized transport, but also incompatible with the stated policy of having more tree canopy and green space.</p> <p>In my neighborhood, new commercial buildings have been going up that are built almost right up to the sidewalks. The city routinely gives the developers waivers not only regarding setback/green space, but also regarding building heights. These waivers given by the city council seem to be given without regard for the pressures put on our traffic flow, sewer systems, police and fire departments, air and soil quality.</p> <p>We are paving over our green spaces and reducing our quality of life for residents Affordable housing can be achieved without reducing our green spaces and without constantly caving into the demands of developers. It is likely that Minneapolis residents who live near Lake of the Isles or Lake Bde Maka Ska do not want to turn their areas into a Centennial Lakes type neighborhoods, surrounded by (expensive) high-rise apartments and commercial buildings and managed plantings, with no wild/natural areas.</p> <p>Looking at the pictorial representation of the Interior 1 areas which reportedly is going to be the least dense area - one sees rows of tightly packed 2.5 story houses, each almost identical to the one next to it, and pavement everywhere, with an occasional small tree - almost like an after-thought. Is this really the 2040 Plan the city of Minneapolis is wanting to adopt? How is this compatible with the stated policies? By the way, my neighborhood is racially and economically diverse - just the way I like it.</p>	7/22/2018

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6576	18	/policies/walking/	Great idea about widening sidewalks. I would suggest doing downtown/uptown first seeing as the sidewalks there aren't really up to handling the amount of people who use them on a daily basis or when they host large events. Uptown itself needs more beg buttons for pedestrian crossings.	7/22/2018
6577	1	/policies/access-to-housing/	Protect existing industrial/commercial zonings to allow for sustaining and growing arts production and small businesses, and especially within the Northeast Minneapolis Arts District. a greater number of northeast neighborhoods have owner occupied duplexes , thus adding suability ,small business and a grassroots invest to a neighborhood. by adding more multi dwelling it in creases the chances for non owner occupation , less of a neighborhood invest but just for the money.	7/22/2018
6578	3	/policies/production-and-processing/	Production and Processing: Expand and maintain areas for production, processing, and distribution of products, services, and ideas. Why: The Policy does not include artistic production and services Suggested Comment: Add Arts Production as a protected class for production processing areas. d.&.e. Protect Production Areas - do not allow non-production in Production Areas. f. Protect older industrial buildings for future production and processing uses (not Non-Production uses).	7/22/2018
6579	1	/policies/access-to-housing/	Prioritize development at corridor intersections (i.e. nodes) before mid-block infill. Encourage contextual design over zoning-controlled design.	7/22/2018
6580	5	/policies/visual-quality-of-new-development/	Visual Quality of New Development: Ensure a high-quality and distinctive physical environment in all parts of the city through building and site design requirements. Why: Neither 'high quality' or 'distinctive' is defined and no mention of public art at all. City funded projects to include public art which is purchased locally. To put a limit on buildings that all look the same in an area----- mix up the architecture . At the very least color and materials. If we want the city to be notable strive for a notable look.	7/22/2018
6581	1	/policies/access-to-housing/	This is one of the most important aspects of the plan. We need to make sure that the city can grow in a responsible way with each neighborhood contributing to the city's growth. But this draft plan should go farther. Too much of the density is limited to high-traffic, polluted streets. We need to allow apartment buildings in the quiet, tree lined neighborhood interiors, too. Renters shouldn't be forced to the busiest streets only. Quiet boulevards and parkways should allow denser development. Also, Interior 1 is too low-density. This plan is looking ahead 20 years! We need to think bolder. Interior 2 should be the lowest density allowed in the city, and Seward and Lowry Hill need to be considered Interior 3 due to their proximity to downtown. That was a huge oversight in this draft.	7/22/2018
6582	71	/policies/soil-health/	I support and approve of this policy and its action steps.	7/22/2018
6583	72	/policies/sustainable-water-system-management/	I support and approve of this policy and its action steps.	7/22/2018
6584	2	/policies/access-to-employment/	We need to allow small commercial zoning in neighborhood interiors. That's a huge failure of this plan. Commercial shouldn't be limited to busy corridors. We should allow small office uses to be located in neighborhood interiors.	7/22/2018
6585	0.1	/topics/land-use-built-form/	Production Mixed Use: Add direct language and incentives to preserve artist studios, art centered buildings and creative industry over residential uses in this district. Restrict housing to parcels directly adjacent to transit routes	7/22/2018
6586	73	/policies/stormwater-management/	I support and approve of this policy and its action steps.	7/22/2018

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6587	29	/policies/creative-sector-economy/	<p>Visual Quality of New Development: Ensure a high-quality and distinctive physical environment in all parts of the city through building and site design requirements.</p> <p>Neither 'high quality' or 'distinctive' is defined and no mention of public art at all.</p> <p>Require City funded projects to include public art which is purchased locally.</p> <p>If the city wants places for the creative sectors to be protect what exists . Don't force them to exist in disjointed pockets that does no one any good. We are need green space, work space and live space to better blend.</p>	7/22/2018
6588	73	/policies/stormwater-management/	I support and approve of this policy and its action steps.	7/22/2018
6589	4	/policies/access-to-commercial-goods-and-service	The plan should allow for small commercial retail in neighborhood interiors. I'm disappointed that so much of the commercial designation is limited to major corridors. Small retail in neighborhood interiors contributes to walkability and unique neighborhood attributes. Plus, as a pedestrian, it's often terrible to walk along the busiest streets in the neighborhood to run errands. A pleasant walk to a small neighborhood market on quiet residential streets would be amazing. It might not be possible in 2018, but as the city gets denser, I hope that this becomes a reality. SO as we look toward 2040, we need to make sure that it's POSSIBLE.	7/22/2018
6590	6	/policies/pedestrian-oriented-building-and-site-de	Wonderful! This is exactly the direction we should be moving as a city. I'm very happy to see this part of the plan. Well done!	7/22/2018
6591	1	/policies/access-to-housing/	Don't assume that everybody over 40 is a no-growth NIMBY! I support higher housing density & greater accessible housing so that Minneapolis is still affordable for my nieces & nephew.	7/22/2018
6592	0.1	/topics/land-use-built-form/	<p>I urge you to note the Built Form Interior 1 designation, and recommend Interior 2 and 3 as the minimum. In certain neighborhoods, it continues a long history of housing restrictions applied to those neighborhoods by redlining and racially restrictive covenants.</p> <p>If the City says our #1 goal is reverse historical disparities created by those restrictions, certain neighborhoods (cough Wards 7 & 13, cough cough) can't once again be left out. Note especially neighborhoods east of Hennepin and parts of Seward are very near to city job centers, yet their proposed built form designation doesn't match this need.</p>	7/22/2018
6593	30	/policies/arts-and-cultural-assets/	<p>Visual Quality of New Development: Ensure a high-quality and distinctive physical environment in all parts of the city through building and site design requirements.</p> <p>Why: Neither 'high quality' or 'distinctive' is defined and no mention of public art at all.</p> <p>Look at preserving the NE Arts District as a whole. Mixed production spaces and existing supportive housing.</p> <p>Require City funded projects to include public art which is purchased locally.</p>	7/22/2018
6594	74	/policies/integration-of-water-management-into-	I support and approve of this policy and its action steps.	7/22/2018
6595	0.1	/topics/land-use-built-form/	<p>We need more housing scheduled to be built in North Minneapolis and also FIRST priority building. The mapping of height in buildings can be more to BETTER serve families of No. Minneapolis and serve the support networks that have been broken down over the last 10 years.</p> <p>Please add to your blueprints for more buildings in North Minneapolis who have paid their taxes and helped to build what is now North Loop and other businesses in that area. Please start building NOW. KerryJo Felder Minneapolis School Board Member</p>	7/22/2018
6596	84	/policies/public-safety/	Thanks. Even as a white person, I resent being policed by people who think of Minneapolis as a foreign territory that needs to be militarily occupied. We need a force that better reflects the community & is accountable for not harming or brutalizing citizens.	7/22/2018
6597	75	/policies/waste-reduction/	I support and approve of this policy and its action steps.	7/22/2018
6598	8	/policies/public-safety-through-environmental-de	This is great. I love new buildings being focused on the street level. I think the pedestrian realm has the greatest impact on how a building FEELS to passersby and its neighbors.	7/22/2018
6599	76	/policies/new-parks/	<p>I support and approve of this policy and its action steps.</p> <p>Be sure to include funding sources for maintenance of park facilities.</p>	7/22/2018

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6600	1	/policies/access-to-housing/	<p>Increasing supply of housing units and density is important to meet the needs of Minneapolis now and into the future. The zoning changes could help, but without additional controls there is no guarantee of the right mix of housing units being built to meet the needs of growing families in the city.</p> <p>It is not desirable to replace modest 3 bedroom homes suitable for a family of four with 4 small 2 bedroom units suitable for young professionals. Those two bedroom units can be very profitable for developers and I fear that without constraint from the city we will see reduced supply of suitable family homes which will make the city less affordable for families.</p> <p>The goal cannot be just more housing units. A city of tiny single room studios could meet that goal, but who would want to live there? We need a policy that enforces a distribution of unit types, and adequate floor space. Without this we make the city less appealing and push families into the suburbs, exacerbating our transportation problems.</p> <p>The new construction that results from these policy changes should provide desirable homes and neighborhoods for the next 100 years; not just an opportunity for a quick buck.</p>	7/22/2018
6601	77	/policies/park-access/	I support and approve of this policy and its action steps.	7/22/2018
6602	10	/policies/street-grid/	This is critically important in areas like the North Loop. Also in areas that have large industrial uses, like Como and Seward. We need to make sure that we're not passing up opportunities to improve pedestrian and bike connections through super-block developments.	7/22/2018
6603	20	/policies/transit/	The city is far, far too cold in the winter to continue to have such a large above ground transit system. The heat lamps do very little when it's 0 degrees outside with a wind chill of negative twenty. While it would be expensive, the city, county, metro transit, and other agencies should find a way to create an underground transit system that would work for the city and overall all metro region	7/22/2018
6604	78	/policies/park-design-and-programming/	I support and approve of this policy and its action steps. Incorporate urban agriculture into park planning.	7/22/2018
6605	31	/policies/creative-workers/	<p>Visual Quality of New Development: Ensure a high-quality and distinctive physical environment in all parts of the city through building and site design requirements.</p> <p>Why: Neither 'high quality' or 'distinctive' is defined and no mention of public art at all.</p> <p>Require City funded projects to include public art which is purchased locally.</p> <p>Should not the "arts "be open to everyone? equal opportunity</p>	7/22/2018
6606	79	/policies/healthy-youth-development/	I support and approve of this policy and its action steps.	7/22/2018
6607	11	/policies/skyways/	I think this is unfortunate. If this is going to be official policy, then the city should purchase and maintain the skyways and make them truly public spaces. Right now they are exclusionary and building owners choose to exclude certain people (poor, non-white, teens) from using them. And they aren't usable to most people because of how esoteric and bizarre they are. Only regular office workers understand the system well enough. I think it's worth deleting this policy.	7/22/2018
6608	12	/policies/lighting/	Pedestrian scale lighting: Great policy!	7/22/2018
6609	51	/policies/healthy-pre-k-development/	The most important step to achieving most of the educational racial disparity and employment goals would be universal high quality daycare for minneapolis residents ages 0-6	7/22/2018
6610	38	/policies/affordable-housing-near-transit-and-job-	<p>Affordable Housing near Transit and Job Centers: Create more affordable housing near transit and job centers</p> <p>Why: Doesn't recognize importance of production zones as equally important.</p> <p>Except in existing industrial production areas</p> <p>Live / work space so live is near production zones not in them. so both group have room to grow.</p>	7/22/2018

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6611	17	/policies/complete-streets/	I fully support this. However, in practice, this is hard to enforce. I hope the city makes a full effort to bring public works on-board. I feel like the city engineers continue to make poor decisions that hurt pedestrians. We need to eliminate pushing a button to get a walk signal at a traffic light, and things like curb bump-outs need to be standard practice at almost every intersection any time there is a street reconstruction. We also need to look at narrowing lanes on every major road. AND we should consider more unique street configurations where only bikes and pedestrians can pass through (Like mid-block barriers that prevent thru traffic for cars)	7/22/2018
6612	20	/policies/transit/	The city is far, far too cold in the winter to continue to have such a large above ground transit system. The heat lamps do very little when it's 0 degrees outside with a wind chill of negative twenty. While it would be expensive, the city, county, metro transit, and other agencies should find a way to create an underground transit system that would work for the city and overall all metro region	7/22/2018
6613	18	/policies/walking/	Yes, narrow streets, narrow the lanes. Also widen sidewalks on busy streets, curb bump-outs and pedestrian medians, and ensure that all traffic signals give a walk signal by default every cycle.	7/22/2018
6614	20	/policies/transit/	Floating bus stops, off-board payment systems, all door boarding, low-floor buses, traffic signal prioritization. I know much of this has to do with Metro Transit, but the city could push harder and help create pleasant shelters and bus-only lanes. I'm glad city staff are thinking about this. Buses will continue to be the backbone of our transit system for a long time to come.	7/22/2018
6615	0.1	/topics/land-use-built-form/	I greatly support this policy. As a former resident of San Francisco, I've seen a lack of housing supply continues to drive up the cost of housing for everyone. We cannot afford to repeat their mistakes, and must proactively take action to allow additional housing supply to be built in order to make Minneapolis affordable for the middle and lower class.	7/22/2018
6616	54	/policies/supporting-economic-growth/	<p>Ignores importance of existing infrastructure, community and production to continued economic growth.</p> <p>Add: improve existing properties and infrastructure</p> <p>Building on existing to have the future somewhere to teather to.</p>	7/22/2018
6617	21	/policies/freight/	We need to really push hard on getting smaller freight trucks. The semis ruin our roads and lead to poor road design. In my neighborhood, a safe pedestrian crossing was just widened and made less safe to accommodate large semi traffic. That should never happen.	7/22/2018
6618	80	/policies/development-near-metro-stations/	I generally support and approve of this policy and its action steps. However, I strongly do not support this policy where it involves the intentional destruction of vital single family neighborhoods - for instance the neighborhood along Franklin Avenue west of Hennepin Avenue. The plan to create transit oriented along this particular route to connect to the proposed SW light rail station at 21st Street will adversely affect this wonderful neighborhood; one that is enjoyed not just by its residents, but the many people who come to visit the City lakes.	7/22/2018
6619	81	/policies/social-connectedness/	I support and approve of this policy and its action steps.	7/22/2018
6620	1	/policies/access-to-housing/	<p>I support the increase in small-scale multi-family units, but I do not support the designation residential (urban neighborhood) portions of Nicollet as a Corridor 6 street. I would prefer that Nicollet and the surrounding several streets all be Corridor/Interior 3. Three stories is plenty for adding multi-unit homes to increase density; the new apartment building at 5605 Nicollet provides a good example of this. Six stories is too tall.</p> <p>Other blocks, or portions of blocks, of Nicollet (i.e. the Diamond Lake Road intersection or Nicollet south of 58th St.) that are designated Corridor Mixed Use should build up to a maximum of four stories (Corridor 4). The Zest Apartments at 5426 Nicollet is a good example of this.</p>	7/22/2018
6621	82	/policies/aging/	I support and approve of this policy and its action steps.	7/22/2018
6622	83	/policies/people-with-disabilities/	I support and approve of this policy and its action steps.	7/22/2018
6623	84	/policies/public-safety/	I support and approve of this policy and its action steps.	7/22/2018
6624	85	/policies/access-to-health-social-and-emergency-s-	I support and approve of this policy and its action steps.	7/22/2018
6625	55	/policies/business-innovation-and-expansion/	<p>Just like Policy 54. Ignores importance of existing infrastructure, community and production to continued economic growth.</p> <p>Add preserving existing uses, assets and Art Districts.</p> <p>Link teaching centers to arts and economics to form partnerships for life long learning.</p>	7/22/2018

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6626	86	/policies/healthy-food-in-institutions/	I support and approve of this policy and its action steps.	7/22/2018
6627	26	/policies/vision-zero/	I appreciate the commitment to eliminate deaths and injuries from car traffic however I ask that the city approach enforcement cautiously. Can speed cameras be used rather than enforcement by police, for example? I am concerned about unequitable law enforcement and enforcement that targets people of color and other vulnerable populations. I think the focus on design decisions that naturally calm traffic is important. We know speed limits alone do not calm traffic, we must alter the existing design of streets to force cars to slow down and drive more safely.	7/22/2018
6628	88	/policies/public-services-policy/	I support and approve of this policy and its action steps.	7/22/2018
6629	89	/policies/technology-in-the-city-enterprise/	I support and approve of this policy and its action steps.	7/22/2018
6630	25	/policies/innovations-in-transportation-and-infras	We need to make sure that autonomous vehicles don't make pedestrian life shittier in Minneapolis. For example, we need to make sure that autonomous vehicles stop for all pedestrians in crosswalks (marked or unmarked). There will be great pressure from the auto companies to make their vehicles travel faster, but we need to hold firm.	7/22/2018
6631	90	/policies/technology-in-the-economy/	I support and approve of this policy and its action steps.	7/22/2018
6632	26	/policies/vision-zero/	A lot of this has to do with street design. I hope our public works staff are on board. We need to be designing narrower lanes on all streets and embracing slower speeds. Some people will complain a lot, but our city shouldn't be a speedway for suburban commuters.	7/22/2018
6633	14	/policies/tree-canopy-and-urban-forest/	Proposed land use/land form changes are at odds with this goal, particularly designations of Corridor 6. One of the most magical aspects of Minneapolis, and one of its keys to air quality, is the extensive tree canopy. But six-story buildings on Nicollet, Chicago, etc. will mean much less tree coverage from either new or old trees. The buildings will tower over any trees that are retained or planted. Corridor 6 and Corridor 4 streets should be reduced to Corridor 3 heights.	7/22/2018
6634	91	/policies/heritage-preservation-outreach/	I support and approve of this policy and its action steps.	7/22/2018
6635	92	/policies/identify-and-evaluate-historic-resources/	I support and approve of this policy and its action steps.	7/22/2018
6636	38	/policies/affordable-housing-near-transit-and-job-	Focusing on affordable housing on transit corridors is spot on.	7/22/2018
6637	93	/policies/stewarding-historic-properties/	I support and approve of this policy and its action steps.	7/22/2018
6638	94	/policies/heritage-preservation-regulation/	I support and approve of this policy and its action steps.	7/22/2018
6639	95	/policies/heritage-preservation-financial-incentive	I support and approve of this policy and its action steps.	7/22/2018
6640	56	/policies/supporting-small-businesses/	Why: Name the arts and arts production as business and not just amenities Add artists to this section (Support the development and growth of small business and artists.) Add owner occupied duplexes as small businesses . they are required to have a license . they provide stable housing and revenue to the city.	7/22/2018
6641	96	/policies/heritage-preservation-recognition/	I support and approve of this policy and its action steps.	7/22/2018
6642	97	/policies/heritage-preservation-legislative-advoca	I support and approve of this policy and its action steps.	7/22/2018
6643	42	/policies/expand-homeownership/	Some aspects of the land use/land form plan are at odds with this housing goal. Increased density and housing stock does not in and of itself mean more housing affordability. If we are going to build up, I want those units to be affordable or at least mixed income. I've owned my home on Nicollet for 10 years. My spouse and I were only able to purchase it because it is a very small house of 770 sq. ft. (and therefore, more affordable) and because we received a forgivable loan from the city of Minneapolis to assist with the downpayment. Prior to moving into our home, we were living in affordable artist housing in St. Paul. With the focus of rezoning on building multi-unit buildings, there is incentive for developers to purchase and raze small homes like mine to erect either multi-unit or large, expensive single family homes. I am concerned about this future reduction in small-footprint, single-family "starter" homes that serve as an entry point into home ownership and wealth building for many people.	7/22/2018

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6644	42	/policies/expand-homeownership/	<p>Some aspects of the land use/land form plan are at odds with this housing goal. Increased density and housing stock does not in and of itself mean more housing affordability. If we are going to build up, I want those units to be affordable or at least mixed income.</p> <p>I've owned my home on Nicollet for 10 years. My spouse and I were only able to purchase it because it is a very small house of 770 sq. ft. (and therefore, more affordable) and because we received a forgivable loan from the city of Minneapolis to assist with the downpayment. Prior to moving into our home, we were living in affordable artist housing in St. Paul. With the focus of rezoning on building multi-unit buildings, there is incentive for developers to purchase and raze small homes like mine to erect either multi-unit or large, expensive single family homes. I am concerned about this future reduction in small-footprint, single-family "starter" homes that serve as an entry point into home ownership and wealth building for many people.</p>	7/22/2018
6645	58	/policies/business-districts-and-corridors/	<p>g. Support the existing Arts Districts h. Develop programs & strategies specifically aimed at maintaining affordable rents for art studios and arts production space and minimizing displacement. f. thank you</p>	7/22/2018
6646	81	/policies/social-connectedness/	<p>Why: No recognition of the functional success of the mixed use neighborhoods in North East in achieving full social participation - no need to reinvent the wheel.</p> <p>*Support the existing mixed used Northeast Minneapolis Arts District as an example of a socially vital community. *Preserve existing buildings.</p>	7/22/2018
6647	6	/policies/pedestrian-oriented-building-and-site-de	<p>I'd like to see the city prohibit auto-centric development. We have enough gas stations, surface parking lots, and auto repair facilities in the city, Drive thrus are not appropriate for the city and make things unsafe for people walking and biking.</p> <p>I'd love to see mixed use buildings with ground floor shops or other businesses. Having services at the ground level contribute to a vibrant street life and a safe space that incentivizes people to walk.</p>	7/22/2018
6648	53	/policies/quality-of-life/	<p>While doing the above, do not only cater to the "creative class", often white people with \$\$\$\$. When that happens, others are pushed out. Maintain and support the diversity that exists with getting POC, immigrants, refugees involved in community building and small businesses. Too much of what has happened recently in Minneapolis has been catering to white, educated young people who can afford luxury, dorm-like condos and want to live close to their corporate job downtown.</p>	7/22/2018
6649	1	/policies/access-to-housing/	<p>Policy 1: a,b, c, d & e: By transit build park connections, with proportional affordable and market rate housing investing Park Dedication Ordinance Fees (PDOF). Assure equitable distribution of parks and open spaces.</p>	7/22/2018
6650	11	/policies/skyways/	<p>I think this policy heads in the right direction. It is probably unrealistic to have our skyway system disappear so i appreciate a focus on making it more accessible and transparent to the average person. Right now it feels like a secret society that is only designed for downtown professionals. I like the idea of wayfinding signs and more access points. The skyway system must be developed in conjunction with plans and investments to simultaneously make a vibrant and relevant street life though. We need our downtown to be useful, safe, and pleasant at the street level.</p>	7/22/2018
6651	2	/policies/access-to-employment/	<p>Policy 2: a: To ensure land is available to accommodate projected employment growth and utilize Park Dedication Ordinance Fees from jobs creation to grow park connections. 2d? - æwhere territorial expansion would result in a reduction of housing stock.</p>	7/22/2018
6652	3	/policies/production-and-processing/	<p>Policy 3: b, f, g, i, j, k, l, m: prioritize use of lands that have minimal air, water, or noise pollution impacts and that provide quality living-wage jobs by increasing park connectors. Establish land-use regulations that are environmentally sustainable. Improve transit, bicycle and pedestrian access to areas of employment with park connections. Controlling negative externalities through building and site design with environmental standards that are ecologically sustainable and create open spaces for natural decrease of carbon footprint. Explore proactive enforcement of pollution and nuisance ordinances with increased green and open spaces.</p>	7/22/2018
6653	9	/policies/open-spaces-in-new-development/	<p>I am all for these spaces! Work needs to be done to ensure that these spaces are accessible for all. Police presence or surveillance in these spaces prioritizes the safety of some groups over others.</p>	7/22/2018
6654	4	/policies/access-to-commercial-goods-and-service	<p>Policy 4: b, c, h: Commercial areas well-served by public transportation with green connections for walking and biking. Develop new analytical frameworks and tools to accurately track dynamics of urban retail in order to guide the development of green space.</p>	7/22/2018

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6655	0.1	/topics/land-use-built-form/	Interior 1 is what the vast majority of the city should be. There should be far more interior 1 in the Wedge area, which is already overly dense, and there should be more of this on the north side. There are a lot of starter homes over there that are currently affordable to many. Upzoning those areas risks those homes being bulldozed by developers who will certainly expect to recoup their costs and then some, or rather plenty. Preserve homes that are affordable.	7/22/2018
6656	5	/policies/visual-quality-of-new-development/	Policy 5: c, g: Contribute positively to the public realm with green and open spaces. Apply design standards that are ecologically balanced like bird safety, phosphate free, salinity free, etc.	7/22/2018
6657	6	/policies/pedestrian-oriented-building-and-site-de	Policy 6: e, f, g, h, k, l: Integrate protection to pedestrians to encourage pedestrian activity along the street with a percentage of green space. Minimize building shadowing on public spaces and generation of wind currents at ground level to mitigate winter related ice and snow accumulation. Provide adequate space for pedestrian movement, street trees, landscaping elements of active pedestrian areas and continuous open space and green connections. Promote bicycling with open space connections. Minimize disruptions to pedestrian flow at the street level with continuous green connections.	7/22/2018
6658	7	/policies/public-realm/	Policy 7: a, c, e, f: Develop a framework for public realm improvements citywide inclusive of green and open space connections. Implement public realm improvements including green and open space connections. Integrate public spaces that enhance the pedestrian environment through sensory experiences, public art, peacemaking and green spaces. Explore and implement new ways to improve the public realm via pilot or creative projects in conjunction with public and private partnerships including shared streets like woonerfs.	7/22/2018
6659	8	/policies/public-safety-through-environmental-de	Policy 8: b: Orient new housing to the street to foster safe neighborhoods with treed open spaces and bird safe structures.	7/22/2018
6660	84	/policies/public-safety/	Abolish the police altogether for a community response model based on restorative justice. Police forces originated as slave catchers. I am not sure we can ever over come that. Can Minneapolis lead the country in moving away from this broken system of law enforcement? Imagine what that might do for economic development, job growth, etc!	7/22/2018
6661	33	/policies/affordable-housing-production/	It is extremely unclear to me how your proposal to allow fourplexes in all residential neighborhoods of the city--the rent for which would apparently be set by the market-- would promote this goal.	7/22/2018
6662	9	/policies/open-spaces-in-new-development/	Policy 9: a, b, c, d: Creation of publicly-accessible open spaces and plazas through incentives and requirements and Park Dedication Ordinance Fees. Improve standards for open spaces for wildlife safety. Utilize climate-sensitive design principles as well as seasonally sensitive (to sun/snow) in public plazas and open spaces. Encourage design of open spaces and plazas that facilitate public access to movement along, and views of public amenities as well as protect the amenity such as the Mississippi River, Chain of Lakes. Safety - mention	7/22/2018
6663	1	/policies/access-to-housing/	I am fine with duplexes, four/sixplexes and even small apartment buildings. As long as you limit the height to 2.5 stories in areas that are currently zoned for that. You also must retain the current set backs. The is important to maintain green space, keep the feel of the neighborhoods, snow removal (a safety issue) and access to light and air.	7/22/2018

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6664	1 /policies/access-to-housing/	<p>What is the source of this demand for housing in the City of Minneapolis or which you speak? How am I to determine that this so-called demand is something which is worthy of restructuring my current lifestyle? Not only my physical environment (quite literally), but also the impact on my personal finances through higher property and other taxes, in addition to the loss of property value I will experience once the city negatively restructures my residential neighborhood, making it less desirable and a shell of its former self?</p> <p>Your proposed zoning is far out of line from what's reasonable. Each neighborhood should be considered differently. There should never be any dangerous blanket zoning. And building new structures should absolutely be in alignment with the current architectural design. A respect for the beauty of our current neighborhoods should be your top priority. Build where it makes sense and is a natural extension of what already exists instead of destroying what has taken years to become such an in-demand place to live.</p> <p>Don't forget who made these neighborhoods great. The middle class. Most of us are invested homeowners who have lived in the city of Minneapolis for years, using our own money, with no public subsidies, to make these neighborhoods some of the best and most desirable in the country. Why would you penalize the citizens who have worked so hard and invested in their neighborhoods, which would translate into a detriment of their own well-being in order to "correct the wrongs" of others who've preceded them, "wrongs" that have occurred through a period of many, many years. And you want to make that "correction" in one fell swoop, which would do nothing but discourage continued homeowner investment from people with the means to do so, as well as possible flight to other parts of the metro area that would not impose such rigid social engineering.</p> <p>Keep in mind that you are *predicting* what's going to happen by the year 2040. Such extreme, drastic measures are simply ludicrous. A more tempered approach seems more logical to re-shape this city.</p> <p>I absolutely agree with Steve Berg when he wrote in the Strib "Liberals in Minneapolis have overstepped on their fourplex idea" and "They've erred also by trying to inject social justice into the zoning code". The Twin Cities has less of an affordable housing problem than a low-income problem!</p> <p>I'm confused by the following statement on your 2040 Plan Website: "These policies and regulations left a lasting effect on the physical characteristics of the city and the financial well-being of its people. Areas of Minneapolis with higher densities and a mix of land uses experienced disinvestment." My question to you here is: By your 2040 proposal to literally re-arrange the physical structure of my own neighborhood as well as other parts of the city, isn't your goal in doing so to accomplish the above? That's what you're trying to do, isn't it? Create higher density and a mix of land uses?</p> <p>It seems to me the real reason for the 2040 Plan is to create more wealth for the city coffers via means of more taxpayers living in a finite parcel of land known as the City of Minneapolis. The 2040 Plan needs to be *substantially* revised, meaning drastic changes to your current proposal, and 4-plexes zoned on every block of every neighborhood needs to be taken off the table immediately. In addition, it is also unfair to displace many of the residents who live in and take good care of their homes on the busier streets of our cities. If I don't want it in my</p>	7/22/2018
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Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

6665	1 /policies/access-to-housing/	<p>What is the source of this demand for housing in the City of Minneapolis or which you speak? How am I to determine that this so-called demand is something which is worthy of restructuring my current lifestyle? Not only my physical environment (quite literally), but also the impact on my personal finances through higher property and other taxes, in addition to the loss of property value I will experience once the city negatively restructures my residential neighborhood, making it less desirable and a shell of its former self?</p> <p>Your proposed zoning is far out of line from what's reasonable. Each neighborhood should be considered differently. There should never be any dangerous blanket zoning. And building new structures should absolutely be in alignment with the current architectural design. A respect for the beauty of our current neighborhoods should be your top priority. Build where it makes sense and is a natural extension of what already exists instead of destroying what has taken years to become such an in-demand place to live.</p> <p>Don't forget who made these neighborhoods great. The middle class. Most of us are invested homeowners who have lived in the city of Minneapolis for years, using our own money, with no public subsidies, to make these neighborhoods some of the best and most desirable in the country. Why would you penalize the citizens who have worked so hard and invested in their neighborhoods, which would translate into a detriment of their own well-being in order to "correct the wrongs" of others who've preceded them, "wrongs" that have occurred through a period of many, many years. And you want to make that "correction" in one fell swoop, which would do nothing but discourage continued homeowner investment from people with the means to do so, as well as possible flight to other parts of the metro area that would not impose such rigid social engineering.</p> <p>Keep in mind that you are *predicting* what's going to happen by the year 2040. Such extreme, drastic measures are simply ludicrous. A more tempered approach seems more logical to re-shape this city.</p> <p>I absolutely agree with Steve Berg when he wrote in the Strib "Liberals in Minneapolis have overstepped on their fourplex idea" and "They've erred also by trying to inject social justice into the zoning code". The Twin Cities has less of an affordable housing problem than a low-income problem!</p> <p>I'm confused by the following statement on your 2040 Plan Website: "These policies and regulations left a lasting effect on the physical characteristics of the city and the financial well-being of its people. Areas of Minneapolis with higher densities and a mix of land uses experienced disinvestment." My question to you here is: By your 2040 proposal to literally re-arrange the physical structure of my own neighborhood as well as other parts of the city, isn't your goal in doing so to accomplish the above? That's what you're trying to do, isn't it? Create higher density and a mix of land uses?</p> <p>It seems to me the real reason for the 2040 Plan is to create more wealth for the city coffers via means of more taxpayers living in a finite parcel of land known as the City of Minneapolis. The 2040 Plan needs to be *substantially* revised, meaning drastic changes to your current proposal, and 4-plexes zoned on every block of every neighborhood needs to be taken off the table immediately. In addition, it is also unfair to displace many of the residents who live in and take good care of their homes on the busier streets of our cities. If I don't want it in my</p>	7/22/2018
6666	10 /policies/street-grid/	<p>Policy 10: a, e: Explore options to restore the street grid with park connections. Restore access for people walking, bicyclists with green and open space connections.</p>	7/22/2018
6667	1 /policies/access-to-housing/	<p>I oppose the upzoning that will occur without neighborhood involvement. Involving the people who live in an area is messy, difficult and NECESSARY. It requires convincing many people that the change is good, workable and beneficial for all stakeholders. Upzoning the entire city by fiat is dangerous and will create unintended consequences.</p>	7/22/2018
6668	11 /policies/skyways/	<p>Policy 11: b: Require maximum transparency for skyways that are bird safe.</p>	7/22/2018
6669	5 /policies/visual-quality-of-new-development/	<p>We need to preserve the beauty and the integrity of our city. I am concerned that many developers are more concerned with the bottom line and that would mean cutting corners on architects and low cost materials. We have Uptown to use as an example for what this would look like. I would like to recommend that the city engage with a panel of architects to ensure that we have a cohesive vision, more language describing the type of materials, materials outside of guidelines, etc. Without a more articulate description it would be a free-for-all.</p>	7/22/2018
6670	82 /policies/aging/	<p>I would love to see Minneapolis take a lead on fostering connectedness across all ages, throughout the lifespan. We are very segregated based on age outside of one own's family a lot of the time.</p>	7/22/2018
6671	18 /policies/walking/	<p>Please be sure to consider people with disabilities and their ability to safely navigate the city. We need many parts of our network to be brought in compliance with ADA. We also need a more comprehensive winter maintenance plan so that everyone can get around. I have found it very difficult to navigate winter sidewalks with my two kids in a stroller. I'd like to walk most places with them year round but there were many times this past winter where the sidewalks were not navigable. It is a real shame to have to drive for those short trips when I should be able to walk safely.</p>	7/22/2018

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6672	2	/policies/access-to-employment/	<p>What? You want minimum densities in downtown when that is where most of the jobs are? This is double speak. The vacancy rate for commercial is already higher than the national average. This is stupid.</p> <p>And transit can and should include more busses. Why try to build the SWLRT through park lands where it is not accessible, why not work on building a elevated train in the middle of our highways, which are already dedicated to moving many people quickly. The lack of creativity around transit is astounding.</p>	7/22/2018
6673	12	/policies/lighting/	<p>Policy 12: a, c, g: Minimize glare and dark sky conditions and other unnecessary light pollution impacting bird migration. Ensure zoning and industry illumination standards regarding migratory birds. Update zoning code related to dark skies and the environmental benefits of strategic lighting management regarding bird safety.</p>	7/22/2018
6674	13	/policies/landscaping/	<p>Policy 13: a, b, c, e, f, g: In partnership with MPRB, plant and tree types should complement the surrounding area, etc., striving for green and open space connections.</p>	7/22/2018
6675	63	/policies/food-access/	<p>Education should also be an action step here. If someone has grown up eating a certain way (perhaps "unhealthy"), and all of a sudden their neighborhood market is forced to start selling healthier items, that person might not feel compelled or comfortable to all of a sudden switch their diet. We will see gaps in what is provided/desired/familiar to people. A transition that is culturally appropriate is important. The changes also should not be "top down" decisions, or made by people outside of a local community. People from within the community should be involved in determining what food changes happen, and involved in educating people on nutrition, cooking, budgeting, etc.</p>	7/22/2018
6676	19	/policies/bicycling/	<p>Please continue to expand PROTECTED BIKEWAYS in the city. Please use kids on bikes as your guide for design (ie, could a kid safely and confidently bike to school on this bikeway? could a family bike here safely?). Please maintain the bikeways that have already been created. Please re-stripe the bikeways every season so they are clearly marked and visible to people on bikes and people driving.</p>	7/22/2018
6677	3	/policies/production-and-processing/	<p>If you don't have educational/training opportunities for people who are currently employed in low income areas, this is all a moot point. You can set aside land and have the jobs there, but the fact remains, employees need to be trained. Maybe the new employers can be persuaded to offer such training to their new employers (if they are current Minneapolis residents). As for the issue of bike lanes going there? Go look at how many people of color are using the bike lane on Glenwood. This is a stupid waste of area that busses could use.</p>	7/22/2018
6678	17	/policies/complete-streets/	<p>I agree with the Complete Streets hierarchy. However I believe that there are instances where businesses use fearmongering and threatening techniques to get city officials to cower to their demands. Usually the fearmongering revolves around removal of onstreet parking or decreasing lanes of traffic. The city should take an evidence-based approach to design and not submit to individual demands that threaten us people able to wholly enact Complete Streets policy. I'd love to see the city take a more bold approach to Complete Streets. Currently I don't think cars have had to give up much of anything.</p>	7/22/2018
6679	1	/policies/access-to-housing/	<p>totally against 'upzoning' ,, totally against NO ZONING ,, In favor of starter homes and accessible homes. In favor of neighborhoods. Racial equality/affordable housing will not result from unregulated population density. There are Many Wrongs in this section and in every section. The idea of up-zoning has not and will not work ... Up-zoning will destroy each and every Minneapolis community. Plan 2040 should be thrown out and a new plan developed, on the basis of sound evidence rather than unproven theory.</p>	7/22/2018
6680	4	/policies/access-to-commercial-goods-and-service	<p>Again, your emphasis on walking and biking to do errands is lofty, but not very practical. How many people are going to haul their purchases on their bikes in the middle of winter? Very few. Increase buses. This is where our funds will be best spent. Pedestrians and busses. I realize that Ms. Bender is all about bikes, but even she is a two car family now. So let's get real.</p>	7/22/2018
6681	33	/policies/affordable-housing-production/	<p>I love the zoning change. We need to be able to build new housing of all forms, so that people of all backgrounds can have opportunities to access all of Minneapolis's lovely neighborhoods. I understand that the plan has caught a lot of flack for the upzoning policy in particular and that it is likely that it will be scaled back. However I sincerely hope that it is not scaled back too much. People of my generation (millenials) and younger want to live in cities - the people who would like to keep zoning laws the same are already homeowners, looking to protect their investments and keep their neighborhoods frozen in time. The only constant is change, though. I implore you, please consider the future generations who love the Twin Cities and want to live in amazing, affordable, walkable neighborhoods that will only become more inaccessible if we keep to the status quo (aka, most of the city zoned only for SFH's).</p> <p>Finally, thank you all for all the work you have put into this plan. I know there will be revisions to this already great plan but I am confident that we are headed in the right direction.</p>	7/22/2018

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6682	26	/policies/vision-zero/	I am worried about the police enforcing/ticketing people who might be violating traffic laws under the guise of this goal. Obviously, I do not want deaths due to traffic either, but we KNOW that certain populations are ticketed, pulled over, questioned, hassled, and often killed/injured by law enforcement at much higher rates than others. People who often break traffic laws may be doing so because the system is designed poorly in the first place, they lack education, or they feel unsafe/significantly disadvantaged engaging in the traffic system as it was intended for use--going back to the poor design. This needs to be considered as we move toward a lower fatality death. There is implicit bias in our enforcement system, so adding punitive enforcement will harm some communities over others.	7/22/2018
6683	29	/policies/creative-sector-economy/	Protect current art districts. And, consider that many people can't afford to work in the creative field until they retire from active employment. There are many of us older folks who are adding to the art community and are not considered. I didn't see any provision for trying to support the older arts community in housing or work space.	7/22/2018
6684	0.1	/topics/land-use-built-form/	<p>SEEMS DISASTROUS! It would so degrade my neighborhood that I would move. Planning should enhance the quality of life for all residents not just newcomers. The overwhelming emphasis in this plan is on new residents, with very little attention to improving the quality of life for current residents. Blanket plans to increase density without considering context and impact on existing neighborhoods could degrade the quality of life for many of us. Twenty to thirty story buildings near lakes, like Bde Maka Ska or Lake of the Isles would damage their beauty, degrading one of the greatest assets of the "City of Lakes." They would also add to one of Minneapolis' greatest quality of life problems, traffic congestion. For example, West Lake St. is the only corridor through the Lake from Lake of the Isles to Lake Harriet. To add high rise apartments in that area would increase congestion to an intolerable point. Planners say about 15% of residents along Rapid Transit lines like the proposed Southwest Trail line use public transportation. The rest presumably 85% would walk, bicycle, or, overwhelmingly, use cars. Congestion would become gridlock and intolerable.</p> <p>Planning should be far more nuanced, more creative and take particular neighborhoods circumstances and residential concerns into account. There are many areas where high-rise buildings and more dense housing could be added without degrading existing neighborhoods, parks, lakes or the beauty of the city.</p> <p>Planners seem to view citizens as naughty children who need to be weaned from their cars and bad habits by planners who are wiser and know that density is the key to all our problems. That is the kind of bureaucratic arrogance that leads to movements like the tea party. Planners should work with residents to meet the city's future needs and balance the needs of those of us who live here and vote here now. The plan notes the history of restrictive covenants, now illegal for over half a century, as if to blame residents who want to preserve single family homes or the quality of our parks and lakes for exploiting white privilege. Clearly much needs to be done to make affordable housing available for everyone, more in fact than in this plan which does not seem to offer hope for people with very low incomes. But doing this will be more complicated than a blanket policy of density which will mostly benefit developers who put up high-cost high-rises. Planners also forget that low-income and minority neighborhoods have been most damaged not by single-family home owners but by planners who had an earlier Panacea, expressways and ran them through low income and minority neighborhoods destroying those neighborhoods. Let's not let a new Panacea, density, do similar damage to our city.</p> <p>I strongly support truly meaningful efforts to close the economic gap between white people and people of color and think it should be the city's first priority. I would favor tax increases if needed to make this happen.</p> <p>I believe providing affordable housing should be the next priority. That housing should be widely dispersed and affordable for people with lower incomes than those apparently considered in this plan but I believe the solution is far more complex than simply increasing density. How many more affordable apartments will there be in 20 to 30 story buildings? Why can't all new housing units perhaps as small as 4 units be required to provide at least 25% of their units at affordable rates? There should be solid guarantees that those rates must be maintained</p>	7/22/2018
6685	15	/policies/transportation-and-equity/	The goals for public transportation and bicycle use are way too high. Two large problems exist that will prevent achieving such lofty goals. First, the climate is not conducive to year round cycling. Second, if you make the City more family friendly parents need to get their kids to and from. Right now 33% of kids living in Minneapolis do not attend MPS. Those kids need to get places and this problem will only get worse as the population grows.	7/22/2018
6686	0.1	/topics/land-use-built-form/	4-plexes in I1 zoning just makes sense. It's time to start augmenting the 4-plexes in these hoods built prior to the 70s.	7/22/2018
6687	35	/policies/innovative-housing-types/	Create a program to incentivize ADUs! I'd love to build one in my yard and am considering financing options, but they are expensive to build!	7/22/2018

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6688	4	/policies/access-to-commercial-goods-and-service	<p>I have a serious problem with city trying to make everyone get out of their cars. I rode the bus for 12 years until my job moved where we having parking in May of 2017. The bus system is not great in this city especially in the Winter. I paid my dues and I refuse to go back to the bus. Clients are rude on the bus and it is disgusting how some talk. You are trying to turn this city into New York. My next place will not be in Minneapolis. I will downsize in a couple of years outside of Minneapolis where I have lived for 55 years.</p> <p>Marge Cullen NE Mpls</p>	7/22/2018
6689	0.1	/topics/land-use-built-form/	<p>It depends on where the metro stations are. You have already decimated the charm of Uptown. And you are going to pretend that you will be able to get affordable housing units there? Get real. The developers will be charging top dollar for any units you give them permission to build. If you are talking about Hiawatha? That is a different story. Much of Hiawatha was industrial and already tall. So to add taller buildings/housing there is far less disruptive to the current neighborhoods. Maintain height restrictions as they currently exist!</p>	7/22/2018
6690	33	/policies/affordable-housing-production/	<p>Cities are like human beings. They each have their own unique characteristics, their own history, character, personality, and unique charm. The mayor, so he tells us, fell in love with the breathtaking beauty and irresistible allure of our city when he came here to run a Twin Cities Marathon.</p> <p>In fact, he fell so deeply in love with Minneapolis that he moved here from his home in the East. Once here, he fully committed himself to our city -- by running for mayor. He won. And now, like so many young, naïve and inexperienced newlyweds, he wants to change his beloved -- our city -- and change her drastically.</p> <p>With his 2040 plan, it appears the mayor is acting out his personal version of Pygmalion with our fair city with the intention of essentially razing what he must believe to be a hick town on the prairie, and reconstructing a slick, densed-up metropolis fitting his vision of a sophisticated, cutting-edge city of the future.</p> <p>So is this 2040 Plan evidence of a love story gone terribly awry? I don't think so. It's time our Twin Cities news outlets WAKE UP and GET CRACKING. Start investigating what's really going on here. It is time to FOLLOW THE MONEY. Something is rotten in the State of Minnesota. Start by following your nose to the 2040 plan for the City of Minneapolis.</p>	7/22/2018
6691	15	/policies/transportation-and-equity/	<p>It is not safe on the Lake Street light rail station now and it will just get worse. There is no client protection at all.</p> <p>Marge Cullen NE Mpls</p>	7/22/2018
6692	1	/policies/access-to-housing/	<p>Yes, increase housing density in all neighborhoods! Embrace multifamily housing and make it easy for people to build. In addition to housing density, please ensure that businesses and services can pop up easier in neighborhoods, particularly in historically single-family neighborhoods. This will make it easier for people to keep it local and decrease their car trips.</p>	7/22/2018
6693	6	/policies/pedestrian-oriented-building-and-site-de	<p>Walking fine, busses, YES, cars yes. Bikes? The bike lanes are already taking up much needed road space. Share ways are fine, but dedicated bike lanes are slowing down traffic and adding more emissions to our air. Enough already. Our weather is not friendly to bikers too many months of the year to dedicate this much space to bikers. Even many of the bikers agree with me.</p>	7/22/2018
6694	1	/policies/access-to-housing/	<p>I support allowing small-scale multifamily structures in neighborhoods that today are mostly single-family homes. This would increase housing supply, and make these neighborhoods available to more residents.</p>	7/22/2018
6695	29	/policies/creative-sector-economy/	<p>Yes, continues to support, increase our amazing creative sector. What about having Creative Enterprise Zones? The new development in the old Roof Depot across from the Midtown Greenway would be a great place for a CEZ.</p> <p>The Co-Working spaces sprouting up could also foster the kinds of partnerships in c. above, as well as bringing together people from different disciplines, both business and artistic/creative. Innovation (from being 'creative') is important to all sectors. Fits in with step d. above.</p>	7/22/2018

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6696	33	/policies/affordable-housing-production/	I believe it's necessary to have affordable housing for Minnesotans in need. However, this is a tricky endeavor. State boundaries are merely suggestions, meaning an American citizen can move freely from state to state. My question is: Are we creating affordable housing for Minnesotans or are we creating affordable housing that's attractive to residents in other states? Thus driving up the "demand." I'd like to know how you measure and manage that so-called demand. To what degree is Minneapolis a welfare magnet? It's important to get this right because you are already overburdening your tax base with property taxes that are far too high.	7/22/2018
6697	9	/policies/open-spaces-in-new-development/	Yes, this is a great idea	7/22/2018
6698	14	/policies/tree-canopy-and-urban-forest/	Policy 14: a, c, d: Develop and implement City Strategy in partnership with MPRB to increase canopy which should explore an expansion of funding of the Tree Preservation & Reforestation Tax, incentives to plant and retain and promote species diversity. Ensure healthy tree planting in the right of way by increasing growing spaces and its quality and siting and relocating utilities to avoid conflicts by reviewing Public Works standards.	7/22/2018
6699	5	/policies/visual-quality-of-new-development/	Require that the new buildings are similar in design to the current building so as to blend in! I'm not saying cookie cutter, but for the sake of aesthetics, there needs to be some cohesion and this policy flies in the face of that concept.	7/22/2018
6700	0.1	/topics/land-use-built-form/	The Land Use and Built Form topic states "The . . .four policies â€ Access to Housing, Access to Employment, Production and Processing, and Access to Commercial Goods and Services â€ form the basis for the Future Land Use Map and the Built Form Map that guide the location and characteristics of new buildings." Open spaces and integrating water management should be equal foundations in guiding the location and characteristics of new buildings. Without these, we may have housing, but we will not have livable housing. We will not attract high quality employers. Transportation and water infrastructure will be more expensive or less effective. During land use planning, if water management and open spaces are not equal priority to housing and employment, they will not be addressed. As the city becomes more dense, it is critical to deliberately and aggressively manage water and open spaces. I do not see these acknowledged in the descriptions of the Built Form Districts or Land Use Categories. At a minimum, they should include some description of pervious surface goals.	7/22/2018
6701	15	/policies/transportation-and-equity/	Policy 15: b, c: Provide equitable and ample access to walking and biking by building open space connections. Develop on-going measurements to track effectiveness of transportation system in contributing to equitable outcomes by equitably distributing Park Dedication Ordinance Fees.	7/22/2018
6702	16	/policies/environmental-impacts-of-transportation/	Policy 16: a, h: Require travel demand management strategies for bicycle commuters with open space connections via the Park Dedication Ordinance Fees. Incorporate carbon-reduction design elements into City infrastructure projects with green and open spaces.	7/22/2018
6703	0.1	/topics/land-use-built-form/	As a dweller of the SW Minneapolis area, I am not in favor of this plan. I have lived in Uptown and Chicago and enjoyed the benefits of the density there. I bought a house in SW Minneapolis to no longer live in such a neighborhood. Change happens, and that is life. However, change should be gradual, deliberate, calculated, and pragmatic. This simply runs a wrecking ball through existing neighborhoods (and is fraught with other issues). I sincerely hope this does not go through. If my neighborhood changes that rapidly, I may move to a different city to be insulated from this.	7/22/2018
6704	0.1	/topics/land-use-built-form/	As a dweller of the SW Minneapolis area, I am not in favor of this plan. I have lived in Uptown and Chicago and enjoyed the benefits of the density there. I bought a house in SW Minneapolis to no longer live in such a neighborhood. Change happens, and that is life. However, change should be gradual, deliberate, calculated, and pragmatic. This simply runs a wrecking ball through existing neighborhoods (and is fraught with other issues). I sincerely hope this does not go through. If my neighborhood changes that rapidly, I may move to a different city to be insulated from this.	7/22/2018
6705	17	/policies/complete-streets/	Policy 17: b, d, h: Incorporate Complete Streets Policy into all elements of the public right of way including parkways. Prioritize projects that will improve the pedestrian, bicycle and transit networks when developing the City's long-range capital Improvement Programs including MPRB parkways. ?Develop strong curbside management policies to take full advantage of a dynamic urban environment? ?recycling, garbage pickup?	7/22/2018
6706	18	/policies/walking/	Policy 18: a, b, e, f, g, h, i: Deploy traffic calming measures such as narrow street widths such as West Lake Street. Provide pedestrian connections across barriers such as freeways and busy streets with land bridges to create green and open space connections. Through green and open space connections g, h, i.	7/22/2018
6707	19	/policies/bicycling/	Policy 19: c: Embrace and implement emerging best practices in bikeway design, such as protected intersections and transit islands with Complete Streets around parkways.	7/22/2018

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6708	20	/policies/transit/	Policy 20: c, e: Support Metro Transit's efforts to install higher quality infrastructure including solar powered bus shelters. Coordinate major transit projects including connections via walking and bicycling with green and open spaces.	7/22/2018
6709	21	/policies/freight/	Policy 21: c: Invest in safety and crossing improvements along active railroad corridors through green and one space connections.	7/22/2018
6710	7	/policies/public-realm/	What will enhance the pedestrian experience is green space, so be sure to maintain setbacks and keep boulevards. Also, keep the buildings to a lower height so people have access to light and air.	7/22/2018
6711	22	/policies/downtown-transportation/	Policy 22: a: Through and within Downtown improve pedestrian and bicycle and amenities with green and open space combinations.	7/22/2018
6712	80	/policies/development-near-metro-stations/	You must have parking for all the new housing going up!	7/22/2018
6713	23	/policies/coordinated-development-strategy/	Policy 23: a, e, : Identify geographic areas most in need of reinvestment, maximizing Park Dedication Ordinance Fees in areas such as around the Upper Harbor, Innovation District. Coordinate districtwide development plans in these areas with green connectors.	7/22/2018
6714	30	/policies/arts-and-cultural-assets/	I'd like to connect this policy and steps to the housing/density and housing access policies. Artists/designers partner with communities when they review proposed developments or even before that, revised zoning on how a neighborhood could change or accommodate affordable housing and/or density. We need to make sure new developments are aesthetic and include green and public spaces. Perhaps that would persuade people fearing density there would be something gained (besides the needs for more housing and affordable housing)	7/22/2018
6715	49	/policies/educational-and-economic-access/	I thought with the change in the minimum wage to move toward \$15/hr, that the City would continue to improve the minimum wage so that all jobs within the City would be considered, at minimum, to be a "living wage." Shouldn't this be covered in this section?	7/22/2018
6716	33	/policies/affordable-housing-production/	I am 100% for this.	7/22/2018
6717	53	/policies/quality-of-life/	Policy 53: c: Maintain and enhance natural environment assets throughout the city to promote and strengthen communities by building barrier free, inclusive and accessible green and open space connections.	7/22/2018
6718	68	/policies/energy-efficient-buildings/	Thank for recognizing the need to incentivize sustainable design practices. Please consider extending this to design quality and context. Quality design emerges from an inclusive process and desire, rather than mandate or design controls.	7/22/2018
6719	1	/policies/access-to-housing/	Also very much for this.	7/22/2018
6720	1	/policies/access-to-housing/	1. I am a huge supporter of increasing density across all neighborhoods. 2. Many of those opposed are confused about what this means -- a lot of rhetoric and fearmongering from some outspoken individuals is making people misunderstand. My recommendation: explicitly write IN THIS PLAN that fourplexes/triplexes/duplex will need to conform to existing single family home sizes. It's been verbally said to these people, but they won't believe it until it is written in the plan. And that's a good way to say, "yes we heard your concerns, and we are going to be more explicit in this new version on design guidance."	7/22/2018
6721	8	/policies/public-safety-through-environmental-de	The pictures shown here do not have boulevards and there will be no where to throw snow, so sidewalks will not be easily maintained properly during winter. Maintain boulevards and for the love of all that is holy, make it a city policy to plow out the curb cuts at every corner BEFORE you do the bike lanes, which are used by far fewer people.	7/22/2018
6722	75	/policies/waste-reduction/	Perfect as written.	7/22/2018
6723	2	/policies/access-to-employment/	Since all people working in Mpls don't necessarily live in Mpls or areas served by public transportation, what are you doing for employees who, for various reasons, must use a personal vehicle to get to work or between work sites?	7/22/2018
6724	9	/policies/open-spaces-in-new-development/	Yes, more of these, but they must be made of permeable surfaces and more green.	7/22/2018
6725	6	/policies/pedestrian-oriented-building-and-site-de	You talk about buildings and regulating them as if they've haven't been built yet. This doesn't make sense. I don't understand how you'll accomplish these goals for existing structures, which is what exists today. Also, eliminating off-street parking minimums is a terrible idea, especially in and around residential neighborhoods. Although I agree with your ideas regarding gas stations, drive-thrus and auto repair, it seems too heavy-handed and dictatorial for a democratic society.	7/22/2018
6726	76	/policies/new-parks/	Yes,I agree with this	7/22/2018

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6727	70	/policies/ecology-and-habitat/	<p>Policy 70: a, b, c, d, e, f, g, h: Discourage use of pesticides and herbicides in collaboration with the DNR and State Statues. Eliminate use of neonicotinoids, pesticides in collaboration with State and DNR. Reduce use of salt on roadways. Restructure the oversight of the Shoreland Overlay to a Performance-Based Zoning Code: Recognizing that the built and natural environments should be in balance, seeking to create value and enjoyment for our residents, ensuring projects not only improve water quality, but also improving the quality of life in our communities. Objectives are:</p> <p>Maximize access to light and air of surrounding properties. Limit shadowing of residential properties or significant public spaces. Balance the scale and character of surrounding uses. Preserve views of landmark buildings, significant open spaces or water bodies. Identify critical areas and protect them. Mitigate impervious surfaces. Enhance urban wildlife survival.</p>	7/22/2018
6728	35	/policies/innovative-housing-types/	YES to these!: cooperative housing, bungalow courts, and single room occupancy units	7/22/2018
6729	77	/policies/park-access/	I agree with this	7/22/2018
6730	20	/policies/transit/	<p>The shape the transit system will take depends on which questions you ask. Up to this point, Metro Transit has asked, "How can we get people to work downtown and back?" And it does that very well.</p> <p>However, for the future, the question should be, "How can we make it easy to live without a car?"</p> <p>Suggestions:</p> <ol style="list-style-type: none"> 1. Put high-frequency transit on ALL arterial streets for their entire length. Example, 36th Street is an arterial for much of its length, but it has bus service only from Hennepin to Bryant, at which point the #23 drops down to 38th Street. BOTH 36th and 38th should have transit. Portland and Park should both have frequent service. 50th street should have frequent transit. 2. Make sure that all major destinations are served by transit 3. Emphasize linking existing walkable neighborhoods with transit rather than hoping that develop occurs because you put transit in. 4. Have community meetings and poll transit riders to ask what essential places are difficult to get to 5. All bus stops should have some form of shelter and posted schedules 6. Get rid of routes that snake back and forth among streets and are distinguished from one another only by letters. These are confusing to first-time riders. 	7/22/2018
6731	18	/policies/walking/	Yes! Long overdue.	7/22/2018
6732	73	/policies/stormwater-management/	The interrelated goals of storm water management and the high density built form corridor plans will require a great deal of design and coordination. Hopefully both creative and prescriptive solutions will be considered.	7/22/2018
6733	55	/policies/business-innovation-and-expansion/	City dollars and efforts should focus on supporting worker-owned and cooperatively-owned businesses above privately owned ones. Too often public dollars go towards supporting businesses that don't build community, don't have a real vested interest in their neighborhoods, and don't treat workers well. Cooperatively and worker owned businesses can help counteract this because there isn't someone working from the same profit motive who isn't necessarily as connected to the community. They can also help spread wealth-building wider throughout low-income communities.	7/22/2018
6734	3	/policies/production-and-processing/	Like l and m but what are you really going to do about cleaning up sites that were contaminated years ago and not corrected?	7/22/2018
6735	71	/policies/soil-health/	Policy 71: f: including removal of synthetic turf	7/22/2018
6736	76	/policies/new-parks/	<p>The city is right to focus on the most underserved residents. Some attention should also be paid to the *quality* of the walking path to the park; when the path is safe, shaded, and interesting, 20 minutes is an acceptable walk.</p> <p>Where the path is dangerous, or shadeless, 5 minutes is too much. Examples of dangerous paths include super-narrow sidewalks along busy streets, such as East Franklin.</p> <p>Example of shadeless paths include most bridge-crossing sidewalks.</p>	7/22/2018
6737	35	/policies/innovative-housing-types/	It has been exciting to see city-wide approval of ADU's begin to remove prescriptive barriers. Increased dialogue with the design community can hopefully further this goals.	7/22/2018

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6738	49	/policies/educational-and-economic-access/	Free technical college or Minnesota state tuition for all MPS graduates would go a long way towards increasing levels of educational attainment in low-income communities and communities of color. It would also help more Minneapolitians than a training program here or there. Plenty of cities and states offer similar programs for us to learn from.	7/22/2018
6739	72	/policies/sustainable-water-system-management/	Policy 72: i: Continue providing safe high-quality drinking water throughout public spaces while being stewards of public resources and infrastructure.	7/22/2018
6740	73	/policies/stormwater-management/	Policy 73: a, b, c, d, e, f, g, h, i, j, k, l: Through collaboration with MPRB, build infrastructure that decreases runoff pollutants to enter the City's bodies of waters to increase water quality.	7/22/2018
6741	12	/policies/lighting/	All good, but go one step further. Have development done in such a way as to allow for access to NATURAL light! Maintain setbacks.	7/22/2018
6742	77	/policies/park-access/	Perfect as written.	7/22/2018
6743	76	/policies/new-parks/	Policy 76: b, c, , d, f, g: In partnership with MPRB, improve the character and health of water resources and reduce impairments. Evaluate and revise City development ordinances to compensate for lack of affordable housing exemption of Park Dedication Ordinance Fees. Facilitate equitable investment of Park Dedication Ordinance Fees through proportional spending via proportional development, eg: 25% of every development required to have affordable housing.	7/22/2018
6744	43	/policies/housing-displacement/	<p>There needs to be quantified, targeted goals for this policy to be useful for working class and oppressed people living in or near Minneapolis.</p> <p>For example, the policy should state in plain language that "minimizing displacement" means ***the percentages of Black, Indigenous and other people of color living in Minneapolis will not decrease*** from their respective high points in recent decades (and preferably, should increase).</p> <p>To that end, the 2040 Comprehensive Plan should also set numerical targets for capping average rents AND home prices, relative to average incomes of Black and Indigenous people--not just within Minneapolis city limits, but regionally, to ensure there are no moveable goalposts or loopholes that allow displacement to go underreported.</p> <p>Specific, numerical definitions and goals within the 2040 Comprehensive Plan would lay the groundwork for more effective City programs to build truly affordable housing and hold landlords to account in the decades to come.</p>	7/22/2018
6745	33	/policies/affordable-housing-production/	<p>The loss of 15,000 affordable housing units while the city has added substantial additional housing/density in recent years -- such as Downtown, Uptown, Northeast, by U of M and along the Greeway and Light Rail -- suggests that the city isn't doing enough to require and incentivize developers of large projects to include a meaningful number of affordable units.</p> <p>That is where a big impact could be made relatively quickly. Those projects of scale are usually near job and transit centers, also supporting goals of job availability, income improvement, and reduced reliance on car traffic. As recent experience in Minneapolis and other large cities illustrates, adding density does not in any way guarantee affordability.</p> <p>Adding fourplexes on standard residential lots throughout the city is a backward and inefficient approach to attempt to address this issue. Plus, it would likely require expensive and extensive investment in infrastructure and regulation for which the city is unprepared.</p> <p>What is being done right now to address availability of affordable units in large projects, to utilize the hundreds of underutilized properties already owned by the city, and to develop different types of housing options along light-rail lines and the largest traffic corridors like Hiawatha, Nicollet, Lake, Portland, Park, Central, Washington?</p> <p>Upending zoning throughout the city, and concentrating more residential real estate in investor hands instead of those of small neighborhood homeowners, is not the most prudent way to address this issue.</p> <p>Destabilizing property values and introducing substantial uncertainty into the aesthetics/dynamics of small single-family streets citywide will result in decreased home ownership and individual investment in the city, less commitment to neighborhood longevity and improvement, and more likelihood of home purchases in suburbs.</p> <p>There is no proof that upzoning every residential property in the city on a speculative basis will result in improvement of affordable housing. So much further study would be required. Please walk before you run, and look close in for opportunities already ripe for the taking!</p>	7/22/2018
6746	58	/policies/business-districts-and-corridors/	Regarding e, what objective criteria do you refer to? And what kind of investment are you talking about? City investment via grants to private businesses or block grants to neighborhood associations? In other words, this is too ambiguous.	7/22/2018

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6747	58	/policies/business-districts-and-corridors/	Minneapolis needs to direct funding towards making our business corridors comfortable, welcoming places to walk. This will help draw customers. Too many corridors like 38th St, Broadway, parts of Central, and Hennepin have run down public realms with poor lighting, narrow sidewalks, and few places to sit or gather. If our public realm isn't any better than someplace like Richfield that also has freeway access and more parking then people of means will choose to go elsewhere.	7/22/2018
6748	13	/policies/landscaping/	When the landscaping includes cement boxes and does not maintain boulevards because you have allowed the developers to come right up to their property lines, snow can not be removed easy or effectively. Also, if you are to continue to allow boulevard gardens, POLICE them. They are mostly overgrown, not well maintained and in the vast majority of cases, exceed the height allowed by city ordinance, making them a public hazard for safety and visibility.	7/22/2018
6749	77	/policies/park-access/	Policy 77: a, b, c, d: Evaluate lack of park accessibility and potential for market rate and affordable housing development to encourage equitable investment of Park Dedication Ordinance Fees.	7/22/2018
6750	78	/policies/park-design-and-programming/	Policy 78: a, b, c, d, e, f, g, h, i, j, k: Through MPRB leadership,	7/22/2018
6751	81	/policies/social-connectedness/	Policy 81: a, b, c, d, e, f, g: In partnership with other public entities (Hennepin County, Minneapolis Public Schools, Minneapolis Park and Recreation Board)	7/22/2018
6752	1	/policies/access-to-housing/	Very supportive of this policy. A lot of our neighborhoods are already filled with small-scale multi-family buildings, however our zoning code has made them illegal. And buildings like duplexes, triplexes, and fourplexes traditionally blend in really well. Unless you are specifically looking for clues such as multiple doorbells or multiple mailboxes, oftentimes they could be mistaken for single-family homes.	7/22/2018
6753	14	/policies/tree-canopy-and-urban-forest/	Not sure how you plan to do this with the massive up zoning you have proposed in this plan. You can replace mature trees, but they will not really be replaced for decades. Insist that any new development maintains existing trees. And maintain setbacks.	7/22/2018
6754	0.1	/topics/land-use-built-form/	<p>My husband and I have been living at 3110 Benjamin St NE for 19 years. We have seen many young families move in over the years and revitalize the neighborhood. Our corner of Waite Park is a very family oriented neighborhood. I am not against allowing some additional density to our area, but within reason. I think duplexes and accessory dwelling units would be perfectly acceptable. The lots are not large here and houses are very close to each other. I am concerned about allowing 3 or 4 unit dwellings on the lots in our neighborhood. First of all, much more floor area ratio would be needed than is currently allowed (50%) to be able to fit 3 or 4 unit dwellings on these lots. We would lose a lot of green space and also having that many more people in such a small area would increase noise and traffic considerably, as well as block the sun from our yard if such a large building were to be built next door to us.</p> <p>People have moved to this neighborhood because of the quiet, family oriented neighborhood that it is. I don't think it is fair to radically change the zoning laws to penalize the people who are currently living here. As I said I am not against duplexes and accessory dwelling units. I hope you will consider adjusting your proposal for the Interior 1 neighborhoods to include only duplexes and accessory dwelling units. This would increase density a bit without radically changing the character of our neighborhood. Please keep the current maximum floor area ratio at 50%.</p> <p>The house next door to us has been rented out for the last 8 years. We have had good and bad renters. When there were bad renters (roughly 4 years total) they did not respect the neighborhood. Because the houses are so close together, that was quite challenging.</p> <p>I have been coming to community meetings organized by the city and by Kevin Reich and I intend to stay engaged as this process continues to unfold. Thank you for your consideration.</p> <p>Bonnie Fanz 3110 Benjamin St NE 612-227-3684</p>	7/22/2018
6755	33	/policies/affordable-housing-production/	Minneapolis needs to invest real money- and more than just a million dollars here or there- in public housing, low-income cooperatives, and other truly affordable housing options. Developer built affordable housing is often anything but. If the city really wants housing to be affordable, then a larger percentage of it must be publicly and/or cooperatively owned. Public housing doesn't have to mean 20 story concrete towers. It can just as easily be rowhouses, small walk-ups, etc.	7/22/2018

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6756	2	/policies/access-to-employment/	Increasing employment not just downtown, but along corridors well served by public transit is very important. A healthy mix of housing and employment along the entire length of a transit corridor is vital to achieving balanced, bi-directional flows on transit.	7/22/2018
6757	74	/policies/integration-of-water-management-into-	This is great policy, but seems to fly in the face of the massive development you expect to see with the proposed up zoning. Which is your priority?	7/22/2018
6758	0.1	/topics/land-use-built-form/	Interior 2 or interior 3 should be the minimum	7/22/2018
6759	3	/policies/production-and-processing/	Sites available for production and processing are already too sparse in Minneapolis, so protecting what we already have and expanding is very important.	7/22/2018
6760	33	/policies/affordable-housing-production/	I'd like to see more housing available to people of all income levels in South Minneapolis. Minneapolis is too segregated by race and income right now. I'd also like to see more options like apartments and condos so that when I get too old to maintain my house, I don't need to leave my Southwest Minneapolis neighborhood.	7/22/2018
6761	34	/policies/affordable-housing-preservation/	I support these strategies, but I'd like to see them implemented by directing the market as opposed to the city spending some of its finite money to purchase "naturally occurring affordable housing".	7/22/2018
6762	1	/policies/access-to-housing/	This is a great idea. As a Minneapolis resident we need more housing. This, in the long run, will keep the price of housing affordable. Minneapolis needs to look to the future and provide for the opportunity for all to have their own home.	7/22/2018
6763	78	/policies/park-design-and-programming/	Regarding F: park programming should be 100% free to the greatest extent possible, regardless of income. A peculiarity of Minneapolis people; wealthy residents are also likely to avoid park programming with fees. Fee structures that exclude high-income children would be negative at several levels. Furthermore, reduced fee programming (as opposed to free programming) is often used to "launder" subsidies to programming that only wealthy people use (e.g. subsidized golf courses).	7/22/2018
6764	4	/policies/access-to-commercial-goods-and-service	Expanding access to commercial and retail services is very important to make our neighborhoods truly walkable, bikeable, and transit-friendly places. However, increasing population is also essential to ensure that there are enough people to support our retail and commercial uses.	7/22/2018
6765	1	/policies/access-to-housing/	This is generally great, and zoning should definitely reflect existing uses. Neighborhoods that already have a mixture of housing types should not be zoned single family, and there should not be single-family zoned districts near downtown or on major transit lines. Make sure that transit access, bike facilities and housing density are connected in the city's zoning and planning. 4-unit walk-ups 8 blocks from mediocre transit in the far reaches of the city are just going to lead to worse traffic but closer in they could encourage us to live more sustainably.	7/22/2018
6766	4	/policies/access-to-commercial-goods-and-service	Make sure all commercial and retail uses are pedestrian-oriented first, transit-oriented second. Auto-oriented businesses should be given the lowest priority.	7/22/2018
6767	35	/policies/innovative-housing-types/	I'd love to see more types of housing available in Minneapolis. There is a very cute bungalow court on 44th street that reminds me of some of the residential streets in Paris. I'd love to see more housing like that. I've also seen in magazines from very innovative multi-unit, multi-generational "3-plexes" and "4-plexes" that could be super cool options for families.	7/22/2018
6768	37	/policies/mixed-income-housing/	Neighborhoods like Seward/Longfellow, Linden Hills, etc should be required to carry their fair share of affordable housing instead of just concentrating it in low-income areas.	7/22/2018
6769	1	/policies/access-to-housing/	As a licensed architect, I see the current control policies for development simultaneously necessary and counterproductive, especially to "affordable housing." Specifically for homeowner driven single-family work, the amount of professional resources required to see a project through permitting prohibits the majority of homeowners from embarking on construction, or even improving their property. I appreciate that multifamily housing units will increase lifestyle options for individuals and families, but I hope care is taken to distinguish between the means of a large developer and a single-family home owner when it comes to implementing process.	7/22/2018
6770	51	/policies/healthy-pre-k-development/	Regarding c, you're not going to decrease language disparity by having increased interactions between parents and children, especially if the parent is not a fluent English speaker. Then again, why are you trying to culturally mold all children into one language? There are benefits to differences.	7/22/2018
6771	5	/policies/visual-quality-of-new-development/	Ensuring quality design requirements is a good thing, but we should be careful not to get too carried away that we end up unnecessarily driving up the cost of construction.	7/22/2018

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6772	36	/policies/innovative-housing-strategies/	I'd really like to see Minneapolis evaluate if some of its roadways could be converted to lots that housing could be built on. Many of our roads are much wider than they need to be, and could conceivably have homes built upon them, and still leave room for automobile and emergency vehicle traffic on at least one side. This is true of 46th Street in Linden Hills, and Sunnyside Ave could also be closed and turned in to a buildable lot. These are just a couple of examples from one neighborhood, I'm sure that there are many other such examples throughout the city.	7/22/2018
6773	1	/policies/access-to-housing/	I support 4 plexes on single family home blocks but I am also concerned about how it will be done. Support #1 - Seniors can downsize but have a home like unit. I have many lady friends age 55-70 who want to downsize their large home but don't want to live in a big high rise senior complex on a busy street with hallways and balconies. They want to walk out their door and sit in their yard and hang out their sheets to dry without apartment rules against it. Support #2, Many older neighborhoods used to have 4-6 plex brownstones on the corners of each block that looked nice and blended with the neighborhood. How about just allowing them on corner lots, this would not change the look of blocks so much. Concern #1, Small bungalow neighborhood blocks are already losing their character with teardown mega homes and modern corrugated metal sided houses being built. Fourplexes should only be allowed with very strict design guidelines which may include blending in the neighborhood. Concern #2: More density with four plexes on each block will mean more cars parked on the street. While I don't mind the parking, the cars all day emit locking and unlocking noises with beeps, honks and chirps which can be heard inside my house. If Mpls zones for more density then all car lock noises should be banned in the city limits. Concern #3: Land and Construction is very expensive. The city should do what it can to ease building rules so that neighborhood residents can build a 4 plex on their own plot and not just deep pocket developers. For example current code requires costly fire sprinkler systems on 4 plexes when sufficient fire proof wall board is cheaper to separate units. Granny flats are now allowed but hardly anyone is building them because of the cost. Has the city really looked at easing some outdated costly building rules so more single family homes can add at least 1 housing unit to their lot?	7/22/2018
6774	40	/policies/homelessness/	They city needs to devote more money and resources to providing better facilities and services for the homeless, especially downtown. There should be safe, welcoming, public drop-in centers and shelters for anyone who needs them downtown instead of a patchwork of overstretched, often religious non-profits with different missions and goals. Also, for far too long we've allowed our central library to take the place of a proper homeless drop in center. A prosperous, developed city should treat its homeless better.	7/22/2018
6775	1	/policies/access-to-housing/	policy 1 - d. and e. I am opposed to both plans to zone a city lot that currently is single family zoned into a multifamily property of up to 4 units. The city does not understand that we are a car-driven city, even for those who bike and walk often, cars are always a necessity. Minneapolis streets have not kept up with the increase of population and therefore we have enough congestion on residential streets with too much parking allowed on both sides of the residential streets. There is absolutely no room for four-plex buildings to be zoned and built on a city lot next to a moderate single family home. We choose to live in our neighborhoods of Kenny, Armatage, Lynnhurst, Fulton because we do NOT want to live in a multifamily building and we do NOT want the extra noise this creates, and we do NOT want cars parked on both sides of a narrow residential street because there are multi-unit housing where a single family home should be. We moved to these neighborhoods to own lovely old houses with bike trails and parks close by to enjoy the full benefit of home ownership. If I wanted to live in an urban, tall buildings blocking the sunlight and constant noise from increased cars and people, I would have bought a condo in downtown Minneapolis. City lots in our neighborhoods have been razed and new huge construction houses are going up every week, these new homes fill the lots with little or no yard left. How can it be logical to allow zoning for a four unit 3 story building onto a standard single family lot size in our neighborhoods? There is simply no space and there is no where to park for up to 12 cars when most of the neighbors have to park on the street anyway due to only having single car garages in these areas. I do not want any builders to have the opportunity to have easy zoning laws that allow for multi-unit buildings to be built next to sweet old houses and I certainly do not want to be a neighbor who has no rights to oppose this happening. This new policy appears to allow for "anything goes!" and the residents cannot stop it from happening. So my voice is against this policy #1 and policy #33 - I chose to live in SW Minneapolis, not Downtown or other high density areas of the city.	7/22/2018
6776	36	/policies/innovative-housing-strategies/	I'd also like to add that Community Land Trusts seem like an interesting idea. I first read about them here: http://urbanplacesandspaces.blogspot.com/2018/03/not-particularly-radical-housing-ideas.html?m=1	7/22/2018

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6777	47	/policies/housing-maintenance/	I 1000% agree with this policy. But the current up zoning is likely to increase taxes, allow for buildings that do not fit in to current neighborhoods to be built and thereby ruining the integrity of a neighborhood. This should be a priority over new construction! The older homes may need some TLC, but they are also more affordable than new construction. And for the starter homes that are older, create lending tools for people to fix them up. Also, you need to make sure that taxes don't go so high as to force people from their homes.	7/22/2018
6778	33	/policies/affordable-housing-production/	What's missing in this admirable set of goals is a specific objective, one that's required if we're to think systemically about the future and how to address multiple social goods. This specific objective should be that virtually no one, aside from the wealthiest 5% (to pick an arbitrary number), should be paying more than 15-20% of their income for rental housing. Under prevailing laws and housing realities much of the MN economy is negatively affected by the removal of a great amount of potential disposable income by mortgage payments and rent. We could see an unprecedented boon to the local economy if the great majority of its rental housing citizens were paying substantially less in rent than they currently are. This is only the beginning of what else could be achieved. Right now many people have no money for retirement, many can't afford education, and still many more can't afford healthcare. Let's once and for all bury the notion that rental property is first and foremost a way for property owners to generate wealth. Mpls should officially be indifferent to the financial fortunes of landlords and property developers. We've never lived in an economy in which rental housing is seen as an incidental expense and not a major, scandalous economy-impoverishing mechanism of wealth transference from most people to the top. We need radical and innovative thinking to transcend this historical economic mistake of treating rental housing as investment and not as a basic right. Where's rental control? It should be on the table. Where are the proposals for incremental and continuous rent reduction over time? How is this NOT a consideration? Do we want a thriving arts community or not? Do we want people to have more free time or not? Do we want the local economy to thrive like never before or not? We need to think anew about all aspects of rental housing and how it fits into human life and the rest of the economy.	7/22/2018
6779	6	/policies/pedestrian-oriented-building-and-site-de	Require new buildings located on the corner of an intersection to have their primary entrance located at the corner, like is currently in place in the Hennepin/Lyndale PO District. Wherever possible, require that curb cuts for parking are not placed on primary streets with heavy pedestrian traffic, but preferably on side streets. Where that is not possible, on-street parking needs to be eliminated adjacent to the curb cut so that cars trying to pull out of parking lots can get a clear line of sight for oncoming traffic without pulling out and blocking the sidewalk. Left turns out of parking lots should be prohibited on most arterial streets.	7/22/2018
6780	38	/policies/affordable-housing-near-transit-and-job	I hope that other cities around Minneapolis in the Metro area are also looking to increase the availability of affordable housing near their Transit and Job Centers. I would like to see improved coordination with the cities around us.	7/22/2018
6781	1	/policies/access-to-housing/	Many of the streets you've tagged as high-frequency routes are still small neighborhood streets, such as Upton Ave S and 44th St. This plan looks like it's had a lot of input from land developers who want to build and grow their revenue, rather than considering the neighborhoods and communities. Also, our schools are incredibly crowded already. I'm really disappointed in this planning committee.	7/22/2018
6782	15	/policies/transportation-and-equity/	The city needs to actively fund and support transit and on-street transit infrastructure much like places like Seattle. Every city street design should consider bus bump-outs, waiting areas, bus lanes, etc if it is on a transit route. Without the city taking making sure buses run quickly and efficiently through city streets seriously, any talk about transportation equity is little more than hot air.	7/22/2018
6783	7	/policies/public-realm/	Integrating public realm improvements with street reconstruction and new building construction is a very smart idea.	7/22/2018
6784	8	/policies/public-safety-through-environmental-de	Very supportive of this policy.	7/22/2018
6785	40	/policies/homelessness/	I like these action steps. I'd prefer that no person ever become homeless, but in the interim, I'd like to see an action step around keeping children stable in their current educational setting, even if their guardian(s) should lose their housing.	7/22/2018
6786	79	/policies/healthy-youth-development/	<p>Living in close proximity to noisy roads is closely correlated to chronic health problems and under-socialization in children. There is a mismatch here with our zoning, which allows large number of residential units on noisy roads like Hennepin and Lyndale, while pricing out families from healthy areas like Lake Harriet and Lake of the Isles.</p> <p>Reducing the levels of noise and pollution on these dense residential corridors should be a priority; it should be a higher priority than maintaining low levels of noise and pollution on relatively unpopulated "neighborhood interiors".</p> <p>A long-term solution is to reduce the number of lanes for POV traffic on residential corridors like Hennepin.</p> <p>A quick solution would be to replace noisy diesel buses with all electric buses.</p>	7/22/2018

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6787	55	/policies/business-innovation-and-expansion/	I don't understand action step a. When you use "ecosystem," does it refer to the economic system or the ecological system? Think it should be rewritten to make plain what is really being said.	7/22/2018
6788	9	/policies/open-spaces-in-new-development/	Very supportive of this policy.	7/22/2018
6789	56	/policies/supporting-small-businesses/	You need to not only the development and growth of small businesses, you need to MAINTAIN the small businesses that currently exist and have existed in our neighborhoods for decades. It is a laudable goal to prioritize small businesses owned by people of color, women and those with low incomes, but you must support all small businesses. Why? They employ local people, those local people live locally, those local people create the stability of our neighborhoods, and help to create community. They are more likely to walk, bike or take public transportation. Many of our local businesses are in smaller, older buildings that are in peril of being bought, developed and then overpriced for the current business, who would probably have gone out of business while their enterprise was disrupted. YES to supporting small business. This should be a priority before up zoning and development.	7/22/2018
6790	10	/policies/street-grid/	Restoring the traditional street grid is very important to improving walkability.	7/22/2018
6791	41	/policies/tenant-protections/	If landlords aren't keeping their housing units in safe, habitable shape, the city should be granted an opportunity to purchase and rehabilitate the landlord's units.	7/22/2018
6792	7	/policies/public-realm/	The majority of Minneapolis' pedestrian realm is really awful- especially in lower-income areas. We seem to still view things like sufficiently wide sidewalks, regularly spaced crosswalks, and adequate lighting as luxuries. If we want a truly sustainable, equitable city, we need to view these as equally important as car infrastructure, and sometimes more. We seem to have finally gotten it when it comes to bike infrastructure but haven't caught up when it comes to walking.	7/22/2018
6793	11	/policies/skyways/	Making sure skyways can coexist and not negatively impact street-level activity is very important.	7/22/2018
6794	42	/policies/expand-homeownership/	The city should create a municipal bank that could lend money specifically for improving access to homeownership for low-income residents and people of color.	7/22/2018
6795	12	/policies/lighting/	Pedestrian scale lighting throughout the entire city is very important. Even in areas that already have pedestrian scale lighting, they are spaced too far apart, leaving gaps in coverage.	7/22/2018
6796	0.1	/topics/land-use-built-form/	I am struck by the controversy about development in the Snelling/St. Clair area of St. Paul. That is the kind of neighborhood where density belongs, not to minimize the concerns of people whose homes will be affected by development. But that is an area, like the part of NE Mpls attracting high-rise development around E Hennepin, where this debate belongs. The idea of plopping down 4 story buildings in neighborhoods that are currently single family home-oriented is just wrong and will be regretted by future generations. Here is the link to the article: http://www.startribune.com/st-clair-snelling-development-may-be-sign-of-fights-to-come/485983771/	7/22/2018
6797	17	/policies/complete-streets/	Complete streets should be taken as the 1st priority, not something to do after thinking about car access or parking. If a street doesn't have pleasant, useable sidewalks, marked crosswalks, safe places to bike, and appropriate transit facilities then it isn't complete. The city needs to also stand up to Hennepin County on this issue.	7/22/2018
6798	13	/policies/landscaping/	Very supportive of this policy.	7/22/2018
6799	43	/policies/housing-displacement/	Upzone areas of Minneapolis that have had racial covenants in the past.	7/22/2018
6800	33	/policies/affordable-housing-production/	Please go back to small area plans and involve neighborhoods that way. This top down approach is not nearly as effective as a getting input from the neighborhoods. Restore small area plans and money for neighborhood organizations.	7/22/2018
6801	18	/policies/walking/	Crosswalks are important pedestrian infrastructure, and they need to be painted and enforced. Minneapolis' defacto policy of not painting crosswalks at unsignalized intersections and not enforcing crosswalk laws needs to change. If people can't safely cross the street then they can't safely walk.	7/22/2018
6802	56	/policies/supporting-small-businesses/	Regarding action d, does this say the City is creating niche-based programs for businesses. If this is referring to software programs, that's not the City's business. If it means special programs to help niche startups, it should be more specific. Most of the time, the City should just get out of the way.	7/22/2018
6803	16	/policies/environmental-impacts-of-transportation/	Regarding Action Step A: TDM strategies are already currently required of new developments for the most part. The most concerning gap is that there is virtually no follow-up after a TDM plan is approved. There should be a full examination of alternatives of the best way to track implementation and offer incentives or disincentives to achieve desired outcomes for individual developments. Please strengthen Action Step A by rephrasing it to start with "Require implementation of..."	7/22/2018
6804	14	/policies/tree-canopy-and-urban-forest/	Protecting and expanding our tree canopy is essential. While our neighborhood interiors already have very good tree canopy coverage, I feel our commercial and mixed-use corridors lack sufficient tree canopy coverage. We should make sure to address that to whatever extent possible.	7/22/2018

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6805	16	/policies/environmental-impacts-of-transportation/	Regarding Action Step A: TDM strategies are already currently required of new developments for the most part. The most concerning gap is that there is virtually no follow-up after a TDM plan is approved. There should be a full examination of alternatives of the best way to track implementation and offer incentives or disincentives to achieve desired outcomes for individual developments. Please strengthen Action Step A by rephrasing it to start with "Require implementation of..." - Ben Shardlow, Director of Urban Design for the mpls downtown council & Minneapolis Downtown Improvement District	7/22/2018
6806	46	/policies/healthy-housing/	I support all of these action steps. Action steps D and E are particularly exciting to me.	7/22/2018
6807	19	/policies/bicycling/	Downtown and other major gaps in bikeways need to be fixed. Besides 3rd Ave and part of Washington Ave, there are no safe, comfortable bikeways downtown, especially when coming from the north side. Fixing these gaps should take priority over moving volumes of car traffic, even if it means more congestion short term.	7/22/2018
6808	57	/policies/cluster-strategy/	If this means you're going to continue to dump on East Mpls, it's a bad idea. Please identify what clusters you are talking about.	7/22/2018
6809	15	/policies/transportation-and-equity/	Very supportive of this policy.	7/22/2018
6810	79	/policies/healthy-youth-development/	Our K-12 education system is excessively geared towards college prep; this has disastrous outcomes for many students who cannot or dare not proceed to tertiary education. Minneapolis is well positioned to replicate the German fachhochschule system; placing technical/practical education on an equal level parallel to college prep gives German blue collar workers a level of dignity that our high school and college dropouts struggle to achieve. Children must be given the opportunity to pursue a technical/practical education beginning in high school or middle school.	7/22/2018

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			<p>It's been deeply disheartening to watch the comment period become play out, with supposed city leaders spreading fear and misleading talks. Affluent owners of very expensive homes have come out in force to protest that modest, single family homes will be bulldozed and families forced out of the city. If so, why are we hearing that message from Linden Hills and Lynnhurst and not Longfellow?</p> <p>Meanwhile, is an article of faith that new housing will be more expensive. That's certainly true when we can only replace an existing house with a single house that's bigger and/or fancier, but opening up to small multi unit buildings offer the possibility of units that are in line with existing housing, not to mention offering an increase in unit.</p> <p>But regardless, there is simply no way to keep all of our existing structure and housing affordability. The same number of homes trying to accommodate more people means ever more expensive homes and ever more pressure to remodel or tears down. We're seeing exactly that all over the city, with modest homes disappearing for expensive ones. That trend will continue unless we can build something other than single family homes. You can either preserve structures or affordability, not both.</p> <p>But it's more than housing economics. It's values. Continuing to restrict housing supply, especially in our most desirable neighborhoods, is saying no to new neighbors. It's continuing our economic, opportunity and racial disparities. It's unMinnesotan.</p> <p>I want more neighbors. I want more diversity. I want more people to be able to live close to work and to the things they need. I want more customers for local businesses. I want more people who can ride the bus with me to work. I want more people who can drive less because they live in a city. I want a city that's a place to spend time and enjoy yourself, not a place to drive through.</p> <p>For decades we've allowed ourselves to treat the neighborhoods in the center of the city - especially Greater Phillips - as throughways for people going downtown or across town, dehumanizing the people who actually live there. Park, Portland, 26th and 28th have all had changes to make them safer as roadway, but they're still mostly passage for cars when they should be neighborhood streets.</p> <p>The city is for people. It needs to be allowed to evolve back to a place for people. Housing, sidewalks, bikeways, hospitality and recreation over fast traffic and car storage. This plan has the vision more or less right. Please don't let those who are stuck in the 20th Century undermine it.</p>	7/22/2018
6811	0.1	/topics/land-use-built-form/	Finally, the climate crisis is real. We cannot take meaningful climate action by forcing people to live in far flung suburbs. We need them to	
6812	49	/policies/educational-and-economic-access/	Increasing apprenticeship opportunities is a great idea!	7/22/2018
6813	20	/policies/transit/	Yes! Minneapolis needs to take bus stop design and placement seriously. The details, which the city often controls, make or break transit quality. Too often Metro Transit has good ideas for how to improve local stops only to have them reversed when someone complains to their local council member. The city council and public works should understand how bus routes work and why they're important, and they should be vocal in supporting good transit.	7/22/2018
6814	1	/policies/access-to-housing/	Please protect small business and art production spaces in Northeast Minneapolis	7/22/2018
6815	47	/policies/housing-maintenance/	Coordinate these action steps with Policy 49, and create apprenticeship programs that maintain older homes in the city.	7/22/2018
6816	3	/policies/production-and-processing/	Add art production space as a protected class.	7/22/2018
6817	90	/policies/technology-in-the-economy/	Item a seems out of the realm of the City's capability. The high tech companies know more about this than anyone in the City management. You should definitely engage with the tech companies, but use their products to improve City operations. Don't expect they want your help, just your business.	7/22/2018
6818	51	/policies/healthy-pre-k-development/	The city could help to achieve some of these goals by establishing permanent locations for Early Childhood and Family Education (ECFE) programs. Currently, ECFE programs can get bumped out of the schools that they are in if the principal decides that they need the classroom space for another purpose.	7/22/2018

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6819	18	/policies/walking/	For Action Step C, please add raised crosswalks and/or tabled intersections to the list of clearly-designated pedestrian areas to be provided. The raised crosswalks on Nicollet have been well-received as a pedestrian enhancement, and they're emerging as a standard streetscape element in other cities that are pursuing Vision Zero initiatives. Raised crosswalks should receive serious consideration as a standard streetscape element rather than being an alternative. - Ben Shardlow, Director of Urban Design for the mpl's downtown council & Minneapolis Downtown Improvement District	7/22/2018
6820	5	/policies/visual-quality-of-new-development/	Require City projects to include public artwork purchased locally.	7/22/2018
6821	29	/policies/creative-sector-economy/	Protect existing Arts Districts.	7/22/2018
6822	52	/policies/human-capital-and-a-trained-workforce/	We need more apprenticeships, like Germany has, to create a skilled workforce, and to allow people to earn a living wage with dignity.	7/22/2018
6823	5	/policies/visual-quality-of-new-development/	These guidelines are such b.s. How does the city think that it can uphold these design standards when they haven't been done before? Our neighborhood in Fulton has been complaining about the poorly designed suburban style houses that have infiltrated our neighborhoods but to no avail. How do you hold developers to a higher standard?	7/22/2018
6824	30	/policies/arts-and-cultural-assets/	Protect the existing infrastructure of artist production spaces in the Northeast Arts District.	7/22/2018
6825	54	/policies/supporting-economic-growth/	Please stop offering tax incentives to major corporations like Amazon and the NFL. That money should be going to the community.	7/22/2018
6826	70	/policies/ecology-and-habitat/	Minneapolis needs to do a full inventory of natural assets and define species it seeks to protect. I can't support any plan that has no specific targets or measures the impact of development on existing habitat.	7/22/2018
6827	20	/policies/transit/	MnPASS lanes provide benefits to the wealthy/those willing to pay and allow them to use lanes all of us have been taxed to build. The freeways are crowded enough as it is without taking away more lanes from the general public. Strongly disagree with g.	7/22/2018
6828	55	/policies/business-innovation-and-expansion/	I disagree with the subtext of Action Step H. Please stop offering tax incentives to major corporations like Amazon and the NFL. That money should be going to the community.	7/22/2018
6829	31	/policies/creative-workers/	Provide property tax abatement opportunities for artist production spaces to allow artists to remain in Minneapolis.	7/22/2018
6830	38	/policies/affordable-housing-near-transit-and-job-	Except in existing production areas	7/22/2018
6831	16	/policies/environmental-impacts-of-transportation-	Disincentivizing SOV trips and incentivizing transit, walking, and biking trips is very important. For new residential development, cost of parking should be required to be unbundled from the overall rent. Transit passes should be required to be bundled with the cost of rent, with the option for residents to get a rent discount if they already have a transit pass through school or work. The city should work with landlords to ensure they are able to provide transit passes to tenants. Encourage district parking wherever possible. All parking along major arterial transportation corridors should be paid parking with dynamic pricing that increases and decreases to match demand. Ideally, all parking should be priced to put it at a disadvantage to taking transit, walking, or biking. On-street parking in neighborhood interiors, especially in neighborhoods where on-street parking is already at a premium, should be permit-only. Parking minimums should be eliminated city wide, and parking maximums should be strongly considered along transit corridors.	7/22/2018
6832	54	/policies/supporting-economic-growth/	Improve existing properties and infrastructure.	7/22/2018
6833	1	/policies/access-to-housing/	I am opposed to tearing down single family homes and replacing with duplexes, four plexes in our single family neighborhood. No one except rich people could afford to buy a duplex, or fourplex. Other corporations and foreign operations will be the only ones able to purchase and those corporations/individuals would not live in the neighborhood.....they would not care about the community....they would only want to make a profit!	7/22/2018
6834	55	/policies/business-innovation-and-expansion/	Preserve existing assets and arts Districts	7/22/2018
6835	56	/policies/supporting-small-businesses/	Add artists to this section	7/22/2018
6836	58	/policies/business-districts-and-corridors/	Support the existing Arts Districts	7/22/2018
6837	81	/policies/social-connectedness/	Preserve existing buildings.	7/22/2018
6838	1	/policies/access-to-housing/	Small lots in South and Southwest Minneapolis will not adequately support multi-unit structures, while maintaining any level of green space. Character of older homes is noticeable in any large city, and should be valued. I am opposed to addition of small scale structures on traditional city lots. I am in favor of limiting large single family dwellings on traditional city lots. I do not believe that the city will manage building sizes, based on approval of excessively large houses right now.	7/22/2018
6839	91	/policies/heritage-preservation-outreach/	Interesting that the goals are to preserve historic properties...but then there is this blanket upzoning. This will only hurt POORER neighborhoods! There are lots of older, historic, and architecturally interesting buildings in North, Phillips, Longfellow, South, Northeast, and Powderhorn...but this city wants to allow unbridled gentification and push affordable housing and struggling residents out of the city. The trend is to save historical buildings, gut them, and turn them into work co-op playgrounds for wealthy young white males. Oh, and feel free to leave your electric scooter at the door so someone else can pick them up!	7/22/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

6840	0.1	/topics/land-use-built-form/	<p>To the mayor and the city council:</p> <p>I live in a single family home at 5210 Belmont Ave south, one block west of Nicollet. It is proposed that the lot to the south be re-zoned to accommodate a six story building. I have lived here with my wife since 1994. We have worked hard to maintain & improve our property and to build equity in it. Home equity is probably the biggest savings plan for the middle class in this country.</p> <p>What do think, and this is not a rhetorical question, will happen to that equity when that house to the south is razed and a six story building is erected in its place? So my question to you all is simple: What right do you have to take away the value of my property? It seems to me your answer is the end justifies the means. Take away some of the value at 5210 Belmont, so we can seriously increase the value, and hence the tax revenue of a lot on Valleyview. This is the end result, is it not, of higher density-higher tax revenue?</p> <p>So the end result is probably admirable from your perspective: Grow the City's revenue. But does this make the City more affordable? And at whose expense? Mine, apparently.</p> <p>I think it is the second law of physics that states that for every action there is a reaction. It is my opinion that the reaction to your 2040 plan is just beginning. I have loved living in this city since 1981, when I moved here from Faribault. It is sad for me to think that that love may be coming to an end.</p> <p>John Wilhelms 5210 Belmont Ave South john_wilhelms@msn.com</p>	7/22/2018
6841	2	/policies/access-to-employment/	<p>People who live downtown and work downtown are people of financial means. People who work downtown in the service sector and make minimum wage need to live in poor neighborhoods and take light rail and the bus downtown. People who live on less income, \$15-25 per hour cannot afford to live downtown. And the wealthy people do not want to live by poor people. It is an unfortunate fact of life.</p>	7/22/2018
6842	0.1	/topics/land-use-built-form/	<p>This plan has high-sounding goals and descriptions, but the devil is in the details. The plan allows for high-rise buildings up to 30 stories in the area NW of Bde Maka Ska. That is apparently because there might a SW LRT station near there. That LRT line should never be built. It does nothing for residents of the City of Minneapolis. Who will be helped by an LRT line to Eden Prairie? That line will be a safety hazard and environmental disaster.</p> <p>That area is already overbuilt and existing traffic congestion on Excelsior Blvd. and Lake Street already creates unsafe conditions. The proposed rezoning, proposed Calhoun Towers, and LRT station (if ever built) will only exacerbate the dangers. Those dangers have been ignored by the developer and the City Planning Commission and staff, of which few, if any, live in the area.</p> <p>The plan for this area should be killed in its entirety.</p>	7/22/2018
6843	2	/policies/access-to-employment/	<p>Agree about promoting employment growth. Focus on technical, scientific and engineering.</p>	7/22/2018
6844	31	/policies/creative-workers/	<p>The intro to this section does not match the goals. You talk about creative workers (but don't define them) in the intro. The goals basically talk about artists. But the intro could be about creative cooks in food trucks for all we can tell. Rewrite.</p>	7/22/2018
6845	58	/policies/business-districts-and-corridors/	<p>I'd like to see an additional action step here that reduces the impact of automotive traffic on business districts and instead promotes pedestrian, bicycle, and transit users instead. The Lyndale and Lake intersection would be a much more welcoming business district if each corner wasn't separated by 4 or 5 lanes of automotive traffic.</p>	7/22/2018
6846	17	/policies/complete-streets/	<p>Complete streets should also follow NACTO guidelines to the best extent possible as laid out in their "Urban Street Design Guide," "Transit Street Design Guide," and "Urban Bikeway Design Guide." The City should work to take ownership over county roads and trunk highways from Hennepin County and MNDOT. Too often, our complete streets principles cannot be implemented because the streets are county roads and we cannot convince Hennepin County to follow our principles.</p>	7/22/2018
6847	18	/policies/walking/	<p>Very supportive of this policy. The existing auto-oriented design a of a lot of our streets can make walking an unpleasant experience, and needs to be corrected.</p>	7/22/2018
6848	19	/policies/bicycling/	<p>Bike lanes are one of the main reasons I moved here from St. Paul. Bike commuting has totally changed my life. Please continue to expand and improve the city's bikeways. But more importantly, please do a better job of maintaining them in the winter. I am happy to be a year-round bike commuter, but in the winter the plows shove all the snow into the bike lanes. Also, please work with the park board to do a better job of maintaining bike trail connections beneath bridges, etc.</p>	7/22/2018
6849	3	/policies/production-and-processing/	<p>Bicycle access is not realistic for at least half of the year. We are not in a temperate climate, so expecting people to bike in the winter, on ice, is completely unrealistic.</p>	7/22/2018

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6850	0.1	/topics/land-use-built-form/	The concept of transit corridors needs to be substantially revised. The use of transit corridors here to describe residential streets that have bus service is way out of whack with what a transit corridor is supposed to be thought of. The light rail line in comparison would be a true transit corridor. So on the bus line what's reasonable? Well 1-4 stories with a pre approved way to go higher isn't ok. likewise 1-6 with a pre approved way to go higher isn't ok. these are by and large residential streets, lots of single family, duplex, maybe 4plex build outs. The plan could up zone to make those types of structures legal but to go up to 4 stories effectively as the minimum for all these streets is way more than they should be expected to take. In that same vein, the 3 story build outs all around that are too much for what those areas should be expected to move to. The consequences to families or people living in true small size residential to have buildings towering over them is too easy for density advocates to dismiss as "NIMBY" attitudes, but they are real, people chose where they live based on what it's like and what it is likely to become and this is a huge curve ball for thousands of homeowners who don't think 6 stories - or more - of windows and balconies out their backyard is the way to go.	7/22/2018
6851	19	/policies/bicycling/	Bicycle facilities should meet NACTO guidelines as laid out in their "Urban Bikeway Design Guide." The City needs to explore stronger enforcement of bicycle facilities. Too often, bike lanes are blocked by delivery trucks and other vehicles. Dedicated loading/unloading zones need to be implemented to ensure this does not happen.	7/22/2018
6852	59	/policies/downtown/	I particularly support action steps b and c. I'd also like to see a congestion charge implemented, and more public space given back to transit, pedestrians and bicycles. Too much of downtown is dominated by automobiles. I'd also like to see Nicollet Mall turned in to a pedestrian and bicycle-only mall. The buses are unpleasant for outdoor cafe-goers, they operate slowly, and are dangerous for pedestrians.	7/22/2018
6853	1	/policies/access-to-housing/	Eliminating zoning in the city strikes me as an insane idea. Why would we want to get rid of our various neighborhoods and promote duplexes, triplexes, fourplexes on regular 40- and 50- foot lots? Most of these neighborhoods have small streets and this will increase parking issues. I specifically write about the area near the Kenwood Elementary School. This increased density will no doubt cause major problems for buses trying to bring children to school as well as increasing the likelihood that children will be hit by cars trying to circumvent the parked cars and buses. Furthermore, these neighborhoods will now be subject to the vagaries of the developers, who will not care about maintaining green space and environmentally friendly structures. It will not promote affordable housing at all! Another problem is that we have limited bus service in the Kenwood / Lowry Hill neighborhood so it creating density will require more cars. The additional pollution from this density will endanger the chain of lakes. There are definitely better areas of the city to encourage density - where there is already transportation in place. Hennepin and Lyndale Avenues are both examples of where these larges structures would make more sense.	7/22/2018
6854	64	/policies/food-businesses/	Think this section should also include food non-profits, including community gardens. One goal would be to identify City properties that can be used for local community gardens to foster education and growth of local healthy foods. Could also encourage development of year-round garden production facilities.	7/22/2018
6855	14	/policies/tree-canopy-and-urban-forest/	The massive upzoning will have an impact on tree cover and urban forest by first requiring the removal of mature trees for new construction or replacement, and secondly by restricting the amount of green space available for planting, thirdly more dense means generally less tree maturity given less space to grow (for example in between 4-6 story buildings, even 3 story).	7/22/2018
6856	4	/policies/access-to-commercial-goods-and-service	Yes to hamlet design with access to retail, and reduced driving for errands. However, the prices at these retailers need to be competitive. Biking for half the year is unrealistic for healthy people, and unrealistic for other people.	7/22/2018
6857	14	/policies/tree-canopy-and-urban-forest/	The massive upzoning will have an impact on tree cover and urban forest by first requiring the removal of mature trees for new construction or replacement, and secondly by restricting the amount of green space available for planting, thirdly more dense means generally less tree maturity given less space to grow (for example in between 4-6 story buildings, even 3 story).	7/22/2018
6858	53	/policies/quality-of-life/	Re: a. and b. Yes, even easier now that MSP airport has an arts director. That opens even more ways to promote what Mpls., and the whole region has to offer, including spots in the airport to showcase our theater, music and other arts, I hope. Maybe HOTB and Guthrie already do things there? d. interesting idea to explore--what do our corporate entities think of that? Can the DID help? Re: c. and e., Glad to see we are moving toward pedestrian and bike friendly streets, let's learn more from multicultural cities in U.S. and other countries. Amsterdam, Prague, Berlin have lively urban streets.	7/22/2018

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6859	21	/policies/freight/	I support these action steps, especially the one that restricts freight rail growth in the city. I would also support the city purchasing the Twin Cities & Western Railroad line, and then decommissioning that line.	7/22/2018
6860	38	/policies/affordable-housing-near-transit-and-job-	The action plan to acquire and assemble property has led to a lot of fear of eminent domain. What is it's purpose? If the city is not planning to pursue eminent domain, and the city is not in the business of developing private parcels, then this should come out of the plan. Also as has been pointed out many times before by many people what this plan calls a "transit corridor" aka residential street with bus service during the day, is not an appropriate dumping ground for massive multi parcel apartment buildings.	7/22/2018
6861	29	/policies/creative-sector-economy/	Create apprenticeships for high school students at "Creative Sector" places of employment.	7/22/2018
6862	0.1	/topics/land-use-built-form/	I oppose the 2040 plan Built Form districts. I live in what would become an Interior 1 zone. I oppose duplex, 3-unit and 4-unit buildings built by right in this zone. My reasoning is this - developers will ask for variances and conditional use permits to increase the number of units as well as the height on any property they buy. Unfortunately, the Planning Commission and City Council has a history of granting conditional use permits and variances to developers in order to increase "density." What safeguards will there be to make sure any development fits in with the neighborhood image, materials, etc? I believe that density should be done at nodes and specified areas, not infill scattered about. I live in Linden Hills and I also oppose designating the LindenHills business district along Upton as a Corridor 4 zone. I feel that 4 story buildings are too massive for that district, which I believe should be kept in rh 1-2.5 story height. At 4 stories by right, developers will ask for conditional use permits to increase the height to 5 or 6 stories...and the Planning Commission will approve them as they always do. Upton Ave South is not France Ave. or west 50th street, where higher buildings make more sense because of the wider streets and high-frequency transit. Your overall diagram looks ordered but must be revised to preserve neighborhoods and smaller commercial areas.	7/22/2018
6863	11	/policies/skyways/	Good combination of actions to preserve skyway system, make it more functional and (a.) regain more access and interest at street, pedestrian level.	7/22/2018
6864	30	/policies/arts-and-cultural-assets/	Making the Mississippi River wild again below St. Anthony Falls would go a long way to making the Mississippi even more of a cultural asset.	7/22/2018
6865	95	/policies/heritage-preservation-financial-incentive	During the Nicollet Mall design competition, the principal of a firm that was a finalist (but didn't end up winning) noted that Minneapolis is full of beautiful historic buildings that are impossible to see half the time because they're not lit properly. This is true, and it's a shame! The existing processes subject the owners of historic properties to a rigorous review process if they decide of their own volition that they want to make architectural lighting improvements, but the lack of a formal process to encourage it amounts to a disincentive. As a northern and a winter city, we live in darkness a lot of the time. If we aspire to being a lively place in all seasons and times of the day, we should actively encourage architectural lighting to give our beautiful buildings a more fitting presence in our nighttime built environment. Please explore developing a financial and technical assistance program to encourage architectural lighting of historic buildings. Ben Shardlow, Director of Urban Design, mpls downtown council & Minneapolis Downtown Improvement District	7/22/2018
6866	0.1	/topics/land-use-built-form/	Creating a "Corridor" classification in the residential neighborhoods is taking this too far. 4-6 story (or taller) buildings on small lots immediately adjacent to 1-2.5 story homes will ruin the feeling of our charming and unique city neighborhoods. The entire city doesn't need to be like uptown.	7/22/2018

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6867	0.1	/topics/land-use-built-form/	I am apposed to the plan all along 50th street that zones 3 story apartments on half the blocks north and south of 50th. The 4900 blocks of Drew, Chowen, Beard and Abbot have already changed over from small bungalow style blocks to 1/2 mega homes, from \$280,000 homes to \$800,000 homes. These blocks already have night and day jammed parking from 50th street restaurants such as the Red Cow. These blocks already have noise from the airplane path overhead and the high volume of cut through traffic of trucks and cars avoiding the 50th and france stop lights. Don't stress or change our blocks even more. Spread out the density and put 4 plexes or 3 story apartments on every corner in the city. Why do those of us who live on the blocks adjacent to small retail have to loose half the houses on our block?	7/22/2018
6868	31	/policies/creative-workers/	Create apprenticeships for high school students at "Creative Sector" places of employment.	7/22/2018
6869	80	/policies/development-near-metro-stations/	Review bus to metro design in DC. Easy to take a bus from suburb to metro stations. Limited housing near metro stations but very easy to access.	7/22/2018
6870	0.1	/topics/land-use-built-form/	My vote is for single family dwelling neighborhoods should remain as single family dwellings. Allowing 4-plexes and larger buildings will change the historical sweetest and value of neighborhoods. Please rework this current proposal. Thank you	7/22/2018
6871	20	/policies/transit/	The City should partner with Metro Transit to ensure that all transit facilities meet NACTO guidelines as laid out in their "Transit Street Design Guide." For example, for curbside pull-out bus stops, which are the majority of bus stop types in Minneapolis, NACTO says that stop length should be at least the length of a bus plus 10 feet plus a specified length for entrance/exit tapers. Most of our bus stops do not follow these guidelines, and as a result oftentimes they cannot actually pull into a stop. With curbside pull-out stops at the nearside of a signalized intersection, consider adding queue jump signals for buses. Minneapolis should be much more serious of adding bus-only lanes on our busier streets. Minneapolis should strongly encourage Metro Transit to operate bus service with articulated buses, especially on routes that experience overloads during rush hour.	7/22/2018
6872	65	/policies/urban-agriculture-and-food-production/	I don't think that agriculture is an ideal use for an urban parcel, and I'm not sure that I can support it as other than a form of recreation. Rooftop gardens seem like an interesting use of otherwise unused space.	7/22/2018
6873	90	/policies/technology-in-the-economy/	Create apprenticeships for high school students at "Technology" places of employment.	7/22/2018
6874	21	/policies/freight/	Ensure there are dedicated loading/unloading zones along streets and confine loading/unlading of freight to those zones where space constrictions requires on-street loading/unloading. This will ensure that bike and transit facilities are not blocked.	7/22/2018
6875	51	/policies/healthy-pre-k-development/	Getting all kids off to a good start seems like one of the key factors in a child's later success. Perhaps there could be some partnering or mentoring for the parents to help them get their kids to be a part of this.	7/22/2018
6876	62	/policies/contaminated-sites/	Work closely with MPCA in MN.	7/22/2018
6877	66	/policies/air-quality/	I think that Action Step A to reduce vehicle miles is very important!	7/22/2018
6878	33	/policies/affordable-housing-production/	Allowing developers to build 4-story mixed use buildings in Kenwood and Lowry Hill along Franklin, Penn and 21st Street does not make a lot of sense. There is very little public transportation today and the MetCouncil is continuing to decrease service. Not only that, but allowing this type of building will have a negative impact on both Kenwood Park and Lake of the Isles. Furthermore, there is an elementary school at the intersection of Franklin and Penn - the type of buildings you would allow there will severely impact the safety of these children (grades K-5).	7/22/2018
6879	15	/policies/transportation-and-equity/	This is very important! Cars are expensive. Policy 15 should also address the heavy degree to which parking is subsidized, which essentially constitutes a regressive tax. People who can't afford to drive/park end up paying indirectly into the provision of parking for people who do possess the resources necessary to drive a car. That's not fair!	7/22/2018
6880	22	/policies/downtown-transportation/	Strong curbside management policies are extremely important, and requires strong enforcement. Prohibit the expansion of parking facilities in downtown and work to remove existing parking facilities when possible. Entrances/exits to parking ramps conflict with pedestrian and transit movements and these need to be addressed. More strongly restricting parking supply should encourage increased use of transit, walking, biking, and improve safety and reduce congestion on downtown streets.	7/22/2018
6881	49	/policies/educational-and-economic-access/	Re: c. maybe this is someplace else in the plan, but the capability of the school system needs to be strengthened so this can be carried out. Schools need to do a better job with all of our students, preparing them for the next step in life, whether it's college, their first job, or being an active, critical-thinking citizen. (I am a firm believer that education is for the whole person, not only preparing them for a job, though that is certainly important).	7/22/2018
6882	46	/policies/healthy-housing/	There should be another goal of ensuring building contractors in Mpls only use safe building materials (materials that meet defined standards).	7/22/2018
6883	23	/policies/coordinated-development-strategy/	Including district parking strategies with district-wide development approaches is very important.	7/22/2018

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6884	39	/policies/fair-housing/	Allowing developers and investors to decide where they want to build will not create fair housing choices and access throughout the city.	7/22/2018
6885	6	/policies/pedestrian-oriented-building-and-site-de	The expected use bicycles year round is completely unrealistic. It seems like this plan is based on summer, and good weather, versus ice, snow, wind and excessive cold.	7/22/2018
6886	67	/policies/climate-resilient-communities/	Maintaining and increasing the urban tree canopy seems very important to me. I think that we could also decrease the width of many of our roads, which would give us more exposed, permeable soil, and less hot asphalt. I think that providing incentives to build resilient buildings, like those that meet the Passive House standard, would also be beneficial.	7/22/2018
6887	0.1	/topics/land-use-built-form/	In looking over the 2040 plans for my Bryn Mawr neighborhood, I understand the concepts of increasing population density across the city. But while that looks good on an economic level, I'm not seeing this plan addressing the social impact on Minneapolis citizens. I live in what I perceive to be a socially well connected neighborhood, and feel that simplistically modifying the zoning for my area will likely be great for some real estate developers but isn't taking into account what the citizens have socially invested in their neighborhoods. I feel a sense of ownership and the responsibilities which come along with that level of neighborhood involvement. After reviewing the zoning plans, I fear waking up one day in surrounds which are so completely foreign to what I have today will leave me little choice but to sell the home I so love and leave the city. I'm disappointed in what was presented as a future plan for Minneapolis. Our future residents deserve a more well rounded plan. Thank you. Kent Peterson 2214 Mount View Minneapolis MN 55405 612-217-2252	7/22/2018
6888	24	/policies/shared-mobility/	For car-based shared mobility options, such as Uber/Lyft, Zipcar/Hourcar, and future car sharing AV schemes, we need to make sure that transit, walking, and biking are still seen as more competitive modes. We need to reduce car trips in our city, not merely replace one type of car trip with another.	7/22/2018
6889	0.1	/topics/land-use-built-form/	You neglected to provide a color coded map with red to indicate every residential lot that is proposed to be up-zoned. The whole city would be colored bright red on that map. Every single residential lot would be eligible for a developer or investor to bulldoze the existing single family home and replace it with a fourplex or apartment building. Why would anyone want to gamble on buying a beautiful bungalow on a street of single family homes and wake up one morning surrounded by apartment buildings? How could you come up with such a horrible plan even as a draft? This is unacceptable.	7/22/2018
6890	69	/policies/renewable-and-carbon-free-energy/	I strongly support all of these action steps, with the exception of G. I'm concerned that it could be used as a bludgeon by people that don't want a taller building built to the south of them. They can already purchase a solar easement from their neighbors if they would like to do so. Let's not give those folks another weapon against change and increased density.	7/22/2018

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6891	1	/policies/access-to-housing/	<p>I am concerned about the implications of this policy and question whether the action steps will actually serve to move us towards the stated goals. Prior to adoption, i request more discussion and data review and reporting as to how/if the above steps, particularly (e) will result in more affordable housing being available; Increasing the supply of housing alone could very possibly turn out to be of greatest benefit for developers residing in the suburbs!</p> <p>Prior to implementation of the above action steps, the city should provide detail as to the impact of the proposed changes on residents' access to adequate parking associated with their home or apartment. Many residents will continue to want/need to use a car (i.e. due to disability, safety, age, work schedules, etc) and if accessible parking is not readily available or decreased this plan should not move forward in its current form.</p> <p>As a Minneapolis resident I oppose adoption of this Minneapolis 2020 policy as currently proposed. I look forward to a revised plan that will better meet the goals of making Minneapolis a more livable, equitable place for all residents.</p> <p>Thank you, Lisa Fink 46th Ave S</p>	7/22/2018
6892	33	/policies/affordable-housing-production/	<p>If you allow 10-30 story mixed use buildings in the Shoreland Overlay District in Cedar-Isles-Dean and West Calhoun, the developers and investors will not include affordable housing without a requirement to do so. Instead, there will be very expensive housing in an area that is already incredibly congested. This makes no sense.</p>	7/22/2018
6893	25	/policies/innovations-in-transportation-and-infras	<p>Car-sharing and ride-sharing services, especially ones that use AV technology, need to be regulated to ensure that transit, walking, and biking are still seen as more competitive modes.</p>	7/22/2018
6894	14	/policies/tree-canopy-and-urban-forest/	<p>Strongly support</p>	7/22/2018
6895	16	/policies/environmental-impacts-of-transportation	<p>I completely agree with these goals. Single passenger car use needs to be discouraged. The more investment we can make in sharing resources, the more energy efficient we will be.</p>	7/22/2018
6896	80	/policies/development-near-metro-stations/	<p>B: Please change to simply "develop housing". We need as much housing as possible, and not only for poor people.</p> <p>C: A minimum level of development near stations is important, but not just for that reason; under-development in the immediate station vicinity (within one block) also makes the station significantly less safe and less convenient. The Hiawatha Line station on Franklin is an example of under-development (surface parking lots) actually creating a frightening hell-scape that actively discourages transit ridership.</p> <p>Dense mixed-use developments promote ridership by making the station itself a destination.</p> <p>G & H: very good!</p> <p>I: This should instead say that plazas and open spaces should not be too large. Very few stations in MN have enough ridership to support even a small plaza; most such plazas would feel deserted and desolate. Consider that Ikebukuro station in Tokyo, with 1.3 million riders per day, has a main plaza less than 2 acres in size.</p> <p>J: Spot on! Consistent with successful examples from around the world.</p>	7/22/2018
6897	13	/policies/landscaping/	<p>We should encourage folks to lower the soil depth of their boulevards so that they may act as a water catchment area.</p>	7/22/2018
6898	26	/policies/vision-zero/	<p>Wherever possible, we should add slow street design elements to slow traffic. Conversion of one-way streets to two-way streets outside downtown should be a priority, as one-way streets encourages increased driving speeds.</p>	7/22/2018
6899	13	/policies/landscaping/	<p>The Nicollet Mall redesign is terrible. It's sterile, unattractive, and does not promote any desire to sit and admire it, despite some random yellow chairs. Really focus on improving aesthetics. I hope Nicollet Mall is not the model.</p>	7/22/2018
6900	27	/policies/transportation-partnerships/	<p>Very supportive of this policy.</p>	7/22/2018
6901	74	/policies/integration-of-water-management-into-	<p>Need much more green to accomplish this. Also critical even in single family home areas.</p>	7/22/2018

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6902	70	/policies/ecology-and-habitat/	I'd really like to see improved management of the water flowing in to our lakes and streams. The catchment pond near the SW corner of Bde Maka Ska is a great example of this, and I'd like to see more of it. I'd also like to see coyotes and other predators allowed to roam more freely. We have an over-abundance of small animals like rabbits in our neighborhood.	7/22/2018
6903	28	/policies/msp-airport/	Minneapolis should encourage continued growth of MSP as a hub for Delta Airlines, including increased international destinations.	7/22/2018
6904	29	/policies/creative-sector-economy/	Very supportive of this policy.	7/22/2018
6905	30	/policies/arts-and-cultural-assets/	Very supportive of this policy.	7/22/2018
6906	31	/policies/creative-workers/	Very supportive of this policy.	7/22/2018
6907	72	/policies/sustainable-water-system-management/	I'd like to see the city do a better job of filtering out contaminants from storm water before it is dumped in to our lakes and streams. I don't like having to worry about the safety of the water in the days after a rain storm.	7/22/2018
6908	32	/policies/arts-in-community-development/	Very supportive of this policy.	7/22/2018
6909	81	/policies/social-connectedness/	The biggest thing we can do to integrate nursing care residents into daily life is to maintain flat, curbless sidewalks. With our level entry light rail, and our all-season skyway system, MPLS is well positioned to become a veritable magnet for midwest retirees.	7/22/2018
6910	19	/policies/bicycling/	This is unrealistic in our current climate. I am an advocate of biking but cannot see how this is remotely feasible in the winter.	7/22/2018
6911	16	/policies/environmental-impacts-of-transportation/	As a cyclist, some of my most frustrating interactions are with shared mobility cars. When I encounter an automobile idling in a bike lane or generally driving in a directionless and unpredictable manner, it's quite common that I discover an Uber or Lyft sticker on that car. Whether shared mobility drivers are waiting for their passenger to come outside or waiting for their next pick up, they tend to drive in a way that's uniquely frustrating to encounter on a bike. I see the great potential of shared mobility services to reduce the need for a personal automobile, but please consider some of these latent considerations as well. It seems like some kind of travel demand management strategy should apply, given that they place a significant burden on the transportation system.	7/22/2018
6912	91	/policies/heritage-preservation-outreach/	This needs more teeth. It is weak and vague. All structures that reach 100 years or more in age should be evaluated. Minneapolis already destroyed so much, we need to keep what we have left.	7/22/2018
6913	73	/policies/stormwater-management/	I am very impressed with all of the work that the city has done to separate its wastewater and stormwater systems. Chicago has not done this, and it is a significant problem for their residents. I also commend the city on the work that it does to proactively maintain our water systems. All of that being said, I'd like to see the city do a better job of filtering out contaminants from storm water before it is dumped in to our lakes and streams. I don't like having to worry about the safety of the water in the days after a rain storm.	7/22/2018
6914	0.1	/topics/land-use-built-form/	bad plan. It looks like you are hoping to accommodate at least 4 times the current population. There is no need to expand every existing single family to a 4 plex. Keep the single family houses. It is bad enough that the character of the neighborhoods is changing with the teardowns that are replaced with large houses. If this passes as is, the population will vote republican. This is social engineering at its worst. In our neighborhood, the duplexes on Penn are the most likely police calls. By increasing density, you are also encouraging higher crime rates.	7/22/2018
6915	1	/policies/access-to-housing/	This is the most important part of the plan, and I hope you don't back away from some of these really great proposals here just because of a small but vocal group of self-entitled NIMBYs. I love the idea of having duplexes, quads, ADUs and a variety of housing mixed in with our single-family neighborhoods. It will make them more diverse and vibrant places, and help sustain local businesses. I have friends and family who are living the housing crisis right now, and I support building more of any and all types of housing.	7/22/2018
6916	33	/policies/affordable-housing-production/	Expanding tools and resources to finance affordable housing is extremely important, especially if any inclusionary housing policies are to be included. The sad reality is that the private sector is not capable of producing affordable housing in most situations, which is why expanded financial resources is so important.	7/22/2018

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6917	6	/policies/pedestrian-oriented-building-and-site-de	Disagree with k. Believe all rental properties should be required to provide off-street parking for all their tenants as needed. I live in an area where there are too many cars parked on the street and too many tows during snow emergencies.	7/22/2018
6918	1	/policies/access-to-housing/	Adding multi-unit structures to traditional city lots will decrease tree canopies, increase parking issues, degrade street surfaces more quickly with increased parking, and result in structures that destroy the beauty of the city. Oversized structures are being approved for small lots already, resulting in water run-off issues for neighbors, reduction of green space and loss of charm and beauty.	7/22/2018
6919	15	/policies/transportation-and-equity/	If you truly want to be equitable, you need to include those who are elderly or handicapped. That means cars. There is NO way bikes should have higher priority than busses or cars, because people don't ride them in the winter and yet, you plow bikeways before roads and sidewalk curb corners. Yes to adding more and better busses along routes that are heavily used. No to more bike lanes.	7/22/2018
6920	75	/policies/waste-reduction/	Permanent, in-city options for disposing of household hazardous waste is a great idea! So is providing incentives for businesses and residents to divert materials from the trash. It would be great to allow organics composting at multi-family buildings. Restaurants should have to provide Recycling and Composting options for all of their customers, in addition to trash.	7/22/2018
6921	33	/policies/affordable-housing-production/	Expanded financial resources for affordable housing needs to be paired with zoning policies that allow for increased housing supply, whether it is market rate or affordable. The effects of a restricted housing supply when there is high demand as is currently happening is that the price of older housing stock, which would otherwise be considered as naturally occurring affordable housing, is driven up. Production of new housing at the upper end of the market is needed to relieve pressure on our older housing stock.	7/22/2018
6922	6	/policies/pedestrian-oriented-building-and-site-de	Disagree with o. Drive-thrus and gas stations are still needed. New ones would provide the opportunity for environmental improvements and better use of new technologies.	7/22/2018
6923	16	/policies/environmental-impacts-of-transportation	In order to reduce green house gasses, you have to work toward (not insist on!) reduced car usage, but you also must make sure that traffic does not get congested so cars are not idling while waiting in traffic. You are zealots in your hatred of cars and your flawed policy reflects that. You must learn to be pragmatic if you are to be effective.	7/22/2018
6924	19	/policies/bicycling/	Enforcement of people parking and idling in existing bikeways needs to be improved. Deputize cyclists with action cameras to enable them to be able to hand out tickets?	7/22/2018
6925	34	/policies/affordable-housing-preservation/	Any strategy to preserve existing naturally occurring affordable housing needs to be paired with zoning policies that allow for increased production of market-rate housing to relieve pressure on that already existing housing.	7/22/2018
6926	35	/policies/innovative-housing-types/	Very supportive of this policy.	7/22/2018
6927	93	/policies/stewarding-historic-properties/	Sounds good but my experience is nobody cares enough about most historic structures or can stop Developers once the financial incentive is big enough. This plan provides plenty of financial incentive for redevelopment since it blows open density options in many locations. Density allows developers to pay more to tear down properties since they can spread the land cost over more units/sq footage. Since many historic properties are in desirable areas they are now going to be targets within financial reach.	7/22/2018
6928	36	/policies/innovative-housing-strategies/	Very supportive of this policy.	7/22/2018
6929	81	/policies/social-connectedness/	I particularly support Action Step D around providing safe, welcoming community spaces along streets. We should take back some of this realm from automotive traffic. When I bike with my daughter to school, we say hello to many people along our way. When we drive, we don't say hello to anyone.	7/22/2018
6930	82	/policies/aging/	Yes! These are great action steps!	7/22/2018
6931	17	/policies/complete-streets/	1. Walking (clean out the curb cuts in winter FIRST!) 2. Bussing and mass transit 3. Cars and bikes. To prioritize bikes is crazy in a city where we are crippled by winter several months of the year. More share ways, fewer dedicated bike lanes.	7/22/2018
6932	97	/policies/heritage-preservation-legislative-advoca	This needs to be done and in place before zoning changes occur. Maybe you need to tie zoning changes so they are contingent against certain historic protections being in place.	7/22/2018
6933	37	/policies/mixed-income-housing/	This needs to be paired with increased financial resources for affordable housing as oftentimes mixed-income requirements on developments creates a gap in a developer's pro-forma that cannot be filled with conventional financing.	7/22/2018
6934	85	/policies/access-to-health-social-and-emergency-s	I'd like to see a more robust mental health services rapid response team that can respond to people having mental health troubles, instead of just sending a police officer.	7/22/2018

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6935	38	/policies/affordable-housing-near-transit-and-job-	As improved access to transportation is capitalized into higher housing prices, strategies to increase affordable housing around transit, as well as prevent displacement of lower-income residents as new transit improvements goes in, is very important.	7/22/2018
6936	0.1	/topics/land-use-built-form/	<p>Tangletown was platted to preserve trees and environmental elements and thus the topography and elevations resulted in the development of a non-conventional street grid. The existing lots were then designed to accommodate the multitude of architect designed single family homes that exist today. Therefore, the topography, existing lot shapes, and elevation of the neighborhood would not lend itself well to the 3-6 story multi-family buildings that are being proposed.</p> <p>To rezone some of the lots to accommodate up to 6 story multi-family developments as are being proposed in this rezoning plan would destroy the character of this neighborhood. In addition, neighborhood living will become more contentious with in-fighting and attorney's fees from those in favor and those against the building of up to 6 story multi-family buildings on properties. For instance, 32 Valleyview Place is the only lot on the West side of Belmont in Tangletown that is a single family home presently and could have a 6 story apartment building as proposed on maps.</p> <p>During the interim before anyone could exercise their rights to upgrade the structure on these up-zoned lots, we may be assured that the tax assessors will be coming into the neighborhood and arguing that what are single family houses should now have land values reflecting a 3-6 story multi-family housing development. This will increase taxes for existing property owners which will decrease the ability of an owner to sell their home at a value which reflects single family housing that exists today (Who would want to buy a house that faces the above neighborhood in-fighting much less pay the taxes on perceived higher valued land?!).</p> <p>Consequently, this proposed up-zoning map needs more work to recognize the existing homeowners and what they would like to see for greater density in their area. This is another example of the city council not recognizing their constituents nor directly soliciting constitutes viewpoints before proposing such radical permanent changes to the city in its entirety.</p>	7/22/2018
6937	20	/policies/transit/	The University of Minnesota is one of the city's largest employers yet most express bus service routes are suspended in the summer. One might think that this would make sense - but I would think that most students live near the campus and those that are using the express service from farther away areas are employees. And most employees work year-round. I would suggest that express routes remain active year-round.	7/22/2018
6938	41	/policies/tenant-protections/	Tenants rights in Minneapolis are already very strong.	7/22/2018
6939	92	/policies/identify-and-evaluate-historic-resources,	<p>I particularly support Action Steps C and D:</p> <p>Work with Minneapolis's cultural communities to identify places of historic and cultural significance.</p> <p>Complete context studies associated with the city's history and overall development, such as the impact of transportation and land use decisions that had citywide impacts.</p>	7/22/2018
6940	1	/policies/access-to-housing/	Your solution does not fit the problem. If the goal is more trips with public transit, the solution of higher density housing does not necessarily solve that. What makes you think that the people who move onto these streets will suddenly be heavy transit users, when 9 of 10 trips by existing residents are taken by car? That's a big leap! I live a block off 50th. Our street is parked half full at minimum and is regularly parked full. I cannot imagine one 6-plex adding between 6-12 cars to our street, let alone the fact that your plan allows for unlimited 6-plexes on this street. The assumption that new residents will somehow be completely different people from current residents, have fewer or no cars, and will take transit significantly more is a huge and unrealistic leap. It will take very little time for you to see this flawed logic if this plan were allowed to progress to reality, and I pity the affected streets who would be stuck with the problem and a pathetic "sorry." If you want to increase transit use, please study the root cause of why people don't take it. Don't use a misguided housing policy and assume it will solve a different issue. (PS - I regularly take transit, walk, and bike. Having on-time transportation is critical and needs to be more of a priority if people are going to rely on it. No excuses.)	7/22/2018
6941	18	/policies/walking/	Regarding e. Narrow streets are not a traffic calming device; they are a traffic frustrating device. It's a stupid statement and should be deleted as it has nothing to do with walking.	7/22/2018

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6942	0.1	/topics/land-use-built-form/	My understanding is that the Minneapolis 2040 plan includes a transition of West Franklin from Interior 1 / 2 to the Corridor 4 scheme, which would significantly increase the density along Franklin between Hennepin and Kenwood School. This is a bad idea for many reasons. Franklin is at capacity already for single family home egress to the balance of the city. This plan will create major traffic and road congestion on Franklin, forcing drivers to use inefficient side streets, which are particularly burdened in the winter months. Moreover, Lowry Hill / Kenwood is one of the last remaining single family home neighborhoods in Minneapolis and an attractive draw for executives from around the world. It is a world-reknown neighborhood that the city now proposes to turn into a generic, short term condo build opportunity that offers nothing close the stability and diversity of a family, single family neighborhood.	7/22/2018
6943	91	/policies/heritage-preservation-outreach/	I particularly support Action Step B: Expand outreach around heritage preservation activities and resources, particularly focusing on cultural communities, communities of color, indigenous communities and other communities that have traditionally been underrepresented.	7/22/2018
6944	35	/policies/innovative-housing-types/	It makes total sense to review alternative housing types and assess if and where they make sense.	7/22/2018
6945	1	/policies/access-to-housing/	Dense housing creates problems w traffic flow--youth going to Roosevelt take over 38 & Hiawatha; foot & car traffic from E38 st & Hiawatha (Sherman property) becomes a bottle neck of cars & foot traffic) headed to LRT or leaving/entering on 38 E or W.	7/22/2018
6946	39	/policies/fair-housing/	Any conversation around fair housing choice and access throughout the city cannot ignore the historical impact of redlining and single-family zoning has had on fair housing access throughout the city.	7/22/2018
6947	18	/policies/walking/	YES! 1. police boulevard gardens to make sure they are not higher than allowed by city ordinance. Many corners are challenging to cross. 2. plow out every curb cut in the city before you plow bike paths. Walkers are priority over bikers, behave in that fashion. 3. limit the height of buildings to make sure that there is adequate light for people. 4. Make sure there is adequate space to clear snow in winter. 5. Speed up the process for clearing bad sidewalks in winter. it has traditionally taken days, during which time it is perilous to walk. 6. Change the policy that if a flake of snow falls, the 24 hour waiting period begins anew. This slows down the process for getting sidewalks cleared. 7. ENFORCE BIKING LAWS! I can not tell you how many times I have almost been struck by a biker failing to stop or even slow down at an intersection. And the cops turn a blind eye. They are required to follow the rules of the road.	7/22/2018
6948	40	/policies/homelessness/	Very supportive of this policy.	7/22/2018
6949	41	/policies/tenant-protections/	Very supportive of this policy.	7/22/2018
6950	93	/policies/stewarding-historic-properties/	I kind of support these Action Steps, but I don't want to see them used as tools of exclusion by wealthy people, and I also don't want them to take precedence over the work that we need to do to make our buildings more efficient.	7/22/2018
6951	47	/policies/housing-maintenance/	Hold landlords and property owners accountable to maintain buildings. It's less about supporting them and more about holding them accountable for maintaining housing that is safe and healthy for tenants.	7/22/2018
6952	19	/policies/bicycling/	Add another action step of consulting with local residents before making changes regarding bikeways. And, ensure bikeways are properly maintained in the winter.	7/22/2018

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6953	82	/policies/aging/	<p>"The city's aging residents also need multimodal transportation options that meet their needs. And 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."</p> <p>Comment 1) Having spent almost every day of the last year taking short walks with my very elderly father, I can say walking (or rolling, for those with wheelchairs) is far and away the most important mode. It is fundamental for his health and dignity; it's the only form of transit where he is in complete control, and it's usually his only form of exercise.</p> <p>Comment 2) My father often cannot leave the house in the winter, because the sidewalks are too treacherous to walk on. The policy of asking home-owners to shovel their own sidewalks is systemically broken.</p> <p>Imagine if the city took the same position on road maintenance (asking individuals to shovel the road in front of their house). Some days you couldn't drive to work safely. That's the reality for everybody in this city who doesn't drive (including my elderly dad). It's worse, because if the sidewalk is partly shoveled, and the snow melts and refreezes, it becomes deadly slippery.</p> <p>Suggestion 1: The city should manage a fleet of sidewalk shoveling vehicles.</p> <p>Suggestion 2: The city should ban shoveling on north-facing sidewalks. These sidewalks, trapped in darkness, always end up icy. Shoveling them makes them passable, but not SAFE. Instead, the city should COMPACT the snow on north-face sidewalks.</p>	7/22/2018
6954	42	/policies/expand-homeownership/	Very supportive of this policy. However, support of homeownership should not come at the expense of increased housing options overall, single-family or multi-family.	7/22/2018
6955	94	/policies/heritage-preservation-regulation/	I want to preserve our built environment to some degree, but I don't want historic preservation to be used as another tool of exclusion by wealthy people, and I also don't want historic preservation to take precedence over the work that we need to do to make our buildings more efficient.	7/22/2018
6956	43	/policies/housing-displacement/	Very supportive of this policy.	7/22/2018
6957	20	/policies/transit/	Commuting from suburbs via cars will not decline until we have a metro or train system that encourages such commutes.	7/22/2018
6958	44	/policies/comprehensive-investments/	Very supportive of this policy.	7/22/2018
6959	45	/policies/leverage-housing-programs-to-benefit-c	Very supportive of this policy.	7/22/2018
6960	19	/policies/bicycling/	<p>Are you out of your mind? We can not bike for several months of the year. People with kids need to shop and haul kids to and from by cars, elderly and handicapped are not biking, and the vast majority of healthy people are not biking. This is crazy.</p> <p>Make it safer to bike, sure, but this should NOT be a priority at the expense of handicap spaces, small business access to parking for their patrons, bus and first responders access to getting around easily and cars, yes cars.</p> <p>There is not moat around Minneapolis. Many who live in the city work/shop outside of the city and vice versa. This biking thing is more advisable for cities with weather that is more amenable to this activity.</p>	7/22/2018
6961	2	/policies/access-to-employment/	DT (downtown) is currently filling up with very opinionated elitist who expect a gated community in their \$\$\$& condo's; more police need to be hired through out the city! The "elite" who lived & work DT won't tolerate jobs of living wages -too much non affordable housing has been put in already.	7/22/2018
6962	95	/policies/heritage-preservation-financial-incentive	These Action Steps seem like they could be abused by wealthy people. If the city is going to give any money to help a property owner enhance their historically significant property, then that property should be made open to the public for non-trivial amounts of time every week.	7/22/2018
6963	42	/policies/expand-homeownership/	The policy to allow 4-plex buildings and 6-plex near transit seems to be in opposition to this goal. Won't developers create and own more housing throughout the city? Are these units expected to be mostly condos? You can create tools and support programs all day long, but in the end of the day you aren't solving the root cause of the problem.	7/22/2018
6964	46	/policies/healthy-housing/	Very supportive of this policy.	7/22/2018
6965	47	/policies/housing-maintenance/	Very supportive of this policy.	7/22/2018
6966	14	/policies/tree-canopy-and-urban-forest/	Totally agree with all points a,b,c,d	7/22/2018

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6967	40	/policies/homelessness/	I believe that tackling homelessness should be a regional responsibility, not a city-specific one. Create an MTA-like authority or make it the sole responsibility of the Met Council. I also believe that permanent panhandling spots should be illegal. The kinds where the same people set up shop, day after day, and often leave their garbage at these spots.	7/22/2018
6968	97	/policies/heritage-preservation-legislative-advoca	I don't know what this Action Step means because it is written in such an obtuse manner, and as a result, I think that it should probably be removed from the Comp Plan.	7/22/2018
6969	24	/policies/shared-mobility/	What happened to Zip Cars and Cars To Go? At least three families on our block used those services, reducing the need for additional car ownership. Since those services were driven out (I suspect through fees), those families have purchased cars.	7/22/2018
6970	69	/policies/renewable-and-carbon-free-energy/	To seriously address climate change, the Plan should incentivize residents and businesses to conserve water and energy. The City should establish an ongoing campaign to educate residents about how their personal choices can help reduce carbon emissions.	7/22/2018
6971	48	/policies/data-driven-decisions/	Very supportive of this policy. Any data gathered should be made publicly available through an easily accessible online platform.	7/22/2018
6972	48	/policies/data-driven-decisions/	I'd like to see a focus on root cause analysis. You can analyze data and make assumptions based on it. Try spending some time with your problem and ask Why? Then Why (to that), then Why (to the next), etc. It will be a lot more effective than coming up with theories and support programs that will never fix the actual problem.	7/22/2018
6973	49	/policies/educational-and-economic-access/	Very supportive of these policies.	7/22/2018
6974	50	/policies/access-to-technology/	Very supportive of this policy.	7/22/2018
6975	20	/policies/transit/	yes	7/22/2018
6976	53	/policies/quality-of-life/	agree with all action steps	7/22/2018
6977	51	/policies/healthy-pre-k-development/	Very supportive of this policy.	7/22/2018
6978	52	/policies/human-capital-and-a-trained-workforce/	Very supportive of this policy.	7/22/2018
6979	69	/policies/renewable-and-carbon-free-energy/	g. should be strengthened to "Protect and expand solar access on commercial and residential buildings."	7/22/2018
6980	53	/policies/quality-of-life/	Very supportive of this policy.	7/22/2018
6981	69	/policies/renewable-and-carbon-free-energy/	g. should be strengthened to "Protect and expand solar access on commercial and residential buildings."	7/22/2018
6982	88	/policies/public-services-policy/	This is a great goal but I would like to add that the city should offer childcare at civic meetings otherwise many parents of young children will not be able to attend and will be left out of the process.	7/22/2018
6983	70	/policies/ecology-and-habitat/	yes to all	7/22/2018
6984	54	/policies/supporting-economic-growth/	Very supportive of this policy.	7/22/2018
6985	28	/policies/msp-airport/	Airport noise is increasing, is centered over unlucky neighborhoods now, and is not being adequately addressed. We need more use of regional airports for freight and the overnight flights, that have increased exponentially. More efficient takeoff and landing is inconsistent with noise. A huge airport centered in a growing city needs to be managed differently. Add high speed transit between regionals to cut those flights and noise. THIS IS A HUGE ISSUE.	7/22/2018
6986	55	/policies/business-innovation-and-expansion/	Very supportive of this policy.	7/22/2018
6987	56	/policies/supporting-small-businesses/	Very supportive of this policy.	7/22/2018
6988	57	/policies/cluster-strategy/	Very supportive of this policy.	7/22/2018
6989	0.1	/topics/land-use-built-form/	I lived in East Harriet from 2006-July 2018. I fully support the plan to introduce updated zoning to enable more housing density. Having participated in the Mapping Prejudice project by reviewing old deeds for racial covenants and exclusionary language, it makes me sick to think how our neighborhoods are currently fighting to protect the housing stock and neighborhood "culture" that was born from prejudice and exclusion. It only makes sense that in a growing city, there are opportunities to stay in one's neighborhood through a variety of housing choices and price ranges. The fear I hear from my neighbors that our housing will radically change seems unfounded when a tear-down rebuild to a fourplex will likely net an ROI of 6-7% depending on costs, interest rates etc- I believe the fear that fourplexes will replace all of the old housing stock to be unrealistic. I support housing diversity, population diversity, increased transportation that results in safer travel regardless of method, better access to necessities through mixed use, and definitely more equity for all residents (POC, in poverty, etc). Thank you for putting together a plan that reflects these values.	7/22/2018
6990	58	/policies/business-districts-and-corridors/	Very supportive of this policy.	7/22/2018

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6991	26	/policies/vision-zero/	I agree with these goals. I understand that it may result in vehicle lane reductions as we have seen on 26th/28th Streets and Blaisdell Avenue. Fewer lanes may also mean an ability to use heavier materials for the vehicular lanes when they are rebuilt, resulting in streets that last longer.	7/22/2018
6992	5	/policies/visual-quality-of-new-development/	All points extremely important	7/22/2018
6993	59	/policies/downtown/	Very supportive of this policy.	7/22/2018
6994	26	/policies/vision-zero/	Add traffic circles, roundabouts and other traffic calming methods. Add jut-outs to narrow lanes. Reduce speed limit through city streets!	7/22/2018
6995	28	/policies/msp-airport/	It seems like MSP is often building new parks my garages at the airport and then advertising heavily to fill them. They are encouraging single passenger vehicle use and they should be reminded to discourage that.	7/22/2018
6996	80	/policies/development-near-metro-stations/	There is a lot of tension regarding this plan and re-zoning for housing development. I believe that much higher density could be built along the Hiawatha LRT line along Hiawatha. There have been some complexes built already, and I think newer ones could be even bigger / denser. There is already an LRT there, rapid bus stops, Hiawatha is a large boulevard, it's a conduit between downtown the U area, the VA, MOA, MSP. That is an area that can sustain lots of new development. Ideally the unsightly, cracked, rusted, rotting grain elevators can be torn down (or forced to improve) and help out an area that is ripe for redevelopment.	7/22/2018
6997	60	/policies/intrinsic-value-of-properties/	While heritage preservation as a whole is important, too often preservation is used as a tool to stop redevelopment and preserve the status quo, even when the property in question is not very significant. We just need to keep that in mind in future conversations on heritage and historic preservation.	7/22/2018
6998	61	/policies/environmental-justice/	b) Ensure areas of environmental injustice experience the benefits of local and regional infrastructure investments, not just the negative consequences. Doesn't seem like an action step--it's a goal. What is the action to ensure that this goal is achieved? c) Strive for regional investments that further reduce environmental and social inequalities in environmental injustice areas. This action step is too weak. It's not enough to strive--it needs to happen. Identify and implement regional investments that further reduce environmental and social inequalities in environmental injustice areas.	7/22/2018
6999	61	/policies/environmental-justice/	Very supportive of this policy.	7/22/2018
7000	62	/policies/contaminated-sites/	Very supportive of this policy.	7/22/2018
7001	84	/policies/public-safety/	The best thing for public safety is small ground-floor street oriented businesses. The employees and owners have their "eyes on the street" and naturally protect neighborhood safety. This is a non-enforcement, community-driven strategy. It would be worthwhile subsidizing them as much as possible (e.g. no property tax for street-facing retail up to 1200 square feet, or eliminating the sales tax for street-facing restaurants).	7/22/2018
7002	63	/policies/food-access/	Very supportive of this policy. Encourage and support the addition of smaller corner stores, in addition to full size grocery stores.	7/22/2018
7003	64	/policies/food-businesses/	Very supportive of this policy.	7/22/2018
7004	65	/policies/urban-agriculture-and-food-production/	Very supportive of this policy.	7/22/2018
7005	66	/policies/air-quality/	Very supportive of this policy.	7/22/2018
7006	18	/policies/walking/	I keep hearing that the city has a complete streets policy and is prioritizing pedestrians first, then bicycles, then cars. What I'm seeing in reality is the exact opposite order. Cars still rule in this city. They are a nuisance. They pollute. They injure people. They kill people. Have a complete streets policy or don't, but don't pretend what we have now is complete streets.	7/22/2018
7007	67	/policies/climate-resilient-communities/	Very supportive of this policy.	7/22/2018
7008	11	/policies/skyways/	Big supporter of skyways, but hours should be uniform and it's frustrating to go to downtown on a weekend - with lots of people - only to find a skyway Starbucks closed.	7/22/2018
7009	68	/policies/energy-efficient-buildings/	Very supportive of this policy.	7/22/2018
7010	69	/policies/renewable-and-carbon-free-energy/	Very supportive of this policy.	7/22/2018

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7011	1	/policies/access-to-housing/	<p>We strongly oppose Action Step “upzoning single family neighborhoods to include “small scale” residential structures up to four units(!) on a typical (mostly 40-ft) city lot! When we talk to neighbors and friends about this, the reaction is universal disbelief and incredulousness. Our neighborhood, Windom Park Citizens in Action, voted overwhelmingly several months ago against this upzoning proposal, with the caveat of allowing higher densities along high frequency routes.</p> <p>Does anyone seriously think that a developer would come into an upscale neighborhood outside of downtown and find it economically feasible to purchase a property and replace it with a four-unit building in keeping with the surrounding homes and call any part of it affordable? The neighborhoods that would be impacted (and destroyed) are the few middle class neighborhoods with single family homes that remain, given that 80% of city streets already have multi-unit buildings.</p> <p>We live in one of these few single-family neighborhoods. Realtors call it “Desirable” Stinson Triangle. Several of the homes on our block some would consider to be substandard. If any of them should look desirable to a greedy, fly-by developer before a single family looking for a fixer-upper would find it, we’d surely end up with a four-unit ill-fitting monster in our neighborhood. And would the monster include “affordable housing”? No guarantee.</p> <p>Minneapolis has many “desirable” neighborhoods, each offers something that appeals to people who want to live there. Some desire density; some don’t. Please allow Minneapolis to retain its wide-ranging charm. Why must everything be reduced to the lowest common denominator? All things are not equal and they never will be.</p>	7/22/2018
7012	70	/policies/ecology-and-habitat/	Very supportive of this policy.	7/22/2018
7013	34	/policies/affordable-housing-preservation/	I support these goals. However, I think opponents to this plan would appreciate more substance to this section. What proven strategies will he used?	7/22/2018

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			<p>Parking!!!!!! The majority of people who invested. Southwest Minneapolis did so because our JOBS required us to drive, haul and care for families. Southwest has become the bread basket of Minneapolis. Those of us who moved to this not so flashy and smaller square footage-home to one day maybe be lucky enough to raise a family house in 1994, are now called ELITIST!!</p> <p>Southwest neighborhoods made Minneapolis cool again!</p> <p>Our sweat equity. Our children breathed fresh air into a forgotten corner of Minneapolis.</p> <p>We did an amazing job!</p> <p>Developers are now over bidding first time home buyers on a \$350,00 home. Tearing down to build something huge that ups my taxes.</p> <p>The fourplexs can be built on any lot with NO parking. AND! Worthington has zoned our blocks for development without establishing variances!</p> <p>Jeanne, this is not about density, equality, racism. The city of Minneapolis is trying to cash in on tax dollars.</p> <p>Wake up Minneapolis!!</p> <p>Those of us who have invested in our homes.....yes my home may be the most valuable asset in my retirement PortfolioManager.....this is a complete land grab without the transit to support the density .</p> <p>I am insulted offended and angry with the 2040 language!</p> <p>Worthington lives in St. Paul. She must take light rail into Minneapolis? Right? Because a car is so economically wrong and her mortgage so high living in St. Paul? At the very least, she must be taking the city bus.</p>	7/22/2018
7014	1	/policies/access-to-housing/	This plan is so offensive on so many levels	
7015	71	/policies/soil-health/	Very supportive of this policy.	7/22/2018
7016	33	/policies/affordable-housing-production/	I support these goals. However, I think opponents to this plan would appreciate more substance to this section. What proven strategies will he used?	7/22/2018

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			<p>Parking!!!!!! The majority of people who invested. Southwest Minneapolis did so because our JOBS required us to drive, haul and care for families. Southwest has become the bread basket of Minneapolis. Those of us who moved to this not so flashy and smaller square footage-home to one day maybe be lucky enough to raise a family house in 1994, are now called ELITIST!!</p> <p>Southwest neighborhoods made Minneapolis cool again!</p> <p>Our sweat equity. Our children breathed fresh air into a forgotten corner of Minneapolis.</p> <p>We did an amazing job!</p> <p>Developers are now over bidding first time home buyers on a \$350,00 home. Tearing down to build something huge that ups my taxes.</p> <p>The fourplexs can be built on any lot with NO parking. AND! Worthington has zoned our blocks for development without establishing variances!</p> <p>Jeanne, this is not about density, equality, racism. The city of Minneapolis is trying to cash in on tax dollars.</p> <p>Wake up Minneapolis!!</p> <p>Those of us who have invested in our homes.....yes my home may be the most valuable asset in my retirement PortfolioManager.....this is a complete land grab without the transit to support the density .</p> <p>I am insulted offended and angry with the 2040 language!</p> <p>Worthington lives in St. Paul. She must take light rail into Minneapolis? Right? Because a car is so economically wrong and her mortgage so high living in St. Paul? At the very least, she must be taking the city bus.</p> <p>This plan is so offensive on so many levels</p>	7/22/2018
7017	1	/policies/access-to-housing/		
7018	72	/policies/sustainable-water-system-management/	Very supportive of this policy.	7/22/2018
			<p>Some thoughts I have after reading about the 2040 plan.</p> <p>Back in the late 1960's I lived in Louisville, KY in a very nice fairly new apartment. The entire neighborhood was multiple occupant buildings with some small strip malls. It was a great beautiful neighborhood. The building I lived in was only two stories. I left there in 1970 to pursue my career. In the 1980's my family and I visited the area again. I was so disappointed in what I found. The buildings were in disrepair (to put it mildly). It had turned into what we called back then a slum. By 2050 what will Lyndale Ave look like?</p> <p>You talk a lot about greenhouse gases. The one gas that has suffered in the last many years is oxygen. We don't have as much as we did 50 years ago. The one plant that I know about that produces oxygen is a tree. I don't believe that tall buildings provide much oxygen. Why not plant a lot of trees? Leave the green areas. Don't build 3000 sf houses on 40 ft lots.</p> <p>Maybe Minneapolis is big enough. Rental property is the last thing any neighborhood needs. We've experienced that in the Kenny neighborhood. Parking is becoming a problem especially in the winter. More residents won't help that situation. Street maintenance is a problem. More residents won't help that either. More residents does mean more police.</p> <p>We've loved the Kenny neighborhood since 1973. It was like living in a suburb. We have space, a lot of green, and great neighbors. Our kids grew up here. Now they have families of their own. Not a one of them (all five) lives in Minneapolis nor do they want to.</p> <p>The one thing I've learned is that big city living is not all it's cracked up to be.</p>	7/22/2018
7019	0.1	/topics/land-use-built-form/		

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7020	0.1	/topics/land-use-built-form/	<p>Some thoughts I have after reading about the 2040 plan.</p> <p>Back in the late 1960's I lived in Louisville, KY in a very nice fairly new apartment. The entire neighborhood was multiple occupant buildings with some small strip malls. It was a great beautiful neighborhood. The building I lived in was only two stories. I left there in 1970 to pursue my career. In the 1980's my family and I visited the area again. I was so disappointed in what I found. The buildings were in disrepair (to put it mildly). It had turned into what we called back then a slum. By 2050 what will Lyndale Ave look like?</p> <p>You talk a lot about greenhouse gases. The one gas that has suffered in the last many years is oxygen. We don't have as much as we did 50 years ago. The one plant that I know about that produces oxygen is a tree. I don't believe that tall buildings provide much oxygen. Why not plant a lot of trees? Leave the green areas. Don't build 3000 sf houses on 40 ft lots.</p> <p>Maybe Minneapolis is big enough. Rental property is the last thing any neighborhood needs. We've experienced that in the Kenny neighborhood. Parking is becoming a problem especially in the winter. More residents won't help that situation. Street maintenance is a problem. More residents won't help that either. More residents does mean more police.</p> <p>We've loved the Kenny neighborhood since 1973. It was like living in a suburb. We have space, a lot of green, and great neighbors. Our kids grew up here. Now they have families of their own. Not a one of them (all five) lives in Minneapolis nor do they want to.</p> <p>The one thing I've learned is that big city living is not all it's cracked up to be.</p>	7/22/2018
7021	73	/policies/stormwater-management/	Very supportive of this policy.	7/22/2018
7022	0.1	/topics/land-use-built-form/	<p>Some thoughts I have after reading about the 2040 plan.</p> <p>Back in the late 1960's I lived in Louisville, KY in a very nice fairly new apartment. The entire neighborhood was multiple occupant buildings with some small strip malls. It was a great beautiful neighborhood. The building I lived in was only two stories. I left there in 1970 to pursue my career. In the 1980's my family and I visited the area again. I was so disappointed in what I found. The buildings were in disrepair (to put it mildly). It had turned into what we called back then a slum. By 2050 what will Lyndale Ave look like?</p> <p>You talk a lot about greenhouse gases. The one gas that has suffered in the last many years is oxygen. We don't have as much as we did 50 years ago. The one plant that I know about that produces oxygen is a tree. I don't believe that tall buildings provide much oxygen. Why not plant a lot of trees? Leave the green areas. Don't build 3000 sf houses on 40 ft lots.</p> <p>Maybe Minneapolis is big enough. Rental property is the last thing any neighborhood needs. We've experienced that in the Kenny neighborhood. Parking is becoming a problem especially in the winter. More residents won't help that situation. Street maintenance is a problem. More residents won't help that either. More residents does mean more police.</p> <p>We've loved the Kenny neighborhood since 1973. It was like living in a suburb. We have space, a lot of green, and great neighbors. Our kids grew up here. Now they have families of their own. Not a one of them (all five) lives in Minneapolis nor do they want to.</p> <p>The one thing I've learned is that big city living is not all it's cracked up to be.</p>	7/22/2018
7023	74	/policies/integration-of-water-management-into-	Very supportive of this policy.	7/22/2018
7024	75	/policies/waste-reduction/	Very supportive of this policy.	7/22/2018
7025	22	/policies/downtown-transportation/	Do NOT get rid of parking downtown if you want people to come in from the metro area. There is not a moat around Minneapolis and you must accommodate cars.	7/22/2018
7026	76	/policies/new-parks/	Very supportive of this policy.	7/22/2018
7027	1	/policies/access-to-housing/	<p>I do not support Policy 1, section e.</p> <p>As a realtor, I see considerably fewer homes in the 'affordable' category for first time buyers. It's a shame that first time buyers can not afford housing in all sections of Minneapolis, due to the lack of housing and higher cost of new construction homes.</p>	7/22/2018
7028	77	/policies/park-access/	Very supportive of this policy.	7/22/2018
7029	20	/policies/transit/	The city should prioritize transit in street throughput, through encouraging and supporting use of transit priority lanes on corridors like Lake Street, Hennepin Avenue, Lyndale Avenue, Central Avenue, and other corridors targeted for transit intensification through arterial BRT development.	7/22/2018
7030	78	/policies/park-design-and-programming/	Very supportive of this policy.	7/22/2018
7031	79	/policies/healthy-youth-development/	Very supportive of this policy.	7/22/2018

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7032	1	/policies/access-to-housing/	NO to: In neighborhood interiors farthest from downtown that today contain primarily single-family homes, achieve greater housing supply and diversity by allowing small-scale residential structures on traditional size city lots with up to four dwelling units, including single family, duplex, 3-unit, 4-unit, and accessory dwelling unit building types.	7/22/2018
7033	78	/policies/park-design-and-programming/	There really needs to be an Edinborough Park-like young child indoor playground for Minneapolis. There should be non-Fast Food indoor playground options for younger children. We have gyms, indoor tracks, indoor workout rooms, pools, etc., etc. for older children and adults but for that 1-7(ish) set that really needs a _playground_, they really can't get access to one for almost 1/2 the year.	7/22/2018
7034	23	/policies/coordinated-development-strategy/	You can not say "Use data and objective criteria to identify geographic areas most in need of reinvestment and where a coordinated approach would result in achieving Minneapolis 2040 goals", while at the same time saying that you are going to leave this open to the market. Listen to the people in ward 5. They want nothing to do with this plan. They are sick of waiting for good and community friendly development. They do not want their area to be gentrified so the current residents are priced out. Help the areas that need help and discourage development in the areas that are already overdeveloped like S and SW Mpls.	7/22/2018
7035	1	/policies/access-to-housing/	I support and applaud the city's direction to add more housing in my Longfellow / Ward 2 neighborhood. My neighborhood is great because of the mix of housing that exists there today, and I look forward to welcoming more neighbors thanks to this plan's adoption.	7/22/2018
7036	1	/policies/access-to-housing/	I support and applaud the city's direction to add more housing in my Longfellow / Ward 2 neighborhood. My neighborhood is great because of the mix of housing that exists there today, and I look forward to welcoming more neighbors thanks to this plan's adoption.	7/22/2018
7037	25	/policies/innovations-in-transportation-and-infras	The Parks automated parking for parking lots such as the one at Lake Nokomis should work with the City's app.	7/22/2018
7038	26	/policies/vision-zero/	You MUST police bikers! They blow threw stop signs at alarming speeds with little or no thought for pedestrians. They are to follow the rules of the road just as cars are. They need to be accountable for their behavior and the blind eye that the city and cops turn toward their illegal behavior smacks of privilege. The biker are the worst when it comes to street safety.	7/22/2018
7039	25	/policies/innovations-in-transportation-and-infras	I have read about "Smart Streets" - streets that are solar panels with embedded LEDs. Would love a test pilot street or intersection - street around the Convention Center?	7/22/2018
7040	80	/policies/development-near-metro-stations/	I agree with these steps. These are necessary/proven ways to get transit riders to high-value transit corridor investments.	7/22/2018

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7041	1	/policies/access-to-housing/	<p>In general, a., b. and c. make sense, and d. somewhat. For e. ADU makes sense too. But in all of these, a-e, as density has become the hot topic issue, and is needed to get the amount of housing we need if the trends continue, exactly where and how much is extremely important, following the 'fine grain' approach advocated by Thomas Fisher in the July 21 Streetscapes article in the StarTribune, would be a place to start.</p> <p>You all probably know about this study, but just in case, done in 2016, Strategies for Increasing Housing Supply in High Cost Cities https://www.urban.org/sites/default/files/publication/83656/2000907-strategies-for-increasing-housing-supply-in-high-cost-cities-dc-case-study_2.pdf</p> <p>It includes many strategies in this 2040 plan, but some other ideas. A few highlights: * emphasizing mixed use with increased density on transportation corridors, be careful about increasing property values that price out current residents, but the mixed use makes for more convenience. In this study 'mixed use' was thought to be 'key to success', and to add i affordability, but I didn't get why (p. 20 or 21) * If possible look to re-develop surplus or underused commercial areas/buildings to add in affordable housing and/or density (the reuse of the commercial buildings in the North Loop is exciting, encouraging new development, it's not affordable, the I know of). *'Good design can make change more palatable; bad design exacerbates the problems of change', p.25. Of course, there is the problem of who decides what is aesthetic. That's partly where community engagement and creatives aiding with that engagement come in. *To address the significant barrier of fear and resistance of the community against change in general and density specifically, the need to do incremental change and educate the community about how this kind of change/ addition has worked out in the past. How did it affect the community or neighborhood where the change took place? pp.22-23</p> <p>However the change and density takes place, it's extremely important to keep open to greenspace, placemaking and public art, even more important as you increase the urban nature of the city.</p>	7/22/2018
7042	28	/policies/msp-airport/	<p>You are too funny. Who is going to walk to the airport? With their luggage? Who is going to bike to the airport. This kind of silly language just shows that you are overly zealous in your support of walking and biking. Where it works, I'm in. But this is just stupid.</p>	7/22/2018
7043	34	/policies/affordable-housing-preservation/	<p>In order to preserve NOAH some sensible constraints must be put on developers. Currently developers are buying up affordable starter homes in cash, locking out ordinary citizens. Then the starter homes are "flipped" and resold with a hefty profit margin -- raising overall housing prices; or the starter home is torn down and a new construction house, with a much higher price tag, replaces it; or out-of-state or even out-of-country speculators buy the affordable starter home with cash and it is rented out, with the rental income not spent locally. None of this benefits current, ordinary city residents, and erodes the supply of NOAH. Blanket up-zoning will only encourage the erosion of affordable housing, and will not lower rents, since it will be new construction. Preserve our time-tested, single family homes! They were built to last, and should not be torn down. Instead developers should be incentivized to build on vacant lots.</p>	7/22/2018
7044	20	/policies/transit/	<p>Love light rail and increased non-car options. I am completely opposed to SW Corridor being used to achieve this goal. This will destroy the Minneapolis Parkland near Cedar Lake. 200 some trains per day is not at all acceptable in a city that was thoughtfully developed by saving open space for quality of life for all, for saving access to lakes and green space for all. It is wrong, environmentally high risk, it does not service the more dense part of the city, it will harm wildlife and water. Horrible route. Please put the light rail in an appropriate location and stop with the excuses. It is a huge challenge but it is the right thing to do to save the parks. Why do people love Minneapolis? Lakes and parks, open green space, some busy, some quiet, wildlife, business, beauty. Stop backing down on this.</p>	7/22/2018
7045	30	/policies/arts-and-cultural-assets/	<p>YES! And you will also need to provide parking for patrons to these places. In your utopia, all will walk, bike or ride. In reality, not so much.</p>	7/22/2018

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7046	51	/policies/healthy-pre-k-development/	I do not disparage these goals. I do find that all attempts to remedy them in the near past seemed to have had little success. As a society, we don't value children. Changing housing patterns won't fix these issues. We need to have a citywide ethic to value children and to establish stable households of mothers *and* fathers (with the courts backing off from separating fathers from their children). Minimum wage increases help to underpin the family. But a common citywide ethic will do more than anything to establish progress in these goals than housing development changes.	7/22/2018
7047	1	/policies/access-to-housing/	I support adding more housing to minneapolis because we need enough places to live for everyone.	7/22/2018
7048	1	/policies/access-to-housing/	I support adding more homes to Minneapolis. I also support replacing Interior 1 with Interior 2 and 3, because the designation of Interior 1 is not applied with a mind to Goal #1: reducing disparities.	7/22/2018
7049	68	/policies/energy-efficient-buildings/	New construction or significant remodels should require the installation of a DC to AC converter / smart power usage controller installed in the house with at least one (18%+ efficiency / 250+ watt) solar panel.	7/22/2018
7050	33	/policies/affordable-housing-production/	Not everyone will be able to afford to live in any part of the city. I can not afford to live in Linden Hills or Kenwood. And that is okay. This is a ridiculous goal. Ask people living in their neighborhoods if they want to move to a different part of the city or if they want their neighborhood to better serve them. I suspect you'll hear them prefer the latter.	7/22/2018
7051	80	/policies/development-near-metro-stations/	There will be a metro station 2 blocks from me, if the SWLRT is built. Parking will be affected, are you planning a lot near the 21st street station?	7/22/2018
7052	84	/policies/public-safety/	Blocks on residential streets that are the primary drop-off / pick-up zone for elementary schools should be Snow Emergency Routes. If they aren't then during snow emergencies A) that street can be impassable; B) the next several days are dangerous hellscape where the street is half-impassable, half every one is parked on one side with kids running around slippery streets. Just plow those blocks on the Snow Emergency day.	7/22/2018
7053	1	/policies/access-to-housing/	I fully support having more neighbors. Minneapolis had a higher population decades ago than it does today. Lots that used to have multi-unit housing now have single-family homes. Suburbanization and lower density housing has had disastrous environmental and social harm. I support the goals of higher density and more housing.	7/22/2018
7054	1	/policies/access-to-housing/	Cars are expensive and creating more neighborhoods where cars are not necessary is essential to creating affordable neighborhoods. We can't necessarily control the price of homes but we can help control other costs, like the estimated \$6000/year associated with cars, that indirectly make housing more expensive. That \$500/month not spent on a car could pay a lot of rent.	7/22/2018
7055	1	/policies/access-to-housing/	I fully support having more neighbors. Minneapolis had a higher population decades ago than it does today. Lots that used to have multi-unit housing now have single-family homes. Suburbanization and lower density housing has had disastrous environmental and social harm. I support the goals of higher density and more housing.	7/22/2018
7056	54	/policies/supporting-economic-growth/	This city has amputated itself because it has no viable alternative political party. With the DFL party candidates alone capable of getting elected, no alternative party can cause changes to city plans and decisions. As is the case of monopolies and command-driven economies, lack of competition eventually stifles and then kills these organizations. For the sake of the future of Minneapolis, it's time to bring back a multi-party political system in this town.	7/22/2018
7057	34	/policies/affordable-housing-preservation/	YES! You need to maintain the starter homes so people can afford to buy into their neighborhoods. Starter homes are affordable and having people buy means the community will be more stable. And YES, you need to maintain the affordable rental housing that we currently have. By up zoning the whole city, developers will push the rents up in the new spaces, the taxes will go up for all building, the rents that were previously affordable will also go up and poof, affordable housing gone. SMART growth, not blanket growth.	7/22/2018
7058	19	/policies/bicycling/	Having a city friendly for cycling is important to me. I'd like to see the conversion of select streets to cycling-only, instead of adding bike Lanes to busy city streets. Franklin Ave. Is an example of a street vtgat can't handle bike Lanes. But 22nd Street could easily be closed to cars.	7/22/2018
7059	1	/policies/access-to-housing/	Increasing housing supply in all areas of the city is vitally important in order to ensure housing availability for people at all income levels. We live in a mostly single-family-home neighborhood and would welcome buildings with up to four units in our area.	7/22/2018
7060	94	/policies/heritage-preservation-regulation/	Historic preservation shouldn't be used as a tool to stop or prevent development of much needed housing. Every old house is not historic.	7/22/2018

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7061	5	/policies/visual-quality-of-new-development/	g) Apply design standards, guidance, and regulation consistently across the city regardless of market conditions or community characteristics. This action step should be deleted. It sounds like imposing design standards to make all neighborhoods look the same. Community characteristics should be considered when applying "design standards."	7/22/2018
7062	80	/policies/development-near-metro-stations/	Have the courage to do the light rail right and stop with the excuses. Light rail should not be routed along the shore of Lake Harriet or Lake Nokomis nor should it be routed through Cedar Lake. The pride of Minneapolis?-Lakes, Parks, green space, wildlife, wildflowers, trees, family and kid friendly. We know all the arguments and dilemmas. There is still no excuse or dilemma big enough to justify ruining the Cedar Lake Park area with over 200 train passes running per day. It is wishful thinking and fantasy if you believe it will not ruin the area. It will ruin it. Live with the facts and have the courage to change this. Light rail and beautiful parklands can be part of our beautiful city but not in the same location. I vote, I pay taxes, I am a responsible neighbor and steward of our city. This is so wrong and breeds anger and lack of respect in our city when these plans lack sensitivity.	7/22/2018
7063	94	/policies/heritage-preservation-regulation/	Can we do a better job of preserving POCI history.	7/22/2018
7064	6	/policies/pedestrian-oriented-building-and-site-de	This policy is an excellent idea! I would love to be able to walk to everything I need. I have a car right now because I need it to get to work and to run errands. Pedestrian-friendly development would make healthy, active living easier for me.	7/22/2018
7065	24	/policies/shared-mobility/	Policy 24: a, b: Does everyone have smart phones? Bikeshare presence in the parks - question dockless and scooters.	7/22/2018
7066	35	/policies/innovative-housing-types/	Especially important as we have an aging population and young, working population wanting to live in the city with easy access to amenities. What if you could stay in the neighborhood you've live in for 30yrs when you want to downsize? I know some people in Kenwood have been able to do that. Creative housing options--let's look at them. The 8-80 movement probably has some ideas on how to do that. We can see how it works at the redevelopment of the Ford Plant site. This website has some interesting article about housing (sorry if you already know about it) https://www.strongtowns.org/housing	7/22/2018
7067	6	/policies/pedestrian-oriented-building-and-site-de	This policy is an excellent idea! I would love to be able to walk to everything I need. I have a car right now because I need it to get to work and to run errands. Pedestrian-friendly development would make healthy, active living easier for me.	7/22/2018
7068	0.1	/topics/land-use-built-form/	It's time for Interior 1 to go. Interior 2 would be better as the base form type, even in areas that were not once served by streetcars. Interior 2 would better allow a market-based approach for development in our city, and creates a development environment where new buildings can be more sensitively integrated into existing neighborhoods. It would also be a better form for small developers. The current form favors large developers as in many cases they'll be the only ones with the financial resources to participate in the narrowly upzoned strips along the corridors. (Not opposed to large developers, but this plan makes it their ballgame and no one else's.)	7/22/2018
7069	6	/policies/pedestrian-oriented-building-and-site-de	b) Require active uses on the ground floor of new buildings, with direct connections to the sidewalk. What is an "active use"? Need to add another policy that preserves, protects, and increases trees to ensure a healthy tree canopy for shade, oxygen, habitat, screening and beauty.	7/22/2018
7070	6	/policies/pedestrian-oriented-building-and-site-de	I support the draft policy. I view it as essential to reduce our reliance on cars. I view pleasant urban living as synonymous with not having cars, car noise, and car danger. To the extent that the plan prioritizes any transit over cars, I support it. I think the plan should go further to support transit, biking, and walking.	7/22/2018
7071	93	/policies/stewarding-historic-properties/	You can find similar buildings across the USA. A growing city needs room for people. Historic districts shouldn't be used as a tool to stop growth.	7/22/2018
7072	7	/policies/public-realm/	To "encourage walking and support a high-quality and distinctive built environment" plant more trees. Require that developers and City departments and agencies save trees and plant more trees to provide oxygen, shade, screening, habitat and beauty.	7/22/2018
7073	14	/policies/tree-canopy-and-urban-forest/	Trees are one of my favorite parts of living in Minneapolis. Investing in, and maintaining, our urban forest is a policy I fully support.	7/22/2018
7074	20	/policies/transit/	Looks like Minneapolis is gearing up for more population and higher density of it. Minneapolis has surprisingly poor fast transit connectivity to work hubs (like in Bloomington, Woodbury, Minnetonka etc). There are bus transportation routes which are not frequent and take very long. We need light rail or Subway kind of fast transit.	7/22/2018
7075	7	/policies/public-realm/	Greater investment in public aesthetics would make walking and biking a pleasure.	7/22/2018

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7076	0.1	/topics/land-use-built-form/	Buildings already exist in Interior 1 that dont conform to that guideline. Request removal of interior 1 and move to interior 2 at a minimum.	7/22/2018
7077	43	/policies/housing-displacement/	<p>Re: "Inclusionary Zoning": Instead of mandating affordable housing to be built in new developments, draft an "Opt-In" policy to incentivize affordable units. Those incentives could be placed on net decreases in property taxes or other elements that The City has exclusive control over that make construction more expensive.</p> <p>That being said, if an occupied NOAH property is torn down and redeveloped, I believe the developer should be solely responsible for preserving the quality of life for the existing tenants.</p> <p>The developer should pay for relocation assistance for the tenants, subsidize their new rent proportionate to their leases, as well as replace 110% of the displaced affordable housing in the new development.</p>	7/22/2018
7078	0.1	/topics/land-use-built-form/	<p>Forms Interior 3 and Corridor 6 are not inherently bad form types, but are more subject to bad developments than other forms. I'm concerned the examples shown would not fit well within existing neighborhoods. A few tweaks that could make these forms better:</p> <ol style="list-style-type: none"> 1. Limit width of development facing the street. Encourage buildings deep off of the street, not wide on the street. 2. Place firm limits on how much of a block a development can take. 3. Place clearer restrictions / guidance on form. Setbacks, massing, etc. 	7/22/2018
7079	0.1	/topics/land-use-built-form/	Finally, for Interior 3, encourage garden-level units (unless the area could reasonably be expected to contain retail).	7/22/2018
7080	0.1	/topics/land-use-built-form/	Should be Corridor 10. Right at an LRT Station.	7/22/2018
7081	6	/policies/pedestrian-oriented-building-and-site-de	<p>This land use plan is absolutely going in the right direction. I wish it went further to end exclusionary zoning in far South and Southwest Minneapolis. Don't let the outsized political power of white property owners short-circuit essential zoning reforms.</p> <p>I'm very in support of having less surface lots, not having gas stations and drivethrus and other car-centric businesses along walkable corridors.</p> <p>I think a lot of the improvements for walkability and transit still come from a very car centric perspective, and I'd like to see some more reflection on whether needs of people who walk and roll come from that perspective, rather than the walkability from the perspective of people who drive.</p>	7/22/2018
7082	76	/policies/new-parks/	<p>This policy is sorely missing "green space" which is not the same as open space.</p> <p>add e. Require that design of new parks include at least 50% green space with trees and native plants (not just turf) not used for active recreation (such as team sports).</p>	7/22/2018
7083	1	/policies/access-to-housing/	I favor allowing 4 plexes in all residential neighborhoods. I've lived in and near multi-unit structures and felt they integrated well with the neighborhood. I would like to see more.	7/22/2018
7084	1	/policies/access-to-housing/	Do not allow wards 7, 13, 12, 2 to get special treatment. They've benefitted from redlining and exclusionary zoning. Consult the mapping prejudice map to see all the racial covenants that didn't allow POCI into certain neighborhoods. These have lasting results on wealth building and how white these areas are. Allow diversity of housing at all price points in every neighborhood. Including subsidized and public housing.	7/22/2018
7085	0.1	/topics/land-use-built-form/	Areas like Hiawatha and 50th should be Corridor 10 or at least Corridor 6. Right at an LRT Station. That's one of the reasons that route was chosen. Allow for significant development around LRT stations. Prove that LRT development can be a spark for development success.	7/22/2018

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7086	6	/policies/pedestrian-oriented-building-and-site-de	I'm very in support of having less surface lots, not having gas stations and drivethrus and other car-centric businesses along walkable corridors. I think a lot of the improvements for walkability and transit still come from a very car centric perspective, and I'd like to see some more reflection on whether needs of people who walk and roll come from that perspective, rather than the walkability from the perspective of people who drive.	7/22/2018
7087	1	/policies/access-to-housing/	I love this! I love this so much! Go farther! Don't restrict larger apartments to arterial roads - this is a real equity issue!	7/22/2018
7088	0.1	/topics/land-use-built-form/	We need more housing and wealthy white neighborhoods need to shoulder their share of it. It's not equitable to force all the population growth into a few areas, simply because they're currently occupied by lower income renters and people of color without political power. Bold zoning reforms *must* happen.	7/22/2018
7089	6	/policies/pedestrian-oriented-building-and-site-de	I would like to see some focus on making alleyways walkable spaces that can have business frontage and other things. Many other cities do this, and we can do this and double our walkable space!	7/22/2018
7090	83	/policies/people-with-disabilities/	Yes to all of this. Build an environment that works for all users regardless of their abilities. Most of the city isn't accessible.	7/22/2018
7091	35	/policies/innovative-housing-types/	And keep the height to fit in with the current neighborhoods. We do NOT want high buildings in our neighborhoods!	7/22/2018
7092	8	/policies/public-safety-through-environmental-de	Re-appropriate funds to find a way to buy "City-Friendly" emergency vehicles. Firetrucks are obviously a good place to start, but even look into buying smaller vehicles for EMTs and Paramedics. Europe does it, and they're doing fine.	7/22/2018
7093	80	/policies/development-near-metro-stations/	Re: Policy 80. I fully support having a dense node around Lake and Excelsior. This is a logical place for such density, even if light rail transit doesn't happen.	7/22/2018
7094	67	/policies/climate-resilient-communities/	Can incentives be offered for private and commercial and multi unit dwelling to add solar panels etc. Building codes should ensure energy efficient buildings built with integrity. Long term view prevents the city from getting caught with its shorts down as the climate changes.	7/22/2018
7095	11	/policies/skyways/	More residential construction connected to the skyways would be a good thing! This would allow more lifestyle options for people in the city.	7/22/2018
7096	2	/policies/access-to-employment/	re: d., unless there are already un or underused non-res buildings for creative out-posts, or shared with other partners and entities.	7/22/2018
7097	82	/policies/aging/	Allow people to age in place. Convert their large SFH if they choose or build an ADU. We should reform ADU's have specific models people can choose from to streamline the process. Also get rid of the owner occupancy requirement.	7/22/2018
7098	0.1	/topics/land-use-built-form/	Areas like Hiawatha and 50th should be Corridor 10 or at least Corridor 6. Right at an LRT Station. That's one of the reasons that route was chosen. Allow for significant development around LRT stations. Prove that LRT development can be a spark for development success. The area on lower Lyndale where it becomes the I-35 where it's now proposed to be a Corridor 10 is madness.	7/22/2018
7099	19	/policies/bicycling/	Not all of the cities residents can bicycle. Bicyclists are not paying for the additional cost to implement and maintain bikeways and other facilities that benefit them. At least bring back required licensing. Adopt a rational -as opposed to the clearly bicycle-biased- mentality with regard to the distribution of paths. I have (or will soon have) 4 streets and a bike trail available in the 10 blocks between the river and the railroad tracks. All of these are running the same direction. As I observe traffic, each of them is presently underutilized. Further, users are often transgressors of established law, purpose, and patterns associated with these paths. I've got plenty more to say... but I fear it is not worth my energy.	7/22/2018
7100	35	/policies/innovative-housing-types/	Work with neighborhoods to see what they'd like in their areas. You need to start listening to the people and quit forcing things we don't want down our throats.	7/22/2018
7101	6	/policies/pedestrian-oriented-building-and-site-de	I'd like to see an explicit commitment by the city to winter sidewalk maintenance. Leaving it to property owners doesn't work.	7/22/2018
7102	0.1	/topics/land-use-built-form/	The area just north of anwatin school, known as anwatin woods, is currently undeveloped and used by the school. It should be preserved as an outdoor class room especially in light of the new development opportunities the plan creates. The land is currently for sale and should be purchased by the city and donated to the school. This would make up zoning much more palatable to the neighborhood and would significantly reduce opposition to draft #2	7/22/2018
7103	8	/policies/public-safety-through-environmental-de	Greatly Reduce front yard setbacks to 8' maximum and allow 0-lot line development.	7/22/2018
7104	36	/policies/innovative-housing-strategies/	Explore WITH the communities. Don't explore then force it on the communities. You need to go back to SMALL AREA PLANS and adhere to them. This one size fits all approach is not friendly to the residents of Minneapolis who pay your salaries.	7/22/2018
7105	19	/policies/bicycling/	Any time a dudebro takes out a little kid on his bike while he's walking or biking, a 1/4 mile of bike paths should be removed.	7/22/2018

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7106	78	/policies/park-design-and-programming/	There really needs to be an Edinborough Park-like young child indoor playground for Minneapolis. There should be non-Fast Food indoor playground options for younger children. We have gyms, indoor tracks, indoor workout rooms, pools, etc., etc. for older children and adults but for that 1-7(ish) set that really needs a _playground_, they really can't get access to one for almost 1/2 the year.	7/22/2018
7107	1	/policies/access-to-housing/	I think the blanketed fourplexes where there are now only single family houses idea should be piloted in limited/targeted areas for a few years to see what happens. In the meantime, how about allowing subdividing of current houses (old mansions for example) up to three (or 4?) units as long as structure remains owner occupied for minimum 10 years after conversion. This would allow current homeowners of big houses to make their own living unit smaller (and primarily on the first floor if they are aging), while providing an income to offset increasing property taxes. Neighbors won't complain that it'll become run down since it will remain owner occupied for at least 10 years. This would allow historic preservation of the "neighborhood" feel. The only objection I can see is more cars in neighborhood will result but possibly people attracted to these units would be younger, and people willing to bike, walk, transit to work. Possibly people living in unit could "car" share.	7/22/2018
7108	17	/policies/complete-streets/	We need to actually follow the city's adopted complete streets policy.	7/22/2018
7109	66	/policies/air-quality/	Allow more housing in the neighborhood interiors because corridors are polluted, loud, and dangerous because of the speed of cars. Prioritize people who use other modes. Move away from car centric designs.	7/22/2018
7110	35	/policies/innovative-housing-types/	Please consider "tiny houses" to the list of options, including their use on alleyways and short-ends of blocks. They won't work for everyone, but for certain groups they may be a nice option to add to the housing mix. If necessary, reduce minimum space requirements for such development.	7/22/2018
7111	0.1	/topics/land-use-built-form/	Minneapolis residents have developed and the council has adopted 34 area plans over the last 25 years. These represent the vision of people closest to the needs of their neighborhoods. The 2040 Plan, in a highly centralized and autocratic fashion, would mostly Trump these plans out of existence. Wa, wha what???? Please toss the 2040 in the woods and go back to the 34 area plans, then update the 2020 plan.	7/22/2018
7112	38	/policies/affordable-housing-near-transit-and-job-	Great goal. How are you going to get developers to create affordable housing if all they want to do is maximize their profits. When you open the city to so much development, you are sure to raise the rents / prices of homes.	7/22/2018
7113	2	/policies/access-to-employment/	The whole region definitely desperately needs better concentration of jobs in Mpls and St Paul, but from my perspective, the much greater need in DOWNTOWN Mpls specifically is more housing. I like that job concentration is being addressed here, but I think there are plenty of near-downtown neighborhoods (especially Uptown/East Isles/Lowry Hill East/Whittier, but also the southern parts of Northeast and generally everywhere north of 38th St) where a much higher concentration of jobs would not only enhance the market for major walkability improvements, but also vastly increase the market for improved public transit in those areas.	7/22/2018
7114	15	/policies/transportation-and-equity/	The city does not have an obvious Title VI implementation plan, Limited English Proficiency plan or accessible pedestrian plan that includes federal requirements for sidewalk maintenance as required by federal law. This comprehensive plan does not mention or describe our rights under the civil rights laws that apply to cities or any public entity that receives federal funding. Without these plans, Minneapolis doesn't have a authentic commitment to equity, eliminating racial disparities or removing barriers to civic life for people with disabilities. While all areas of government are subject to these laws, the area of transportation Minneapolis has fallen way short. This commitment should be easy to identify in the comprehensive plan. The comp plan is not just about the Land planning Act. If the City was truly committed to eliminating racial, gender and other disparities, we should see description of general rights under Civil Rights Act of 1964 and other non-discrimination laws in the comp plan, on the city's website and also forms to make formal complaints.	7/22/2018
7115	35	/policies/innovative-housing-types/	Imperative. Having lived in Town Oaks (4th ave and 44th st) for over 40 years, I've experienced low cost housing. Town Oaks has maintained these homes well. We are racially mixed and economically mixed. Our homes are well designed and many town homes are not. Build on the success of Town Oaks. Also explore cooperative housing. We need to raise income levels and we cannot lose the low income folk who are many of our workers. thanks	7/22/2018
7116	1	/policies/access-to-housing/	The city absolutely needs to grapple with the ways that our policies around zoning have historically reinforced racial and economic disparities. Do not let rich, powerful, white homeowners get away with watering this down in the name of preserving "neighborhood character."	7/22/2018

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7117	33	/policies/affordable-housing-production/	As denser housing is created adequate+ parking spaces should be required as part of that development. It's crazy to not require adequate+ parking.	7/22/2018
7118	80	/policies/development-near-metro-stations/	Expand several blocks into transit corridors and stations. People do walk to transit so more housing choices should be available several blocks into a neighborhood. We need to plan for the future, everyone won't be able to drive and everyone can't drive right now.	7/22/2018
7119	94	/policies/heritage-preservation-regulation/	Stop heritage preservation regulations from being abused to block or delay new housing.	7/22/2018
7120	40	/policies/homelessness/	Great goals. Hope your policies don't end up creating more homelessness as a result of allowing developers to do what they want where they want and how they want as you have so far. Seattle and others cities haven't gotten it right. Maybe you need to scale back your plans for this go around and work toward the 2050 plan in a more thoughtful manner.	7/22/2018
7121	1	/policies/access-to-housing/	I strongly support encouraging more housing units and allowing for a wider range of housing types in all of Minneapolis. We should not be basing housing policy on the narrow self-interest of existing wealthy homeowners. We have a serious housing shortage and need to do everything possible to alleviate that problem so that everyone who wants to live in Minneapolis has the opportunity to, regardless of financial ability or political connectedness.	7/22/2018
7122	81	/policies/social-connectedness/	Figure out how our transit system can facilitate these steps.	7/22/2018
7123	1	/policies/access-to-housing/	I support higher residential density in our City. I am concerned about the unintended consequence of allowing 4 pieces. In the current housing market it might be feasible to tear down an existing dwelling and replace it with an eyesore that benefits the developer and not the residents.	7/22/2018
7124	19	/policies/bicycling/	I appreciate the draft policy's prioritization of bicycling, and I think it needs to go further. For example, bike lanes are not something I perceive as bicyclist infrastructure. I perceive bike lanes as infrastructure to help cars avoid hitting bicyclists -- bike lanes are car infrastructure. Real bike infrastructure would look like a city-wide network of car-free transportation hubs, like the greenway or the UMN transitway. I ask for policies that reduce the number of streets where cars can drive, and policies that build car-free environments for safer and more pleasant transit.	7/22/2018
7125	8	/policies/public-safety-through-environmental-de	Encourage graffiti!	7/22/2018
7126	6	/policies/pedestrian-oriented-building-and-site-de	It is how some people express and give back to their community. It is just in a manner that is different than the white patriarchy.	7/22/2018
7127	20	/policies/transit/	Safe walking and biking routes throughout the city. It important to have routes that connect, more will use routes if they feel safe.	7/22/2018
7128	33	/policies/affordable-housing-production/	I fully support building any alternative to car-based transportation. Please prioritize transit and enact policy that discourages driving. Where possible/feasible, the city should construct or help pay for underground parking lots (put in under new retail or apartment buildings) to provide parking for increased density until density is high enough to support mass transit systems that work and are effective/efficient. People may still have to walk a block or two from their car to home but at least they would find a parking space and could be off street/covered in winter. PLUS, this would take away the parking issue complaint about why adding density won't work.	7/22/2018
7129	1	/policies/access-to-housing/	The problem with this plan is that on one hand you allow any house in town to be replaced by a fourplex while on the other hand you still have a 2 story lower limit on the main transit routes, such as Lake, Hennepin and Lyndale. And over the past FIVE years, we've actually seen one story businesses built on these routes, each with a drive-thru. So much for density and getting a lower use of cars. But more importantly, your proposed lower limit of 2 stories will do nothing to change the urban blight that these transit routes constitute and clearly does nothing for density. In addition, the fourplex to me is not a multi unit vs private home issue, it is foremost a construction that will obliterate the past, but also go deep into the yard into the alley, erasing in one stroke both green spaces and privacy. This is very much ill thought and needs complete revision, especially in view of your low density approach to the main transit routes. Finally, it's time that Minneapolis adds an aesthetic evaluation to the permit granting process. That should be true for any structure. A process needs to be put in place.	7/22/2018
7130	15	/policies/transportation-and-equity/	I would like to see more aggressive investment in transit enhancements, especially in light rail and arterial BRT.	7/22/2018

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7131	33	/policies/affordable-housing-production/	Where possible/feasible, the city should construct or help pay for underground parking lots (put in under new retail or apartment buildings) to provide parking for increased density until density is high enough to support mass transit systems that work and are effective/efficient. People may still have to walk a block or two from their car to home but at least they would find a parking space and could be off street/covered in winter. PLUS, this would take away the parking issue complaint about why adding density won't work.	7/22/2018
7132	10	/policies/street-grid/	Diverters, particularly in north Minneapolis, divert pedestrians and bikes more than they divert cars. Bike and pedestrians should have full access to neighborhoods. Redesign diverters, or even better, remove them and replace them with traffic circles like the bike boulevards in north east.	7/22/2018
7133	48	/policies/data-driven-decisions/	Data-driven decisions is a concerning topic. It is well-intentioned but requires us to be able to be smart when interpreting what the data tells us. I have seen plenty of bad commercial decisions made in a data-driven way and have no reason the government or general public would be better in this regard. Not saying don't do it, just handle with extreme care, skepticism and caution.	7/22/2018
7134	80	/policies/development-near-metro-stations/	Raise the height limits around all LRT stations. I've noticed a few stations/future stations with greatly reduced intensity in white, high income areas. Kenwood, CIDNA, Prospect Park, and others. These are billion dollar transit investments. We need to give more people access to them.	7/22/2018
7135	22	/policies/downtown-transportation/	Please add car-free pathways into and out of downtown to all sides of the city. Sharing space with cars is unpleasant and dangerous, and it slows my commute.	7/22/2018
7136	0.1	/topics/land-use-built-form/	I live in Logan Park, a neighborhood that is 50% duplexes or higher (some triplexes and fourplexes). It is the first planned neighborhood in Minneapolis so worthy of a case study of a livable, diverse housing. The single family homes are all mostly 2 stories so the taller duplexes etc, don't feel out of place. But note, though we have smaller lot sizes than the housing built later, everyone has some yard, front and back. This allows for green space and growing a tree canopy. You need to require enough width and depth of the lot size, not just requirements about the height of the building, in order to create livable dense housing. Our blocks are double long. Eliminating every other street helped allow for more space between structures. That would be problematic on newer blocks. In the conceptualization, you show 2-story older houses. Neighborhoods with that style of older houses, probably already have duplexes mixed in on the block. Let's not tear down naturally occurring affordable housing to squeeze in a new fourplex on a skinny lot containing an older home or a duplex. I would like to see a drawing of a neighborhood with houses built in the 1950s with a duplex or fourplex mixed in creatively.	7/22/2018
7137	24	/policies/shared-mobility/	Policy 24: a, b: Does everyone have smart phones? Bikeshare presence in the parks - question dockless and scooters.	7/22/2018
7138	25	/policies/innovations-in-transportation-and-infras	Policy 25: c, d, f, h: Plan for Complete Streets. Encourage and support electric vehicles including City and the public agencies' fleets. Question drones in parks and public spaces - concern for privacy.	7/22/2018
7139	10	/policies/street-grid/	There are still blocks in bryn mawr that don't have sidewalks, two miles from down town. This neighborhood will soon have some of the best transit in the city, but people will need sidewalks to access it.	7/22/2018
7140	26	/policies/vision-zero/	Policy 26: a, b, c, d, e, f, g, h, i, j: Advocate for grade separation of auto and bikes and pedestrians where ever possible.	7/22/2018
7141	84	/policies/public-safety/	I don't believe this policy goes far enough. Only step c (proactively build trust between first responders and the community) even alludes to the very real threat that civilians face a lethal risk when interacting with police. In 20 years I would like to see a city that has a genuinely reformed police force: a department that has minimized the influence of racial and social biases and reduced the temptation for corruption and abuse of power. I would like to see Minneapolis be a national model for other cities to emulate.	7/22/2018
7142	41	/policies/tenant-protections/	I think it would also be worth exploring ways to make sure that rents remain affordable. People in my neighborhoods are seeing such drastic increases in their rents, they are leaving. These are folks who have been here many years.	7/22/2018
7143	27	/policies/transportation-partnerships/	Policy 27: b: Utilize existing City transportation policies to tie decisions to place and context including for grade separation across freeways.	7/22/2018
7144	28	/policies/msp-airport/	Policy 28: b, f: Prioritize improved pedestrian and bicycling access to the airport with park connections. Support efficient takeoff and landing at MSP without utilizing park corridors and to mitigate noise and air pollution.	7/22/2018

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7145	0.1	/topics/land-use-built-form/	I live in Logan Park, a neighborhood that is 50% duplexes or higher (some triplexes and fourplexes). It is the first planned neighborhood in Minneapolis so worthy of a case study of a livable, diverse housing. The single family homes are all mostly 2 stories so the taller duplexes etc, don't feel out of place. But note, though we have smaller lot sizes than the housing built later, everyone has some yard, front and back. This allows for green space and growing a tree canopy. You need to require enough width and depth of the lot size, not just requirements about the height of the building, in order to create livable dense housing. Our blocks are double long. Eliminating every other street helped allow for more space between structures. That would be problematic on newer blocks. In the conceptualization, you show 2-story older houses. Neighborhoods with that style of older houses, probably already have duplexes mixed in on the block. Let's not tear down naturally occurring affordable housing to squeeze in a new fourplex on a skinny lot containing an older home or a duplex. I would like to see a drawing of a neighborhood with houses built in the 1950s with a duplex or fourplex mixed in creatively.	7/22/2018
7146	0.1	/topics/land-use-built-form/	Linea- I am writing you today with vast concern about th 2040 plan as it relates to zoning. My husband and i just recently purchased our first home in Southwest Minneapolis. Neither of us is from Minneapolis but after living and working in the city for 7 years we have fallen in love with the area and had a goal to purchase a home. We currently live in uptown and love it but hope to start a family soon and decided we wanted a single family home with a yard and a quiet neighborhood. We have worked very hard to save as afford the home we purchased. Your new plan would not only destroy our dreams for our new home as well as put us at extreme financial risk of decrease in our property. I strongly urge you to consider all points of view and repercussions for your neighbors as you redraft the plan.	7/22/2018
7147	29	/policies/creative-sector-economy/	Policy 29: d: Engage diverse creative labor in environmental and ecological projects.	7/22/2018
7148	18	/policies/walking/	Improved sidewalk maintenance would help. Stricter enforcement of tree growth above sidewalks would be helpful, too. These need to be trimmed.	7/22/2018
7149	1	/policies/access-to-housing/	The notion that high-density housing should be added along corridors in historic neighborhoods populated by single family housing with a handful of duplexes and four-plexes (e.g. Kenwood) is terribly misguided. It seems like the city is doubling down on the misguided SWLR route, which commits a cardinal sin for public transit - routing through low density and recreational areas. Because the light rail is planned for an area where there are very few likely riders and where the neighborhood is massively opposed to it, the project is not likely to succeed. I have said all along that it will end up as a riderless eyesore, which at \$147 million per mile puts it in the running for worst transportation project ever. That policy mistake should not be compounded by trying to alter the characteristics of the neighborhoods through with light rail is routed. Instead, politicians should have the sense and courage to route rail through dense neighborhoods, like every other city in the world tries to do. Please do not continue to make decisions that take threaten the most valuable qualities of Minneapolis - trails, lakes, and livable neighborhoods. While density is a worthwhile goal, it should not be accomplished on the expense of fundamentally altering the character of neighborhoods. If you pursue this approach in Kenwood, I suspect a lot of people will leave for places like Edina or St. Paul, where the cities make decisions on behalf of all citizens, and not just developers and the noisy pro-rail crowd.	7/22/2018
7150	41	/policies/tenant-protections/	It's difficult to get info on landlords; difficult to know who has lots of citations from inspectors, etc. It's not transparent. --There currently are not enough housing inspectors to respond to all of the complaints that tenants submit right now. Need more! --What kind of support for other organizations? What would that look like? What do they do now, if anything? --There is a need for more inspectors and a need to make sure all are fully trained on the correct requirements for units designated for Section 8 vouchers.	7/22/2018
7151	30	/policies/arts-and-cultural-assets/	Policy 30: e, h: Support more partnerships like the MIA and Walker on parklands.	7/22/2018
7152	18	/policies/walking/	Yes to foster vibrant public space! Welcoming spaces bring people out to use them	7/22/2018
7153	25	/policies/innovations-in-transportation-and-infras	Please do not allow these policies to invest too much hope in self-driving cars. Individual motorized transit does not have the potential to move enough people, and it will come at too great of an environmental cost. Please prioritize bicycling, walking, and mass transit over cars, whether robot- or person-driven.	7/22/2018

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7154	31	/policies/creative-workers/	Policy 31: d: Focus on artists of color through environmental; projects.	7/22/2018
7155	32	/policies/arts-in-community-development/	Policy 32: a, c, e: Through placemaking,	7/22/2018
7156	19	/policies/bicycling/	I love the expanding bike routes throughout many areas of the city! AND I would like to see more protected bike lanes that clearly prioritize biking over autos. Though I'm a long-time urban commuter, I rarely feel safe and relaxed while biking in the city because I often don't feel seen and need to watch for opening doors, turning at intersections, etc.. I would like to see more routes, such as the transitway that connects to the U of M, that provide routes exclusively for bikes/pedestrians (or those + buses).	7/22/2018
7157	0.1	/topics/land-use-built-form/	I do not believe that blanket upzoning is necessary to meet the availability needs nor does it solve the affordable housing crisis. If this plan nonetheless moves forward, upzoning the 42nd block of Colfax Ave S. is a bad idea. This block is home to Barton Open School, a magnet school, that draws a ton of car traffic to it twice a day. Mornings are especially treacherous and unsafe as it is. Zoning this for multi-unit and without off street parking requirements will lead to an incredibly unsafe situation for young children and families trying to navigate the street. This is exactly why this plan should be reworked; it is not context sensitive.	7/22/2018
7158	33	/policies/affordable-housing-production/	Policy 33: a, b, c, d, e, f: HOW? There are no "teeth" here. Proactive words needed - REQUIRE, ENFORCE, MANDATE, INITIATE	7/22/2018
7159	28	/policies/msp-airport/	B. Agree! Allow people to bike to the airport with long term bike parking so they can bike home when they return from their trip.	7/22/2018
7160	34	/policies/affordable-housing-preservation/	Policy 34: a, b: Proactive words, enforcing words needed	7/22/2018
7161	33	/policies/affordable-housing-production/	I support affordable housing. The current market preferences units with many bedrooms where landlords find it more profitable to rent the bedrooms to singles or couples , thus pricing out families that need multiple bedrooms. That is a 4 Friends could pay 900 each or 3600 for a 4 bedroom house. Few families compete and pay 3600 a month for their family to have 4 bedrooms	7/22/2018
7162	0.1	/topics/land-use-built-form/	We hear much about the population of Minneapolis in 1950 v 2018. Such a statement is a false equivalency. The metro area was less than 1 million total population in 1950. Today the metro is >4 million. Minneapolis has lost hundreds of blocks to freeways, thousands of du's, but Mpls still serves as the center of the region- now 4 times the population. Our infrastructure investments have not kept pace with the increase in population. Affordable housing is a regional issue and requires regional solutions. Dump the 2040 and go back to neighborhood plans.	7/22/2018
7163	43	/policies/housing-displacement/	A policy around just-cause evictions - "If you don't do anything wrong, you cannot be evicted (creates a unjust blemish on your rental record)." Notice of Sale policy - tenants must get at least 60 days' notice prior to the sale of a property Right of Refusal(?) policy - tenants have the opportunity to purchase the building collectively at the same price that the property owner accepts from a third party buyer; would then turn building into a cooperative living structure of some kind. --Ensuring that the eviction grace period of [xyz] is included in all leases --How to get the City to encourage the N.O.A.H. (naturally-occurring affordable housing) that "older" landlords already create with their older buildings; could there be a tax break incentive for small residential property owners? (in pilot phase right now) --How to support elderly homeowners and elderly property owners? --We currently do not have enough rental units to satisfy demand --Could the City place restrictions on AirBnB? They are taking up inventory that is needed for permanent residents; what other Cities have a model that works? New Orleans? --How many vacant units are there? How could the City incentivize small landlords that may have units not currently in use as apartments but that could be? --Concern: This plan is future-looking, but displacement is already happening	7/22/2018
7164	42	/policies/expand-homeownership/	YES! Homeownership leads to more stable communities and less crime. I support this initiative. But it probably means that your blanket up zoning will not work because it flies in the face of homeownership. In the words of Heather Worthington, home ownership is an archaic way of wealth building and is a thing of the past. I wholeheartedly disagree with her and she should not be in a position of decision making if her statements contradict one of the policies this plan claims to embrace.	7/22/2018
7165	20	/policies/transit/	We need serious, immediate, and substantial investment in a half dozen bus rapid transit projects. This is an economic, climate, and equity issue.	7/22/2018
7166	49	/policies/educational-and-economic-access/	Investing in ALL people is most important; more important than roads.	7/22/2018

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7167	19	/policies/bicycling/	Always take the weather into consideration. Maintain bikeways in all conditions.	7/22/2018
7168	37	/policies/mixed-income-housing/	Mixed income housing and -- ideally -- neighborhoods creates healthy communities. I think Minneapolis is in danger of increased income segregation along with gentrification. Anything that can be done to prevent this and to promote mixed income communities will be a move in the right direction.	7/22/2018
7169	20	/policies/transit/	Higher quality transit infrastructure and more frequent service is essential.	7/22/2018
7170	4	/policies/access-to-commercial-goods-and-service	Work to remove non commercial uses from commercial corridors. On penn avenue in bryn mawr, century link has a large building used solely for housing servers. It employs no one. It serves no customers directly. It merely takes up what could be valuable commercial or residential space in a neighborhood starved of commercial space. Encouraging uses like this server farm to be in industrial areas would open other areas to be used by actual people.	7/22/2018
7171	95	/policies/heritage-preservation-financial-incentive	How about asking some of the owners and/or residents in "historic properties in low-income communities" what type of help they would appreciate? Of course developers will have a litany of financial benefits that they would like to increase profitability. However people who live in these historical assets are not in it for profit; truly there are better ways to make money.	7/22/2018
7172	43	/policies/housing-displacement/	I support this policy. Not sure how you are going to accomplish this when you up zone the whole city and give way to much leverage to developers.	7/22/2018
7173	26	/policies/vision-zero/	Traffic fatalities are almost exclusively the result of a car hitting a person or another car. The safest thing to do is enact policy that reduces how much driving occurs in Minneapolis. Please enact policies that encourage walking, bicycling, and transit, and please discourage private car use and ownership through parking policy, street design, and wheelage taxes.	7/22/2018
7174	0.1	/topics/land-use-built-form/	I am not a fan of the plan around 50th and Xerxes. The size of the areas that can be redeveloped as multistory high density will remove the character of these neighborhoods. Can the higher density neighborhood areas be focused to main intersections versus along the entire expanse of a high traffic route (ie 50th St).	7/22/2018
7175	4	/policies/access-to-commercial-goods-and-service	This is a great goal but I'm worried it doesn't have teeth! We have a compete streets policy now, but it's only very minimally and often only performatively reflected in real life. I need to know the city is serious about this - it has to go further than adding bike/ped infrastructure and picking a few special extra places for commercial. We need to get very serious, quickly, about limiting private cars' access to large parts of the city. We need to have a serious conversation about the role of and future of freeways and highways within our city limits. We need Interior 2 to be the base level, not Interior 1, and we need ground floor commercial to be allowed by right throughout the entire city	7/22/2018
7176	1	/policies/access-to-housing/	I support this inclusive plan to increase affordable housing in our city. Thank you, Hilary Hall (Linden Hills)	7/22/2018
7177	21	/policies/freight/	I agree with action step B: no expansion of freight rail in Minneapolis. Goods should be moved on existing rails or transferred to smaller-scale vehicles outside the city.	7/22/2018
7178	1	/policies/access-to-housing/	On in favor of muti-family housing along transit routes. I live near "eat street", Nicollet between Franklin & lake. I feel the street would benefit from higher buildings with more housing.	7/22/2018
7179	41	/policies/tenant-protections/	Regarding Policy 41.f - City should in cooperation with owners and residents co-create an effective tenant bill of rights to insure fair treatment. The city also needs to right size its staff to insure timely response and complete follow through occurs for violations. Current staffing levels can not meet the demands to maintain the housing stock.	7/22/2018
7180	6	/policies/pedestrian-oriented-building-and-site-de	I support this policy for a more walkable/public transit linked city. Thank you. Hilary Hall (Linden Hills)	7/22/2018
7181	44	/policies/comprehensive-investments/	Laudable policy. But how will you implement when the partners with whom the city is most likely to work is motivated to make money? Work with the communities you propose to help. Don't assume. Bring them into the conversation and have them help to create the solution. You do not know all. In fact, you don't know what you don't know. So listen.	7/22/2018

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7182	17	/policies/complete-streets/	<p>Street Parking is not an appropriate land use for the most populated City in the State.</p> <p>Eliminate Street parking in commercial districts and on major thoroughfares to provide the opportunity to turn those neighborhoods into "sticky places", as well as the opportunity to narrow those streets to reduce salt use, reduce lane miles that plows need to traverse, and open up ROW for street trees and green space.</p>	7/22/2018
7183	97	/policies/heritage-preservation-legislative-advoca	<p>The current relationship is not one of partnership. The City wants to expand their regulatory authority and control, rather than provide leadership and inspiration, with respect the owners of historical assets in Minneapolis. The solution is to have the property owners advocating for policies, programs, and legislation that promote and support heritage preservation efforts on their parts. Simply ask first, rather than presume that the "experts" (who have no skin in the game) know best.</p>	7/22/2018
7184	1	/policies/access-to-housing/	<p>I think that allowing more multi-unit dwellings in neighborhoods that are currently zoned for single family units only is necessary to move away from discriminatory housing policies, increase access to desirable parts of our city, and create neighborhoods that are more walkable and transit friendly. I would love to see more 3 or 4 unit dwellings in my own neighborhood (Whittier) as well!</p>	7/22/2018
7185	45	/policies/leverage-housing-programs-to-benefit-c	<p>Good policy. I hope you can make it work. Engage the local community members and LISTEN to them.</p>	7/22/2018
7186	35	/policies/innovative-housing-types/	<p>Innovation and flexibility in housing types in all neighborhoods is important.</p>	7/22/2018
7187	81	/policies/social-connectedness/	<p>Connected folk are healthier, they care for their neighbors, they respect their surroundings and maintain them. This is VITAL to a healthy community and allows opportunities for achieving goals. It is hard work: enabling folk to 'love their neighbor as themselves' because many folk to not love themselves. Suggest the houses of worship could be major resource here.</p>	7/22/2018
7188	18	/policies/walking/	<p>Some public education and awareness around pedestrians would be great. I find that local drivers are eager to go through crosswalks when pedestrians are in them. One place this is a repeated issue (in my life) is the crosswalk on 46th that crosses the onramp to the 35W. This is a high pedestrian zone because of the bus depot in the middle of 35W, but cars are so eager to get on (or off) the 35, that they zoom through the intersection, even when passengers have the right of way. So, it would be useful to put in extra traffic calming measures near major bus stops, and an overall PSA campaign to remind drivers about the laws surrounding pedestrians would be nice. (Bicyclists need this, too; they almost never yield either to cars or pedestrians.)</p>	7/22/2018
7189	0.1	/topics/land-use-built-form/	<p>The East Isles area was platted to preserve trees and environmental elements including lakes and thus the topography resulted in the development of a mixed non-conventional and conventional street grid. The lots are a combination of single family homes and multi-family to accommodate a range of living styles but more density would not be beneficial to the area. Therefore, the topography, existing lot shapes, proximity to the water table, and elevation of the neighborhood would not lend itself well to 3-6 story multi-family buildings that are being proposed in this already densely populated neighborhood.</p> <p>To rezone some of the lots to accommodate up to 6 story multi-family developments as are being proposed in this rezoning plan would further destroy the character and increase the environmental impact of this neighborhood. With the housing development that has happened over the past 10 years along the Greenway and the Lakes, the population of the area has increased. In addition, neighborhood living will become more contentious with in-fighting and attorney's fees from those in favor and those against the building of up to 6 story multi-family buildings on properties.</p> <p>During the interim before anyone could exercise their rights to upgrade the structure on these up-zoned lots, we may be assured that the tax assessors will be coming through the neighborhood and arguing that what today are single family homes tomorrow should have land values reflecting a 3-6 story multi-family housing development. This will increase taxes for existing property owners which will decrease the ability of an owner to sell their home at a value which reflects single family housing that exists today as well as force home ownership to be more costly. Why would someone want to buy a house that faces the above neighborhood in-fighting much less pay the taxes on perceived higher valued land?!</p> <p>Consequently, this proposed up-zoning map needs much more work to recognize the opinions of existing homeowners and what they would like to see for greater density in their area. This is another example of the city council not recognizing their constituents nor directly soliciting constitutes viewpoints before proposing such radical permanent changes to the city in its entirety.</p>	7/22/2018
7190	1	/policies/access-to-housing/	<p>We need to allow fourplexes everywhere or we will continue to see only large luxury buildings be built. Small scale multi family buildings are especially needed where demand is high, such as near the lakes in SW Minneapolis (wards 7, 10, and 13).</p>	7/22/2018

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7191	24	/policies/shared-mobility/	I hope Minneapolis can be permissive and welcoming of new forms of shared vehicle programs.	7/22/2018
7192	1	/policies/access-to-housing/	I support having more neighbors! I am eager to have Minneapolis's population grow back to its size years ago. I am concerned that the most segregated, wealthiest, whitest areas of the city are the areas where housing is least encouraged to grow under these policies. Harriet, Linden Hills, Kingfield, and Tangletown are desirable neighborhoods where many people want to live. I wish the draft policy did a better job of opening up those neighborhoods for growth, as many of us would like to live there.	7/22/2018
7193	15	/policies/transportation-and-equity/	Accessibility: In the past several years, street resurfacing projects did not include curb ramp upgrades as required by law. The City should go back to these neighborhoods and complete the projects. As a city policy, check all the resurfacing projects to ensure that curb ramps and other accessibility requirements are met. Include this commitment in the comprehensive plan. Also describe how the city will provide for alternative routes for biking and walking during construction. Several projects in downtown Minneapolis have been major hazards for people walking: they do not appear to meet pedestrian access temporary work zone requirements. Include Environmental Justice in the comp plan as it relates to transportation. Check the FHWA for guidance. Include goals to reduce greenhouse gases and how the city will increase biking, walking and transit use to fulfill the greenhouse reduction goals.	7/22/2018
7194	38	/policies/affordable-housing-near-transit-and-job	Housing near bus lines is good. Our bus lines are usually on busy streets, and cars pollute a lot. Therefore, the plan also calls for a lot of housing near pollution. I don't know how to thread that needle. I do hope that the city takes that conundrum into consideration. Maybe that means more transit on streets that aren't as car-busy, like on grand and Bryant in south Minneapolis. Maybe it means bus only lanes to reduce car traffic. You are smart folks and I hope you can figure that out.	7/22/2018
7195	82	/policies/aging/	Love C. Wisdom is in us older folks and we are dying to share it. At 84 I know what it is like to be treated as incompetent and irrelevant. Don't lose our value.	7/22/2018
7196	10	/policies/street-grid/	Railroads in Northeast Minneapolis especially create barriers for people biking and walking. It forces longer routes for bikes to avoid riding on high traffic routes such as Central avenue and Broadway Ave among others. Bike/ped only bridges over railroads would help increase connectivity and reduce the need for longer routes by these modes. 4 Lane high traffic routes in Northeast should also be accommodating of bikes And more pleasant for walking or rolling along those routes to restore connectivity.	7/22/2018
7197	47	/policies/housing-maintenance/	Excellent policy. You could create a low interest revolving loan program for each community. This could be done through the city, or better yet through neighborhood organizations so it is even more local. We must maintain the current housing stock so that there are affordable homes for people to get started in home ownership.	7/22/2018
7198	6	/policies/pedestrian-oriented-building-and-site-de	I love this but just don't trust that the city is serious about it. What legislative teeth does this have? Right now, for example, there is a huge concrete semaphore pylon blocking the 3rd Ave protected bike lane next to the Convention Center. It's been there for more than a week!! There are still construction projects all over that block sidewalks and bike lanes without providing an alternative for pedestrians or bike riders, while simultaneously providing alternatives for cars at the EXPENSE of pedestrians and bike riders. This is literally the diametric opposite of the mandate of the current complete streets policy. How can I trust that this policy has any teeth at all?	7/22/2018
7199	0.1	/topics/land-use-built-form/	My wife and I currently rent, and live on a busy arterial road. We love it. However, if or when we want to start raising a family, we would like to move off the busy intersection we live at, and to a more interior part of the neighborhood. However, we don't want to own a home, but would rather continue to rent. We support the Minneapolis 2040 Plan zoning and land-use changes that would allow a greater variety of housing to be built in Minneapolis, including fourplexes. This will give families, like my own, more options as we continue to evaluate what type of housing is best for us.	7/22/2018

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7200	19	/policies/bicycling/	<p>Please also consider how bicyclists can endanger drivers and pedestrians in some of their current habits -- mostly along narrow streets for which the designated bike path is sometimes ignored by bicyclists in favor of the street itself (e.g., Minnehaha Parkway, West River Parkway).</p> <p>Please also consider how to build more equity into bicycling and how to encourage it as a means of commuting, not just as a recreational or exercise regimen. In my experience as a minimal driver, transit rider, and pedestrians, bicyclists are often very aggressive and unwilling to share space or slow down -- but mostly these are not commuting bicyclists. Can you help them chill out a little?</p>	7/22/2018
7201	48	/policies/data-driven-decisions/	"Incorporate community engagement in housing research and data analysis". This should be priority number 1!. You much engage community members as you work with the data. Do not ever underestimate the human, qualitative data that is often overlooked. I don't want a city that is run by numbers crunchers. I want there to be heart and soul in decision making.	7/22/2018
7202	26	/policies/vision-zero/	I support vision zero for the whole metro area. Use proven techniques from other cities, like a raised crosswalk. It provides better visibility for pedestrians and slows cars that may have the tendency to speed.	7/22/2018
7203	33	/policies/affordable-housing-production/	<p>Without plentiful market-rate housing, affordable housing will be elusive or impossible.</p> <p>I support policies that will create plentiful of market housing, and I support policy that will permit or encourage the government to regulate housing and new housing stock to ensure that nobody is displaced or gentrified out of Minneapolis.</p>	7/22/2018
7204	0.1	/topics/land-use-built-form/	I am strongly in support of the proposal to allow up to four housing units to be built in all parts of the city. It is an excellent way to allow small-scale developers to help ease the pressures of the housing crisis by making it legally allowable to have multiple units on a site. The 2-4 unit buildings in my neighborhood (Corcoran) fit in well and are important for helping allow more people to live in our neighborhood, and it shouldn't be illegal to build those in any neighborhood of the city.	7/22/2018
7205	17	/policies/complete-streets/	any street that has car parking allowed must have a city-funded bicycle corral mid block, on both sides if warranted.	7/22/2018
7206	96	/policies/heritage-preservation-recognition/	This especially applies to any and all commercial districts.	7/22/2018
7207	49	/policies/educational-and-economic-access/	Use preservation as a tool to actually preserve, and not as a strategy to slow or halt development.	7/22/2018
7208	53	/policies/quality-of-life/	All good. As for "Recruit and retain a diverse City workforce that reflects the demographics of the city", you need to realize that age is part of diversity, people's backgrounds in business, education, social work, environmentalists... are part of diversity. It is not just how people look, it is how people think and there needs to be room for all voices at the table.	7/22/2018
7209	20	/policies/transit/	Continue providing free/low cost experiences AND provide transportation to these events. If the casinos can afford buses to collect our urban citizens surely we can afford a bus to bring folk to Lake Harriet bandshell, for example, or to a concert or a play.	7/22/2018
7210	17	/policies/complete-streets/	I live in Kenny neighborhood and work at the U and I am an almost 100% transit user for my work commute. (Occasionally, I need to drive if I have to work late or leave early.) I really love MetroTransit and think that a pubic monument should be built to (most of) our city's amazing bus drivers. I like that you are going to build up the infrastructure around bus stops. Shoveling and plowing around these could be better, too. I would also recommend that the express buses to the U didn't restrict so much during the summertime -- there are thousands of employees who still need to go to campus! My driving habits skyrocket in the summer -- precisely when construction makes traffic bad for everyone. Get me off the road, and back into the bus!	7/22/2018
7211	43	/policies/housing-displacement/	I am concerned by the "context based approach" phrasing. If the City's goal is to reduce Emissions and Greenhouse Gasses, Complete Streets should be a blanket policy, because the emissions per person per mile greatly increase as you move down the complete streets pyramid.	7/22/2018
7212	16	/policies/environmental-impacts-of-transportation/	Regarding 43.b - I support the implementation of policies and programs to support the preservation and particularly the rehabilitation of naturally occurring affordable housing. This should include Innovative strategies that co-solve multiple policy goals including energy efficiency, health and resilience.	7/22/2018
			Involvement of resident representation and participation should be a tenet of the policy development.	
			I support the tactics outlined here that will help reduce the hidden subsidies and incentives to drive a single-occupancy car and increase incentives and access for other more sustainable modes of transportation. It is an incredibly important part of our climate action plan.	7/22/2018

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7213	63	/policies/food-access/	Add density bonuses, use tax incentives to encourage new residential buildings to include grocery stores, even if they are no bigger than a bodega/corner store. New neighbors need to eat too.	7/22/2018
7214	1	/policies/access-to-housing/	Need to keep greenspace and nature amidst the city communities as density increases. In the highest density areas of downtown need planning to insure safety maximized and traffic and parking jams and burdens minimized to keep the areas desirable and livable as density is increased. Single home neighborhoods need to accomodate increased density as needs increase in ways that help to keep neighborhoods vital. 4 plexes may house people that help to care in future for single family dwellers and vice versa	7/22/2018
7215	7	/policies/public-realm/	I love seeing public art mentioned here! Please find partner with local artists and art experts (gallerists, historians, curators) to facilitate these improvements. No need to farm this out.	7/22/2018
7216	37	/policies/mixed-income-housing/	Virtually all disparities the 2040 Plan mentions are far more complex than first changing the physical footprint of established neighborhoods. Obviously the only ones guaranteed to gain from this plan are developers, contractors and future landlords. Most of the 2040 plan relies on financial sources outside of the city to find the basic startups let alone achieving full implementation of the particular goals and policies. The only absolute part of the plan sure to be financially guaranteed from the beginning would be the replacement of single family homes by fourplexes and apartment buildings, due to the fact that developers and contractors stand to make incredible profits when existing restrictions on development are lifted. one only has to remember how fast developers began and completed the the purchase, tear-down and the replacement of smaller homes with large expensive, single family homes. The profits to be realized in being able to replace single family homes with fourplexes and apartment buildings will accelerate the destruction of existing neighborhoods at an unprecedented level. The implication that racial discrimination plays a role in the opposition to the 2040 plan is insulting. Being opposed to a plan that would drastically change the actual physical characteristics of neighborhood is not an indication of racism. The neighborhoods affected are virtually all made up of liberal and progressive citizens as voting records and social actions efforts would indicate. Those objecting to the plan are not objecting to racial diversity in their neighborhood, they are objecting to the extreme structural changes to their neighborhoods, that would have a very significantly negative effect on their homes and lifestyles. It seems very ironic that the vast majority opposed to this recently voted to put some of the city officials in office who are now backing this plan.	7/22/2018
7217	18	/policies/walking/	Snow and ice removal is treating as a descretionary action. Maintaining sidewalks, street crossings, curb ramps is required under the ADA and Minneapolis has not shown a commitment to fulfilling this responsibility. lack of maintenance is a huge safety issue and also a livability issue of major propotation. People who do not drive a car, have disabilities or use transit and walking as their main means of travel are often forced to stay at home or limit their activities because the city continues to rely almost exclusively residentail snow and ice removal. It is not working and has not worked for decades. The ADA is now 26 years old. Minneapolis would do well to start implementing this law as originally intened and has been reaffirmed over the years. The sidewalk maintenance plan in draft form is insufficient. This plan still makes it seem like snow and ice removal is a favor the city does to be a world-class city. This is a major factor in disparities as well.	7/22/2018
7218	1	/policies/access-to-housing/	I really appreciate the thoughtfulness put into improving housing and transportation in the city. I agree that housing is increasingly unaffordable, and much of that stems from the fact that the city demographics are changing more rapidly than the housing stock needed to provide them. I'm glad to see the city is being mindful of the historical policies that have lead to our unfortunate current situation and are taking steps to rectify those ills in the present. I think this plan is a step in the right direction. The only worry I have is that it may not be enough to truly solve the problems we are facing.	7/22/2018

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7219	0.2	/small-area-plans/	<p>This does not fit well with the South Lyndale Small Area plan. With a few exceptions Corridor 6 is generally a bad fit for the northern part of the South Lyndale area. With the potential exception of the Boulevard Theater and Lehman's Garage blocks, where Corridor 6 may kind of make sense, Corridor 4 would be better down to MN 121. Corridor 6 or higher may also make sense south of the start of MN 121, particularly if 121 is reconfigured. Reopen Lyndale!</p> <p>The "transition" from Corridor 6 to Interior 3 to Interior 1 is not a template for a transition as much as it is a cliff. We need Corridor 3 to be mirrored on both sides of any street where it exists. Preferably, it should be pushed more than one half-block in from the transit corridor. Leaving as it is places the impact on a narrow-strip of single-family homes that are not on the edge of a neighborhood, but are *part of* the neighborhood (as indicated in the small area plan). Extending Interior 3 farther in will increase the number of options for development, while reducing the likelihood of artificially intense development on one side of Garfield or Aldrich while the other side remains Interior 1. And why shouldn't Bryant and Harriet be Interior 3 as well? Expanding it this way would be a more palatable and acceptable solution, and would fit better with the small area plan.</p> <p>Finally, while in a number of ways I support it, the small area plan is functionally out of date. There has been a lot of turnover in the neighborhood since it was created and it should be revisited with the current area residents and businesses.</p>	7/22/2018
7220	18	/policies/walking/	I would like to see a stronger plan in place to make walking more accessible in the city, particularly in the winter. I'd especially like to see a plan for making downtown much more walkable and less car-centered as a key method for making downtown more lively.	7/22/2018
7221	10	/policies/street-grid/	For the love of all things holy, why does Linden Hills and Fulton get to terminate streets to block the grid?	7/22/2018
7222	1	/policies/access-to-housing/	A lot of real estate is being built but it is not affordable to young people starting their 1st job (unless they overcrowd), persons in low wage jobs or elderly! Everything is being built for those who have tech wages or parental support.	7/22/2018
7223	49	/policies/educational-and-economic-access/	Yes I support this! We want a viable, inclusive city where all can make a living. Education is key, alternatives to the "collage track" is needed.	7/22/2018
7224	53	/policies/quality-of-life/	You plan threatens the quality of life in Minneapolis. How many awards have we gotten for our park system. And yet, to up zone at the scale you propose, our parks will not be able to keep up with demand. Our lakes, you are approving high rises that will increase density to the point that traffic will threaten our air quality and the ability to get around easily, and people's access to natural light and air. I wholeheartedly support protecting our quality of life, which is why this is such a terrible plan. Scale it WAY back in height and scope. Plan wisely, for all residents, not just for the city council members to realize their personal vision of the city.	7/22/2018
7225	43	/policies/housing-displacement/	Regarding 43.d - I support this policy. This policy must include a development of effective engagement for resident participation.	7/22/2018
7226	35	/policies/innovative-housing-types/	Regarding 43.e - Appropriate mix of affordability is important for redevelopment. However, the concentration of low-income housing should be avoided and distributed through-out the city, not only in redevelopment of nodes.	7/22/2018
7227	0.1	/topics/land-use-built-form/	Policy 35: a, b: No real action here articulated or even inferred.	7/22/2018
7228	25	/policies/innovations-in-transportation-and-infras	I want to see more neighborhoods using the interior 2 and 3 designation, particularly in South Minneapolis (expanding south from lake, at least through 38-46th?). I'm a renter in the area and would love to settle down in South Minneapolis but see it becoming quickly and increasingly out of reach for me and my family. We don't all need a huge house on a huge lot, and there's room in those neighborhoods for more people. I'm also concerned with some maps I've seen that compare historic redlining in Minneapolis with current areas that are being recommended for lower district zoning. We should make Minneapolis more affordable and available for more people, and fix the errors of our past instead of continuing to entrench them.	7/22/2018
7229	5	/policies/visual-quality-of-new-development/	This technology is very difficult to predict let alone "get ahead" of future innovations.	7/22/2018
7230	19	/policies/bicycling/	Attention to building and surrounding space safety in design and planing . Adequate parking and or transportation to accomodate impact. Green space and nature aesthetic as part of design requirements	7/22/2018
7231	84	/policies/public-safety/	Moving forward, make sure all new Protected Bike Lanes are Curb-Protected, and not Sidewalk level.	7/22/2018
7232	37	/policies/mixed-income-housing/	It is not safe until the training and values of the police are changed to VALUE LIFE above all! The City's goal should be zero (0) fatalities. How cool would that be?!!!!	7/22/2018
			Policy 37: a, c: Prioritize amenity-rich areas with access to parks in promoting mixed income development, where mixed-income models are desired, expected	7/22/2018

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7233	36	/policies/innovative-housing-strategies/	Policy 36: a, b: YES preserve affordable housing!!! Explore, expand and maximize resources, partnerships and tools in cluing the Park Dedication Ordinance Fees.	7/22/2018
7234	43	/policies/housing-displacement/	I support this policy.	7/22/2018
7235	33	/policies/affordable-housing-production/	Stop approving mass expensive highrise apartments that cos \$1,000+ for just 1 bedroom.	7/22/2018
7236	0.1	/topics/land-use-built-form/	504 29TH AVE SE â€” rezone to match 501 30TH AVE SE so the grain silos can be converted to residential. If this is a problem, have the owners level em. You did this before when the Milwaukee Road left downtown. Either clean up or get out since because by 2040, this will be the eyesore.	7/22/2018
7237	63	/policies/food-access/	We need to build more housing near grocery stores and encourage more grocery stores to be built. Minneapolis has a high percentage of residents who live within walking distance of a park, and we should strive towards having a similar percentage live close to a grocery store. Expand the area where we allow grocery stores and encourage them to be built.	7/22/2018
7238	44	/policies/comprehensive-investments/	Regarding 44.a - I strongly support this policy, and other policy the remove barriers to home ownership and wealth building. The city should also pursue policy that reverse past systemic discriminator policies both local and national.	7/22/2018
7239	26	/policies/vision-zero/	If the number of bikes and pedestrian traffic would increase there is bound to be an increase in the number of injuries and fatalities. Bicycles and pedestrians don't have the physical protection that motorists, motor vehicles passengers, delivery trucks and semis, and transit vehicles have it is work noting that at the present time there seems to be literally no enforcement or interest in the part of the of bicycle violations.	7/22/2018
7240	19	/policies/bicycling/	I feel this policy will allow cyclists to have opportunities to bike and safer and informed.	7/22/2018
7241	37	/policies/mixed-income-housing/	The city should take up an inclusionary zoning policy to require new housing of over 10 units to set aside some for low-income residents.	7/22/2018
7242	0.1	/topics/land-use-built-form/	100 1ST ST S â€” get rid of the US Post office and level that hideous parking garage so we can see the river. Isnâ€™t there a post office on 9th street downtown or is that one gone too?	7/22/2018
7243	34	/policies/affordable-housing-preservation/	<p>1.Protect all public housing and build more: Create a permanent-public policy, county, city- wide ordinances, and state bills to protect all public housing units as public housing in Minneapolis and build more public housing.Â This includes 42 high rises, over 740 homes, Glendale Townhomes, more public housing homes, and over 6,040 current public housing units. Prohibit the sale or lease of land to private developers/investors, or MPHA becoming a private investor, charging market prices for profit through Low-Income Housing Tax Credits, or Land Use Restrictive Agreements, etc.Â Adhere to the permanent protection land trust Declaration of Trust(DOT).</p> <p>2.Stop the sale and lease of public housing buildings: Public housing properties are currently the first target of conversion by MPHA to private developers, and investors. This includes Glendale Townhomes, Cedar Riverside Public Housing, Elliot Twins, Horn Towers, Friendly Manor, Spring Manor,Â and Rainbow Terrace to name a few. This also includes public housing buildings in Wards that predominantly house East African Somali and Oromo elders that are the first target, and all public housing properties.</p> <p>3.Stop all methods of privatization by MPHA including Section 8 private ownership conversion that will allow 99.99% of the buildings be turned over to private developers. This would displace residents, who will not be relocated after any/all redevelopment to the properties.</p> <p>4.Hold MPHA accountable to fix & repair Glendale Townhomes and Other Properties: MPHA must eliminate its â€œzero budgetâ€ policy for Glendale repairs and maintenance and other properties. This is the only option to preserve Glendale and other properties as they exist now (truly public housing), and to not convert them to any private development, which would permanently displace current residents.</p> <p>5.City oversight of Minneapolis Public Housing Authority (MPHA*): The Comprehensive Plan must re-assert the Cityâ€™s statutory ability to provide public oversight and control of MPHA, and *prevent MPHA from acting as a rogue agency bent on the privatization of public housing and spinning itself off into an unaccountable nonprofit that acts in the interests of private investment funding instead of the public good.</p>	7/22/2018
7244	0.2	/small-area-plans/	I think this 2040 plan is illogical. I do not like it. I am born and raised in Minneapolis. I care about our city.	7/22/2018

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7245	43	/policies/housing-displacement/	In order to fight displacement, the city needs to build more housing. I am sick of older housing stock being renovated and rents raised. We need new housing stock for higher-income residents in order to preserve naturally occurring affordable housing for everyone else.	7/22/2018
7246	0.1	/topics/land-use-built-form/	How are you defining "traditional size" lots? Older neighborhoods have smaller lots than the housing built later. Yet, the map shows the denser housing (Interior 2) to include not just the 4-unit housing (presumably squished onto a smaller lot than the newer lots, built in the 1950s) but also larger multi-family buildings on combined lots (of undefined size). This is not an option in Interior 1, the less dense, later built neighborhoods. The result will be added density to the older and already high-density neighborhoods. Thi perpetuates the current status quo. It also seems to suggest that older houses (many which are duplexes and triplexes) are not worth saving and should be replaced by new larger multi-family units. New construction is not green. Why not help restore the properties in these older, dense neighborhoods to preserve the naturally occurring affordable housing that has existed in Minneapolis for over 100 years. Why does this plan favor the relatively-newer built housing and neighborhoods?	7/22/2018
7247	0.2	/small-area-plans/	<p>This does not fit well with the South Lyndale Small Area plan. With a few exceptions Corridor 6 is generally a bad fit for the northern part of the South Lyndale area. With the potential exception of the Boulevard Theater and Lehman's Garage blocks, where Corridor 6 may kind of make sense, Corridor 4 would be better down to MN 121. Corridor 6 or higher may also make sense south of the start of MN 121, particularly if 121 is reconfigured. Reopen Lyndale!</p> <p>The "transition" from Corridor 6 to Interior 3 to Interior 1 is not a template for a transition as much as it is a cliff. We need Corridor 3 to be mirrored on both sides of any street where it exists. Preferably, it should be pushed more than one half-block in from the transit corridor. Leaving as it is places the impact on a narrow-strip of single-family homes that are not on the edge of a neighborhood, but are *part of* the neighborhood (as indicated in the small area plan). Extending Interior 3 farther in will increase the number of options for development, while reducing the likelihood of artificially intense development on one side of Garfield or Aldrich while the other side remains Interior 1. And why shouldn't Bryant and Harriet be Interior 3 as well? Expanding it this way would be a more palatable and acceptable solution, and would fit better with the small area plan.</p> <p>Finally, while in a number of ways I support it, the small area plan is functionally out of date. There has been a lot of turnover in the neighborhood since it was created and it should be revisited with the current area residents and businesses.</p>	7/22/2018
7248	40	/policies/homelessness/	You took away opportunities for persons who are homeless to be self sufficient by denying them opportunity to do recycling or odd jobs.	7/22/2018
7249	49	/policies/educational-and-economic-access/	Some of the best schools in Minneapolis are located in southwest Minneapolis, but most residents cannot afford to live there due to lack of available housing. Let's put more dense housing closer to assets like high-quality schools.	7/22/2018
7250	0.1	/topics/land-use-built-form/	I think this is a terrific plan. It offers a simple, clear, and balanced way to increase housing availability in our city. I support the plan!	7/22/2018
7251	43	/policies/housing-displacement/	Policy 43: e: Pair affordable housing with market rate to Park Dedication Ordinance Fees.	7/22/2018
7252	43	/policies/housing-displacement/	<p>1.Stop privatization schemes such as (so-called) "public-private partnerships" for public housing--including HUD's Rental Assistance Demonstration (RAD) program, Section 18 Demolition/Disposition, "Voluntary Conversion," removal of public ownership requirements established by Declarations of Trust on public housing properties, etc.</p> <p>2.Eliminate future displacement: Build more public housing that charges 30% of income for rent for low-income tenants, and stop the privatization of public housing to minimize displacement, homelessness, the housing crisis, social & economic crisis. And, approve Glendale Townhomes application for local historical designation at Minneapolis City Council.</p> <p>3.Income-based definitions of housing affordability, instead of AMI ("area median income") based definitions: The Comprehensive Plan should establish that housing officially deemed "affordable" must guarantee rents are set according families' actual ability to pay, at 30% of their income instead of using AMI, which is inflated statistical averages that include rich, mostly White suburbs, and currently allows developers to continually set higher and higher rents while still being considered "affordable housing."</p>	7/22/2018
7253	44	/policies/comprehensive-investments/	Policy 44: e: Pair affordable housing with market rate to Park Dedication Ordinance Fees.	7/22/2018
7254	35	/policies/innovative-housing-types/	Love it.	7/22/2018

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7255	56	/policies/supporting-small-businesses/	Small businesses cannot make use of the massive storefronts that come with new development. They are far too expensive. Encourage the creation of smaller storefronts, especially in walkable commercial corridors and those in high-density areas.	7/22/2018
7256	34	/policies/affordable-housing-preservation/	YES!	7/22/2018
7257	33	/policies/affordable-housing-production/	Fund public housing as a public good: Access public funds from the State, County, and City to keep public housing public. Funding for public housing (through the City Levy, County Funds, Affordable Housing fund, etc.) must be added to the City of Minneapolis, County, and State legislative agenda. Public funding to private developers that build temporarily limited-income-based housing for low-income families must be eliminated. Instead, that funding should be used to build more public housing, as well as funding & sustaining public housing, which provides a long-term safety net, and provides social and economic stability to low-income residents of Minneapolis.	7/22/2018
7258	34	/policies/affordable-housing-preservation/	The city has done very little to preserve affordable housing to date. There has been a minimal effort to obtain and develop programs to facilitate lower income potential buyers to be able to purchase homes. For example, allowing for the destruction of modest single family homes to allow for the construction of large extremely expensive homes; and encouraging the construction of expensive apartment buildings over affordable apartment buildings. Developers are only going to build when they are assured of making a profit. Unless the city can produce a means of funding the needed subsidies new construction will prove to be affordable for low income renters and buyers.	7/22/2018
7259	45	/policies/leverage-housing-programs-to-benefit-c	Policy 45: a, c: Maximize Park Dedication Ordinance Fees in racially concentrated areas of poverty.	7/22/2018
7260	33	/policies/affordable-housing-production/	I strongly support policies to create and to preserve more affordable housing.	7/22/2018
7261	17	/policies/complete-streets/	I agree that walking, cycling, and transit need to be prioritized over cars--especially considering the projected growth of Minneapolis. As someone who uses all of these modes of transportation, I think that our reliance on cars makes our city less safe, more polluted, and too dependent on fossil fuels.	7/22/2018
7262	33	/policies/affordable-housing-production/	Yes! Especially in SW.	7/22/2018
7263	35	/policies/innovative-housing-types/	Funding ?	7/22/2018
7264	89	/policies/technology-in-the-city-enterprise/	Give residents access to real tools that the city already pays for (such as IBM's Smarter Cities toolset). Improve and expand the fairly mediocre and not-very-useful open data portal.	7/22/2018
7265	36	/policies/innovative-housing-strategies/	Funding?	7/22/2018
7266	15	/policies/transportation-and-equity/	I strongly support providing equitable and ample access to walking, bicycling, and transit options.	7/22/2018
7267	37	/policies/mixed-income-housing/	Funding?	7/22/2018
7268	46	/policies/healthy-housing/	Policy 46: c, e: improve air quality and park access.	7/22/2018
7269	94	/policies/heritage-preservation-regulation/	Historic preservation is fine, but it should not be used as a tool to prevent new housing from being built, as it has been in the past.	7/22/2018
7270	6	/policies/pedestrian-oriented-building-and-site-de	I love this policy. My favorite times in Minneapolis have been when I've felt truly safe and considered as a pedestrian or cyclist. I just got back from Open Streets Lake Street/Minnehaha, and it was one of the most exciting times I've had recently, feeling the huge breadth of Lake Street being completely open for use without cars setting the speed and tone of the road. I would love more areas in the city set up like Milwaukee Avenue, where houses could share a pedestrian path and landscaping. The first point in the policy above about street-oriented pedestrian access to buildings is promising, but I'd encourage them also to be linked with mandatory bike parking. Bike parking has definitely improved in the last few years, but the more places there are to safely lock your bike, the easier it is to plan a car-free trip.	7/22/2018
7271	35	/policies/innovative-housing-types/	Let's try to find adaptive reuse of our unused grain elevators. They are monuments to the city and our history and we should find ways to convert them to housing rather than tear them down. We already have an example here - 3141 Dean Court.	7/22/2018
7272	11	/policies/skyways/	Great!	7/22/2018
7273	26	/policies/vision-zero/	Minneapolis needs to work with Hennepin County to address the many dangerous intersections within our city. Most occur at intersections involving county roads. Safety should be at the top of our metrics for judging streets, not throughput.	7/22/2018
7274	20	/policies/transit/	Yes to priority transit lanes! Especially along corridors like Hennepin and Lyndale in Uptown where neighborhoods are becoming denser and transit needs to meet this density and encourage more rider usage.	7/22/2018
7275	53	/policies/quality-of-life/	Density and congestion almost always result in an increase in crime and other safety concerns. The city has shown very little initiative thus far in dealing with the crime and safety concerns that exist under present conditions.	7/22/2018
7276	0.1	/topics/land-use-built-form/	Route 9 is not frequent or reliable enough to support the densities illustrated here without expecting car ownership (and parking). Specifically referring to 42nd Avenue South of Lake Street.	7/22/2018

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7277	24	/policies/shared-mobility/	I'm glad city is trying to be mindful of changes in vehicle ownership and is making moves to make single-occupant driving less attractive via parking incentives for shared mobility vehicles. However, I feel that to really encourage other modes of transportation, which I think the goal of a modern transportation policy should be doing, it has to come at the cost of making driving less attractive. I think this can be done via narrower lanes and other traffic calming devices that frankly just make driving a less convenient tool for everything. I understand this is not a necessarily popular perspective (it's easier to attract with honey than vinegar), but I think it makes the city more able to accomplish the broader goals in this plan. That's because what we're ultimately short on is space, and unfortunately in the past 50+ years of development we've sacrificed a lot of space to cars, which has largely left us with a city designed for cars and not people.	7/22/2018
7278	24	/policies/shared-mobility/	I'm glad city is trying to be mindful of changes in vehicle ownership and is making moves to make single-occupant driving less attractive via parking incentives for shared mobility vehicles. However, I feel that to really encourage other modes of transportation, which I think the goal of a modern transportation policy should be doing, it has to come at the cost of making driving less attractive. I think this can be done via narrower lanes and other traffic calming devices that frankly just make driving a less convenient tool for everything. I understand this is not a necessarily popular perspective (it's easier to attract with honey than vinegar), but I think it makes the city more able to accomplish the broader goals in this plan. That's because what we're ultimately short on is space, and unfortunately in the past 50+ years of development we've sacrificed a lot of space to cars, which has largely left us with a city designed for cars and not people.	7/22/2018
7279	42	/policies/expand-homeownership/	Protect our NOAH by enforcing sensible restraints on developers and speculators to disincentivize teardowns and conversions to rental housing. If there are no starter homes to buy people will be locked into rental housing and lose a major source of economic security.	7/22/2018
7280	1	/policies/access-to-housing/	Protect existing industrial living overlay zoning for what it was intended - to support, sustain and grow the arts production and small businesses, especially within the Northeast Minneapolis Arts District, by allowing live/work space. This is a unique combination of housing and commercial space that can't exist in typical residential areas. Therefore, the former industrial areas that can contain such space, should be preserved for this unique use.	7/22/2018
7281	41	/policies/tenant-protections/	Rental housing should be available, affordable, and stable. Minneapolis should consider what it can do to stabilize rents, both within the city as a whole and within individual leasing agreements.	7/22/2018
7282	59	/policies/downtown/	To date, the city seems to be cutting back on law enforcement activity. The city also seems to lack a concern for traffic issues and affordable parking.	7/22/2018
7283	82	/policies/aging/	It's a fact that driving becomes more dangerous as people age. Senior housing should be built in areas that are walkable, reducing dependence on automobiles. What if we required new senior housing of over 50 units to include a small convenience/grocery store?	7/22/2018
7284	3	/policies/production-and-processing/	Add Arts Production as a protected class for production processing areas. d.&.e. Protect Production Areas - do not allow non-production in Production Areas. f. Protect older industrial buildings for future production and processing uses (not Non-Production uses).	7/22/2018
7285	14	/policies/tree-canopy-and-urban-forest/	Appreciate that attention to trees air and water quality and healthy environment is in the plan as Mpls develops changes and grows	7/22/2018
7286	5	/policies/visual-quality-of-new-development/	Require City funded projects to include public art which is purchased locally.	7/22/2018
7287	5	/policies/visual-quality-of-new-development/	I support this policy!	7/22/2018
7288	29	/policies/creative-sector-economy/	Protect existing Arts Districts.	7/22/2018
7289	35	/policies/innovative-housing-types/	New parking ramps, if built, should be constructed in a way to allow redevelopment into apartments, offices or other uses once they are no longer needed as ramps. This means flat floors (no full-width ramps) and floor height sufficient to allow reuse at a later date.	7/22/2018
7290	82	/policies/aging/	It's a fact that driving becomes more dangerous as people age. Senior housing should be built in areas that are walkable, reducing dependence on automobiles. What if we required new senior housing of over 50 units to include a small convenience/grocery store?	7/22/2018

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7291	1	/policies/access-to-housing/	Allowing large apartment buildings filling in quiet residential streets will only destroy the neighborhoods. Developers that buy our affordable houses will be tearing them down to build ugly structures. Since they are for profit companies what they will replace it with will not be affordable. For instance, Washburn and York Avenues are very quiet streets- with traffic diverters forcing all traffic onto Xerxes. This new plan will fill 1/2 of both the streets with 3 story apartments no parking. This brings up another issue as the plan is for all residents to use public transportation. While this a noble thought it is not practical. The bus goes downtown and to Southdale. For the 50% of us who work in suburbs the bus is not an option. My commute is 15 minutes - it would me over an hour using public transportation and would require a long walk - even in winter. I love riding my bike to the grocery store, but cannot in the winter. It doesn't really matter since I will be forced to leave my house and the city that I have loved for 20 years. This plan is clearly written by the developers who want to make even more money destroying the city without creating affordable housing.	7/22/2018
7292	1	/policies/access-to-housing/	.	7/22/2018
7293	14	/policies/tree-canopy-and-urban-forest/	I support this policy. Trees everywhere please! You should also consider fruit trees as a public amenity. They can pollinate effectively if there are enough in a neighborhood. It would be cool to live in a neighborhood with a	7/22/2018
7294	73	/policies/stormwater-management/	The city cannot possibly have the "urban forest" situation the plan predicts while at the same time increasing the structural density the 2040 plan call for. Stormwater and melting snow has to have somewhere to go. Holding ponds and rain gardens will not keep up with the structural density predicted. Draining the waterflow out of the city only increases pollution and flooding concerns down from the city. Efforts to "reuse" runoff would be extremely complicated, expensive and would require more technology and infrastructure than the plan is calling for.	7/22/2018
7295	14	/policies/tree-canopy-and-urban-forest/	I support this policy. Trees everywhere, please! The city should also consider fruit trees within neighborhoods and parks as a public amenity... i.e., a public orchard to share with a neighborhood.	7/22/2018
7296	43	/policies/housing-displacement/	It is rather late to be trying to prevent population displacement. Not so many years ago, building after building on the southside and downtown displaced renters and converted to condos. Well I guess better late than never.	7/22/2018
7297	8	/policies/public-safety-through-environmental-de	I support this policy.	7/22/2018
7298	67	/policies/climate-resilient-communities/	This is an important goal, but this overall topic needs a plan for how we'll handle a potential influx of climate refugees.	7/22/2018
7299	0.1	/topics/land-use-built-form/	401 CHICAGO AVE., How will the achieved goals for 2040 happen when the Vikings stadium, or any stadium, are tax-exempt? Make em pay their fair share. Maybe that is the reason why the stadium wasn't on a referendum since it would be voted down.	7/22/2018
7300	44	/policies/comprehensive-investments/	A cooperative model should be used more extensively. Cooperatives encourage involved residents, create community and give residents a feeling of ownership.	7/22/2018
7301	60	/policies/intrinsic-value-of-properties/	I hope we can avoid the loss of significant buildings and landscapes--such as the loss of the Terrace Theater in Robbinsdale--before such properties with intrinsic value become a blight or problem, meet the issue head-on. Glad to see Peavey Plaza being refurbished.	7/22/2018
7302	91	/policies/heritage-preservation-outreach/	I live in Prospect Park, which is home of Tower Hill Park and the Witch's Hat Water Tower. Both are on National Registry of Historic Places, and are citywide landmarks. Right now, preservation of views to, of, and from the park are being threatened by high-rise development which will diminish and negatively impact the city of Mpls. The skyline view of landmarks like the Witch's Hat Tower is seen for miles, and 2040 development goals don't appear to address detrimental effects of high-density development in relation to skyline views of city landmarks. I wouldn't be aware of 2040 plan were it not for the Witch's Hat/Vermillion development issue in my neighborhood through grassroots information. I think the 2040 plan needs to be put on Minneapolis City Ballot, so everyone in Mpls. truly becomes aware of 2040 plan and its impact on residential neighborhoods and landmarks. Most residents are NOT yet aware of the changes afoot unless there is a development plan like Vermillion going on in their neighborhood now. 2040 needs to respect character and history of neighborhoods, and residents all have a right to be part of the planning process by being better exposed to and informed of 2040 plan. Neighborhoods are unique, and plans should be too. You need to do a better job of informing city residents of 2040 by putting it on the ballot. Inform the citizenry so 2040 becomes a true collaboration between residents and planners.	7/22/2018
7303	78	/policies/park-design-and-programming/	I support this policy.	7/22/2018
7304	76	/policies/new-parks/	I support this policy!	7/22/2018

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7305	50	/policies/access-to-technology/	<p>Digital equity/ inclusion is a 3-legged stool: access to reliable, affordable, high speed internet services and devices; basic skills; and relevant content.</p> <p>I'd like to see city add this goal: City of Minneapolis will ensure affordable, reliable, high speed Internet service (25/3 minimum) is provided to every home and business.</p> <p>Today we have inconsistent service from USInternet. We have expensive, low speed service and poor customer service from Comcast and century Link. Minneapolis is a world class city and we deserve world class internet access for all.</p> <p>Note: Minneapolis lent its fiber infrastructure to us wireless, who used it to build a successful business. They used old tech for their affordable service, and many of us cannot connect due to technical difficulties on their end. They are redlining access to their new fiber to home service. City must provide leadership on USInternet deployment -- WiFi and fiber.</p> <p>Also, City has 100 free hot spots that are so difficult to access, they go on unused and most of public are unaware of this service. Let's hold USInternet accountable and let's offer free internet access in public places as promised under last contract.</p>	7/22/2018
7306	29	/policies/creative-sector-economy/	Active support of Quality education and Quality schools for Mpls children and residents will help attract and bolster future workforce. High priority on quality schools and support systems for education of all especially people of color and economically challenged residents	7/22/2018
7307	6	/policies/pedestrian-oriented-building-and-site-de	I support this policy!	7/22/2018
7308	1	/policies/access-to-housing/	<p>This policy contradicts History and Culture goal, and will destroy the essential features that make up Minneapolis unique and desirable neighborhoods. You are suggesting to make small-scale residential structures built 100+ years ago with multi-story buildings. It seems that you want Minneapolis to look more like Chicago, one of only 10 large cities in the US that continue to loose population.</p> <p>Many of the areas you propose to make more dense are not designed to handle XX,000 additional cars. And I would like to see a study that proves that residents along the proposed high-density areas will rely on public transportation. For example, we moved into the neighborhood 8 years ago, I've been working downtown and was excited to take the bus to work to avoid parking issues. I live 4 houses away from West 21st corridor. I grew up in Europe and love public transportation. I took the bus once, then gave it another try, and became very disappointed. It took way too long to get to and from work, and after wasting so much time on each bus trip I was willing to pay \$200/mo for parking downtown. I haven't used the bus since. A few of my neighbors work downtown and they don't use the bus either. Adding multi-story buildings along the proposed future corridors will increase density and number of cars on the old city streets, not designed for heavy traffic.</p> <p>There are many other ways to increase density - e.g. lots of public land on the West side of downtown, around 394, that could be re-purposed to provide greater housing supply, and it is just one of the examples.</p>	7/22/2018
7309	82	/policies/aging/	By placing the great emphasis on biking, pedestrian usage, public transportation and the de-empathizing the use of automobiles, the plan seems to greatly minimize the hardship this would place on older individuals, the climate in Minnesota is a factor which the plan seems to all but ignore. Older citizens frequently have to get to medical appointments, take care of shopping needs, etc., in extreme weather conditions. The hazards they could encounter attempting to get to and wait for public transportation, in extreme weather conditions is not being accounted for. The use of bicycles by the aged should not even be considered; a fall from a bicycle by an aged individual could very well result in life threatening injury or an incapacitating condition for the rest of their life, while the same fall by a younger person might only result in bruising and discomfort	7/22/2018
7310	37	/policies/mixed-income-housing/	I support this goal. I'd like to see the City of Minneapolis incentivize or require affordable housing units as part of new developments. It's super important to create more housing stock and to exercise oversight to ensure that the units that are built aren't just market-rate luxury condos. Let's build up density to meet housing demand and use inclusionary zoning policies, subsidies, or other tools to meet the needs of a wide range of people.	7/22/2018

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7311	82	/policies/aging/	By placing the great emphasis on biking, pedestrian usage, public transportation and the de-empathizing the use of automobiles, the plan seems to greatly minimize the hardship this would place on older individuals, the climate in Minnesota is a factor which the plan seems to all but ignore. Older citizens frequently have to get to medical appointments, take care of shopping needs, etc., in extreme weather conditions. The hazards they could encounter attempting to get to and wait for public transportation, in extreme weather conditions is not being accounted for. The use of bicycles by the aged should not even be considered; a fall from a bicycle by an aged individual could very well result in life threatening injury or an incapacitating condition for the rest of their life, while the same fall by a younger person might only result in bruising and discomfort.	7/22/2018
7312	81	/policies/social-connectedness/	I love this policy. I spent the day at the Open Streets Lake / Minnehaha day today and it was one of my favorite memories of Minneapolis. Open Streets days are such a valuable amenity for the city, and it should be considered as a model of what we can be more like all the time, not just once a year.	7/22/2018
7313	38	/policies/affordable-housing-near-transit-and-job-	This is great! More transit-oriented development, please.	7/22/2018
7314	80	/policies/development-near-metro-stations/	Yes!	7/22/2018
7315	0.1	/topics/land-use-built-form/	I agree with this draft plan. People who are complaining the loudest over this are afraid of change and want to keep everything the same. This is not reasonable going forward, if the city truly wants to accomplish it's long term goals of the future. Density is good when done right and for the most part, this plan proposes higher density in the appropriate places and along transit lines. If anything, I would double down on the density requirements of certain areas such as the downtown core and require a minimum of 15 stories or more. Urban-style infill development is only going to increase, it's time the city embraces that fact. People will move on and once they see the results aren't the end of the world like some are predicting, all will be well again. Please have the courage to see this through and understand that this is about the Minneapolis of not just today but 20+ years from now. Taller buildings, busier active streets, more transit options, access to good jobs etc. are a sign of a thriving city that more and more people are going to want to be apart of. The decisions you make now will determine if that will be us. Do the right thing and don't bow to pressure from those driven by fear of change and the unknown.	7/22/2018
7316	3	/policies/production-and-processing/	The maps are not available (don't load) to see proposed future Production Areas and Production Mixed Use Areas	7/22/2018
7317	78	/policies/park-design-and-programming/	h. Encourage and reduce barriers to community-driven programming. This wording doesn't make sense because you don't want to encourage barriers. These steps seem to exclude the aging population.	7/22/2018
7318	92	/policies/identify-and-evaluate-historic-resources,	re: f. Glad to see the inclusion of more recent time periods such as 'midcentury' as part of preservation. Some neighborhoods, such as Whittier, have both traditionally historic buildings and more recent, like businesses along Nicollet and Lake St. and Lyndale (though we are still hoping to open up Nicollet). It's not just the buildings. Sometimes it's a style of the design, or signs. Couldn't the Arby 'hat' sign be saved? At least the new development at Lyndale and 26th st. is called 'Rex' in acknowledgement of the hardware store there that sharpened 'everything but your wits'. Let's not be all or nothing about this.	7/22/2018
7319	6	/policies/pedestrian-oriented-building-and-site-de	I agree with most of the above points, but a balance must be struck. Point K. is problematic for livability in our neighborhoods. Off-street parking should be required of developers. It is unrealistic to think that people will not have cars. Balance is the key to preserving the livability of our city.	7/22/2018
7320	40	/policies/homelessness/	This should be a high priority. Would love to see Minneapolis be a leader on exploring housing-first approaches to ending homelessness.	7/22/2018
7321	6	/policies/pedestrian-oriented-building-and-site-de	Yes a thousand times to b. "Require active uses on the ground floor of new buildings, with direct connections to the sidewalk." You can't have a great walking city without places to walk to. I broadly support the rest of the goals outlined here, too, in particular eliminating (or at least greatly reducing) off-street parking minimums.	7/22/2018

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7322	8	/policies/public-safety-through-environmental-de	<p>"Safe and welcoming environment" has two critical ingredients that aren't addressed here:</p> <ol style="list-style-type: none"> 1. Minimally, very slow traffic and zero midblock curb-cuts. 2. Limited or no police presence! It does not make me feel safe seeing a huge Minneapolis PD SUV parked on the sidewalk on Nicollet Mall! It makes me feel targeted and paranoid, and it makes me feel unwelcome in my own city. 	7/22/2018
7323	33	/policies/affordable-housing-production/	<p>Many compassionate residents of Minneapolis will believe that the 2040 plan guarantees more affordable housing. Please DO NOT BE FOOLED! I have a private psychotherapy practice in a small building on Lyndale and 54th St (which will surely disappear under this plan). Most of my clients have low, no, or fixed incomes. Currently, four of them have been evicted or received Order to Vacate notices, after their affordable apartment buildings were sold to developers who are upgrading them for market-rate renters. These people are or will soon be homeless, forced to look in a diminishing supply for another low-rent apartment. PROFIT motivates developers. They only build affordable housing if forced to do so in order to receive federal loans. Deregulation of zoning laws, making it easier for developers to build for profit rather than the common good, is NOT a way to assist people out of poverty!</p>	7/23/2018
7324	9	/policies/open-spaces-in-new-development/	<p>I like this a lot! What can the city do to make sure these plazas are actually used? There are plenty of examples of plazas and open spaces in the city that sit empty almost all the time. Some of them are places I can't imagine ever wanting to spend time, others are places I can never think of a reason to use, and others are places that don't feel worth the trouble of accessing.</p>	7/23/2018
7325	0.1	/topics/land-use-built-form/	<p>302 1ST ST N, When, who, why, and how do I get white stripes painted on the city streets at non-signalized intersections? North First Street, 55401, is a good example of nothing.</p> <p>I get no answer, nothing on this from the city, and someone is gonna get hit or killed. People are running across the intersections and if you are in a wheel chair, forget it.</p> <p>These cities are for living pedestrians not 1960's automobile traffic flow efficiency.</p> <p>I hope it won't be 2040 before the stripes get painted.</p>	7/23/2018
7326	38	/policies/affordable-housing-near-transit-and-job	<p>This is not good and I bitched about this before.</p> <p>My concern is about unbridled support for growth of business in neighborhoods. Businesses and residents do clash and have opposite interests and stakes. If businesses are encouraged, the well being and safety of the residents have to also be supported. Businesses often bring crime and that is counter to neighborhoods. Require businesses to show what they will do to improve the neighborhood they are moving into so that they are a good neighbor themselves.</p>	7/23/2018
7327	1	/policies/access-to-housing/	<p>How does this plan regulate who makes the money off our community in building/rebuilding our neighborhoods? Will the profit go into the pockets of developers? Politicians/policy makers? Our community?</p> <p>And, please, no building designs for right up to the property lines!</p>	7/23/2018
7328	0.1	/topics/land-use-built-form/	<p>Under Land Use & Built Form --</p> <p>Reconsider the shift to Corridor 4 / Interior 3 along the transit routes throughout the city (e.g. Penn Ave N, Fremont Ave N, France Ave S, Hennepin Ave S, S 4th Ave, ...). Instead decrease by one Built Form District. Specifically, replace Corridor 4s with Interior 3s, Interior 3s with Interior 2s.</p> <p>Consider shifting significant portions of Interior 1s in Southwest sections of the city to Interior 2s. For example, instead of making only one side of the block on either side of the transit routes Interior 3 set 2 blocks on both sides to be Interior 2 around transit routes.</p> <p>This seems to help achieve the goal to increase housing type and density through the city equitably while addressing concerns about excessive building height/mass.</p>	7/23/2018

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7329	40	/policies/homelessness/	How about a goal like end homelessness in the city - that would be a worthy goal. (The wording of b. really is something totally different.) Set up a city task force to address the coordination of resources. Create city employment programs like Fort Worth, Denver, and San Diego (among others) so that people without a fixed address can access the services they need (mental/chemical/health/etc.) to find employment/safe and stable housing. "Aligning goals" and "supporting" collaboration is NOT going to end homelessness and its consequences; in fact it sounds like politi-speak for "do nothing."	7/23/2018
7330	2	/policies/access-to-employment/	Just a reminder that "locations well-served by public transportation" are not set in stone. We can alter much of our public transportation by updating routes and increasing frequency of the transportation.	7/23/2018
7331	0.1	/topics/land-use-built-form/	<p>Good admirable goals; the implementation is disappointing and counterproductive. Very uncreative, and not very well thought out. No sense of organic development or growth. It seems like all that was done was to overlay and apply colors along bus routes, regardless of what is existing there. 1 to 4 story apartment buildings overlooking Lake of the Isles (#1 bus route)? or the same on the west side of Linden Hills Boulevard (# 6 bus route.) Or along the entire distance of West 50th Street (#46 and #4). No wonder people were upset. As for blanket zoning changes within Interior 1 and 2, it seems that was already tried once before and that resulted in all those ugly apartment buildings built in the 70's mixed in with single family housing, and that was rightfully corrected. Why would you go back to that type of model?</p> <p>I thought at first much of the criticism of this draft seemed inflammatory; till I started looking at it more closely. I expect better from my city. There are tough issues to address; increased density is something that needs to be looked at. The suburban model is unsustainable. Yet this draft would destroy what makes this city what it is, and why people want to live here.</p> <p>I look forward to a very different, improved and more creative second draft. Thank you.</p>	7/23/2018
7332	1	/policies/access-to-housing/	Overall, I think this is a nice concept and glad you are looking into it. However, it seems like it is also one of the ones that is causing quite a bit of concern. I live in Linden Hills and I think having a mixture of single, double, three-plex, and four-plex along transit areas isn't a bad idea - but it could be depending on how it is rolled out, and that isn't clear. First, if the goal of it is to be affordable - you will have to put something else in place to ensure that that actually happens in the Linden Hills neighborhood as most of the new higher density buildings going in are not exactly affordable. Second, are you envisioning solid blocks of 4-plexes? That would be disappointing and change the feel of the neighborhood and one of the reasons people move here. However, I think there is still a way to ensure more affordable housing in our neighborhood. The plan suggests a mix of housing but do you have a proportion in mind? Will the neighborhood or neighbors have any say? Also, if you have high density housing how will you deal with parking and also more surge on our schools? At least in the Linden Hills area our schools are already overpopulated. Thank you.	7/23/2018
7333	20	/policies/transit/	Glad to see Mpls. moving transit along--we have been behind in this area. Especially a., b., d. very important, e. f. (very important) I would like to take transit more often, but it takes too long, and sometimes when I take the bus downtown there are unruly people on the bus. How do you deal with that and at the same time make transit accessible to people who are more reliant on it?	7/23/2018
7334	1	/policies/access-to-housing/	I strongly oppose unlimited 3-story and 4-story residential structures along all public transit routes. Two reasons: 1) our housing policy should not be one-size-fits-all, but should take into account the unique needs and attributes of each neighborhood, and 2) the scale (height and footprint and setback) of new buildings should be in keeping with existing buildings, regardless of whether they are single family or multifamily structures.	7/23/2018
7335	3	/policies/production-and-processing/	Encourage these areas to make use of solar energy and be cognizant of existing solar energy collectors on both business and housing buildings.	7/23/2018
7336	66	/policies/air-quality/	Let's have a worthy goal: Reduce all emissions from city fleet vehicles by 90% by 2020. (Convert to electric or other technology.) Support reduction of emissions by converting all city properties (leased and owned) to solar/wind/renewable energy sources.	7/23/2018

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7337	1	/policies/access-to-housing/	<p>I am sorry if this already came through. I am having issues with the internet, so I am trying a different browser.</p> <p>Overall, I think this is a nice concept and glad you are looking into it. I live in Linden Hills and I think having a mixture of single, double, three-plex, and four-plex along transit areas isn't a bad idea - but it could be depending on how it is rolled out, and that isn't clear. First, if the goal of it is to be affordable - you will have to put something else in place to ensure that that actually happens in the Linden Hills neighborhood as most of the new higher density buildings going in are not exactly affordable. Second, are you envisioning solid blocks of 4-plexes? That would be disappointing and change the feel of the neighborhood and one of the reasons people move here. However, I think there is still a way to ensure more affordable housing in our neighborhood. The plan suggests a mix of housing but do you have a proportion in mind? Will the neighborhood or neighbors have any say? Also, if you have high density housing how will you deal with parking and also more surge on our schools? At least in the Linden Hills area our schools are already overpopulated. Thank you.</p>	7/23/2018
7338	56	/policies/supporting-small-businesses/	<p>Many small businesses are in small building that exist at commercial hubs that are interspersed throughout the city. Many are renting in older building. When these buildings get bought and razed by developers who then build "market rate" rentals, these small businesses get pushed out. If you maintain current height allowances, properties will be less inviting to prospecting developers who care less about the city than making a buck.</p>	7/23/2018
7339	48	/policies/data-driven-decisions/	<p>When you do this and get the results, please share with the community so people can see the impact of what was done, or what trends are coming. I would hope this information would help people get past fears of what could happen or feet stuck in 'the way it used to be'. Not that the past is necessarily something to ignore--historic preservation still important--prioritizing, understanding where we have been.</p>	7/23/2018
7340	39	/policies/fair-housing/	<p>I used to be a landlord in the city. That was until the city started getting their nose in my business. They did so to weed out bad landlords, but in doing so alienated the good ones. Minneapolis has always favored tenants over landlords, to the point where it was absurd to do so in many cases. With the city about to give even more rights favoring the tenant I can't understand why anybody in their right mind would want to do so in Minneapolis. Unfortunately, most of our city leaders don't see what un-intended consequences their actions might have and are actually driving landlords out of the city, creating even more of a rental shortage.</p>	7/23/2018
7341	4	/policies/access-to-commercial-goods-and-service	<p>People also use cars to save time. Our lives are busy. To replace cars, public transit must be convenient and fast. Reduce the need for cars, don't try to eliminate the need for cars.</p>	7/23/2018
7342	6	/policies/pedestrian-oriented-building-and-site-de	<p>This carless utopia is absolutely destined for failure in a society that requires cars. Do not restrict parking or discourage off street parking requirement for businesses. Not all people can walk or bike by the way, so this policy cuts out the elderly and disabled. No thanks! I have difficulty walking myself and cannot bike. Don't cut me out of my own city. Each neighborhood should be able to decide for itself what parking is allowed or not depending on the residents there via its city council. This cookie-cutter one-size-fits-all ideal doesn't work. This policy maybe can work in small block pilots, but don't suddenly decide no more parking, along with substandard challenging transit or ways for people to keep their cars safely.</p>	7/23/2018
7343	1	/policies/access-to-housing/	<p>Yes to more multifamily housing, yes to more density. Our primary concern should be making sure people who live in Minneapolis or want to live in Minneapolis can find places in their price range. Like every other city in the U.S., we have housing discrimination baked into our history, and we need to make sure our focus going forward is on working toward more integrated, equitable communities, not hardening the historical lines between the haves and the have-nots.</p>	7/23/2018
7344	57	/policies/cluster-strategy/	<p>You need to engage the local stake holders in this. Small area plans (one size does not fit all), local small businesses who are already established in the community, and people who live there.</p>	7/23/2018
7345	5	/policies/visual-quality-of-new-development/	<p>Respect the "flavor" of the surrounding architecture. Encourage diversity of architecture. Avoid housing and business "boxes" that look like post-war Germany.</p>	7/23/2018
7346	0.1	/topics/land-use-built-form/	<p>Overall I support the 2040 plan as it is -- in my opinion increased urban density is the most direct step we can take to support the natural environment. I know the plan has met vocal opposition -- in my opinion the two areas where compromise would be best are be limiting the height of the highest apartment buildings, and allowing some restriction on 4-plexes.</p>	7/23/2018
7347	1	/policies/access-to-housing/	<p>I strongly support this policy in order to keep Minneapolis both affordable and diverse.</p>	7/23/2018

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7348	58	/policies/business-districts-and-corridors/	In order to support business corridors, you must provide parking. People travel to businesses via cars and other modes of transportation, but cars, still cars. You also need to make sure that the height of these corridors is congruent to the existing housing, in most neighborhoods, that means 2.5 stories, MAX, except on major transit ways (this does not include every where a bus passes by). Involve the people in the neighborhood in any decision making. Maintain the small area plan model and FOLLOW the small area plan that is designed with citizen input.	7/23/2018
7349	10	/policies/street-grid/	<p>1. I'm really glad to see the emphasis here on improving access across freeways. I live within 2-3 blocks of both I-94 and I-35W. It's a major pain to get across both - especially 35W, especially when I'm on my bike. It's a little easier getting across 35W now that we have bike lanes on 26th and 28th, but the 28th St lane is tough to get to from the north, and it still generally forces me to go very far out of my way. We need to make it a priority to reconnect the WHOLE street grid across all the freeways - not necessarily for cars, but certainly for pedestrians and bike riders. And that means both ways - no more one-way bike lane pairs that mimic car one-ways, we use the road much more like pedestrians and we need design that reflects that; ie contraflow lanes as default! We have a fabulous temporary contraflow lane set up on part of 28th St right now. Please please please, let's make that permanent and then make it the minimum standard for all bike infrastructure going forward.</p> <p>2. Access across freeways is huge; access across arterial streets is also critical. I live a block north of Franklin and it is a nightmare to get to homes and businesses literally one block away from me because of the conditions on Franklin between signaled intersections. Similarly, I need to cross 3rd Ave at 19th St every day to get to my bus stop and my neighborhood corner store. There's a (very unreliable) stoplight at 18th St but not even a crosswalk at 19th St. It's state law that cars still have to stop for a crossing pedestrian, but they never ever ever do - not private cars, not buses, not municipal vehicles, no one! I've missed buses because of this, I've been threatened both physically and verbally, I've had my life seriously endangered. This is part of this policy and I want to see it reflected.</p> <p>3. Let's think more creatively about opening up our wonderful alleys! Alley access is a great resource and finding better ways to use them could massively improve connectivity for pedestrians and bike riders citywide.</p> <p>4. I want to specifically bring up the Nicollet Ave Kmart. Hopefully there will be some movement there before 2040 and we will be able to go through the process of reconnecting Nicollet. I'm very worried that this process is going to turn Nicollet into another Lyndale, i.e. a street where the free movement of cars has absolute priority. I desperately hope that when the time comes to reconnect Nicollet, the city has the foresight to make that connection available to transit, bikes, and pedestrians ONLY - not private cars, who are by now completely comfortable driving the extra two blocks. I don't bring this up to shoehorn one specific issue into the 2040 plan, though - there are many places in the city where the street grid is broken this way, and where a reconnection could happen in the next 20 years. I'm glad to see language in our comp plan clarifying that the city's priority in those situations is reconnecting the grid for pedestrians, bikes, and transit alone, however I'd like to see a clear statement recognizing that breaks in the grid do not present a remotely equivalent problem for cars, and that it is NOT a priority in most cases to reconnect the grid for their use.</p>	7/23/2018
7350	6	/policies/pedestrian-oriented-building-and-site-de	I oppose prohibiting establishment of new drive-throughs/gas stations/auto repair businesses and facilities. Are you trying to punish car owners?	7/23/2018
7351	51	/policies/healthy-pre-k-development/	<p>two things.</p> <p>Our own Federal Health and Human Services dept did a study a few years back that proved that while a child made some gains with pre-K schooling, those gains had diminished but the 1-3 grades. Meaning Pre-K is a waste of money and resources.</p> <p>Child care.</p> <p>It's just plain wrong expecting the childless to pay for the child care of others. Having a child is a personal decision. If you can't afford one, perhaps you shouldn't have one.</p>	7/23/2018
7352	59	/policies/downtown/	You need to have parking for people to enjoy the amenities of downtown. You can not assume that only Mpls residents can support the activities in the city, and so assume that people coming from the suburbs will need a place to park and ease of getting around.	7/23/2018
7353	8	/policies/public-safety-through-environmental-de	And don't forget about snow removal. I haven't seen anything that acknowledges our seasonal patterns.	7/23/2018
7354	9	/policies/open-spaces-in-new-development/	Yes!!!!	7/23/2018

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7355	56	/policies/supporting-small-businesses/	Ensure that these encouraged small businesses are also good neighbors. Restaurants can often create litter and unwanted excessive smells. Ensure regs are in place to sincerely mitigate those effects. Require scrubbers to elim smells and provide grants for small businesses to afford them within first 6 months. Ensure all licensees are required to pick up the litter around their building and participate in block clubs or other neighborhood functions such as National night out.	7/23/2018
7356	60	/policies/intrinsic-value-of-properties/	I support this policy. I would like it to include the intrinsic value of our housing stock. My home will 100 years old next year, but it is a modest 1.5 story bungalow. It is part of the historic fabric of our city. The changes proposed to my neighborhood endanger my home and others like it.	7/23/2018
7357	6	/policies/pedestrian-oriented-building-and-site-de	r. Incorporate green spaces and boulevards to allow for adsorption of stormwater, improve air quality, reduce sound, and support natural systems in the neighborhood.	7/23/2018
7358	6	/policies/pedestrian-oriented-building-and-site-de	As a blind person, I walk several miles every day, in addition to using public transit. These goals expand accessibility and safety for our city.	7/23/2018
7359	88	/policies/public-services-policy/	Public officials must not make decisions or craft policy based on public clamor that is itself driven by unfounded fears. Public statements from prominent and amplified voices opposing aspects of this comprehensive plan have been filled with elementary errors concerning: 1) how market pricing works 2) how property taxes work 3) whether zoning changes will affect how many or which homes are "bulldozed" 4) whether preserving a Single Family zoning designation can have any effect on whether the property is put up for rent and many more. Public officials relying on disinformed popular opposition to justify changing a policy are no better than if they had relied on the underlying falsehood or misinformation themselves. Public input not informed by facts should not then be laundered to nevertheless create public policy. Popularly held false beliefs are still false, and making policy based on falsehoods is not consistent with a government that is proactive or accessible. It is instead a way to avoid making hard or unpopular decisions that are nevertheless necessary for the public interest.	7/23/2018
7360	91	/policies/heritage-preservation-outreach/	There should be more identification of important sites by placement of historical markers -- especially of sites connected to people of color and women, which were neglected in the past.	7/23/2018
7361	61	/policies/environmental-justice/	"Partner with residents and organizations in environmental injustice areas to determine City investments and regulatory changes." Yes! Partner with the local stake holders in doing any work in the city. No top down approaches. More community engagement, more transparency at the city level.	7/23/2018
7362	69	/policies/renewable-and-carbon-free-energy/	Require the encouraged businesses to reduce waste smells, litter, disrepair, by partipating actively in this policy. Donâ€™t encourage businesses in other policies and let them off the hook for these responsibilities.	7/23/2018
7363	12	/policies/lighting/	Make use of solar energy here?	7/23/2018
7364	14	/policies/tree-canopy-and-urban-forest/	Our trees are one of the greatest assets to our city, and one of the features that make Minneapolis stand out. Our trees are being threatened, and reviving a healthy tree canopy is very important.	7/23/2018
7365	62	/policies/contaminated-sites/	This is an easy one. Of course. But who is going to pay for this?	7/23/2018
7366	19	/policies/bicycling/	Fuck you and your war on the automobile. Bikes have a place, but they make up a very small percentage of our population. I'm sick and tired of seeing you take away driving lanes and automobile parking to make way for yet even more un-needed bike lanes. Years ago people used to bike and we never needed lanes. Just don't be an idiot, and OBEY the traffic laws.	7/23/2018
7367	14	/policies/tree-canopy-and-urban-forest/	I support the urban forest!	7/23/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

7368	0.1	/topics/land-use-built-form/	I love the idea of fourplexes being allowed everywhere in Minneapolis. Housing in Minneapolis is already cheaper than it is in most cities in the US and we need to keep it that way. Keeping the supply at pace with the demand is a good way to do that. I believe this plan is bigger than just Minneapolis; if we follow through with this plan and it is successful (as I believe it will be), we will become a model for every major city in the US to improve housing affordability. We need to be proactive and upzone today, or we will have a housing crisis on our hands tomorrow.	7/23/2018
7369	19	/policies/bicycling/	I wholeheartedly support the continued expansion of the bikeway network in Minneapolis, especially protected bikeways.	7/23/2018
7370	15	/policies/transportation-and-equity/	Please remember the elderly and mobility-impaired in working toward equity	7/23/2018
7371	1	/policies/access-to-housing/	These are really great policies. I especially like the focus of building density along transit lines. This should be inclusionary housing, regardless of neighborhood. The city should consider exploring emerging (electric) transportation technologies that support existing and future transit options to reduce the dependence on individual automobiles and support the reduction of carbon emissions, per the Climate Action Plan.	7/23/2018
7372	1	/policies/access-to-housing/	<p>We are opposed to the approach, the priorities, and the plans comprising the Minneapolis 2040 proposal: rental hyperdensity and widespread residential upzoning.</p> <p>Destructive effect. The Minneapolis 2050 proposal is destructive to the stability and livability of Minneapolis for a wide, healthy mix of residents, young and old, working and students, career and retired. By uprooting neighborhoods and shifting the housing mix to predominantly absentee/speculator ownership, Minneapolis neighborhoods will be radically degraded. Single family home ownership will continue to be an essential part of civic life for Minneapolis in 2040. Careful planning will ensure that these neighborhoods are not damaged by oversized, overbuilt, hyperdense rental units, along arteries or even in the midst of small scale single family houses. It is appalling that the general premise on which the Minneapolis 2040 proposal is essentially constructed is so destructively narrow minded. Minneapolis needs to be a city serving and inhabited by a wide, healthy mix of residents. Constructive city planning cannot be built on the faulty premise is that the predominating city planning needs relate to future typical Minneapolis resident that is a single, 30 year old, white collar career, rental housing resident, whose workplace is a bicycle ride away. Sound city planning can track history trends and realize that healthy family neighborhoods will continue to be essential for Minneapolis “ but Minneapolis 2040 does not promote that vision.</p> <p>Policy contradiction. On point after point concerning zoning, building types, and desired neighborhood land use, the Minneapolis 2040 plan opposes and contradicts the carefully developed, community based, and explicitly detailed Minneapolis neighborhood small area plans, such as the Como Blueprint. It is unwarranted, offensive and destructive bad faith for Minneapolis city government to overturn the community planning decisions made in good faith over decades by Minneapolis, as expressed by Minneapolis residents and (previously) approved by city authority, in these Minneapolis neighborhood plans.</p> <p>Counterproductive outcomes. Cloaked in vague, pseudo-public interest terminology, the Minneapolis 2040 proposal will certainly produce negative outcomes for Minneapolis: less affordable housing availability in general, a smaller stock of first-time family-owned houses, an explosion of ugly, shoddily built multihousing buildings filling lots up to sidewalk edges (as seen in Seattle) along previously attractive, livable residential neighborhood streets. The Minneapolis 2040 proposal is an entree loophole for poorly planned, profit-driven, hyper-dense exploitation of Minneapolis neighborhoods for the developer/banking sector “ the very opposite of smart city planning, smart development, smartly handled selection of zones and land for higher density residential construction.</p> <p>Ignorant planning. Close examination of the Minneapolis 2040 proposal shows off-target planning for new hyper-density development, even in neighborhoods that have already, during the last decade, cooperatively approved and put in new high-density rental developments in</p>	7/23/2018
7373	81	/policies/social-connectedness/	In order for neighborhood organizations to promote the City's goal to expand and promote opportunities for all residents to connect socially and participate fully in the vitality of their community, the city should severely limit the influence and funding of neighborhood organizations that do not have a balance of board membership that approximately matches the neighborhood's ratio of owners and renters. The neighborhood organizations must have a firm incentive to actively seek out and secure such representation when their board membership becomes too lopsided.	7/23/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

7374	63	/policies/food-access/	<p>All good, but F and G. Are you kidding? You can't require what a private business does. This is a ridiculous approach. How about we serve our students healthy foods in the Minneapolis schools, get them used to having healthy food, so they are more likely to want it. Also, how about having healthy foods be more affordable. More community gardens, more small, local farmer's markets... Also, you are going to regulate discouraging unhealthy food outlets? Good luck with that. You need to work on creating a critical mass of people who prefer healthy options, and the rest will follow.</p>	7/23/2018
7375	80	/policies/development-near-metro-stations/	<p>We are opposed to the approach, the priorities, and the plans comprising the Minneapolis 2040 proposal of rental hyper-density and widespread residential upzoning.</p> <p>Destructive effect. The Minneapolis 2050 proposal is destructive to the stability and livability of Minneapolis for a wide, healthy mix of residents, young and old, working and students, career and retired. By uprooting neighborhoods and shifting the housing mix to predominantly absentee/speculator ownership, Minneapolis neighborhoods will be radically degraded. Single family home ownership will continue to be an essential part of civic life for Minneapolis in 2040. Careful planning will ensure that these neighborhoods are not damaged by oversized, overbuilt, hyperdense rental units, along arteries or even in the midst of small scale single family houses. It is appalling that the general premise on which the Minneapolis 2040 proposal is essentially constructed is so destructively narrow minded. Minneapolis needs to be a city serving and inhabited by a wide, healthy mix of residents. Constructive city planning cannot be built on the faulty premise is that the predominating city planning needs relate to future typical Minneapolis resident that is a single, 30 year old, white collar career, rental housing resident, whose workplace is a bicycle ride away. Sound city planning can track history trends and realize that healthy family neighborhoods will continue to be essential for Minneapolis – but Minneapolis 2040 does not promote that vision.</p> <p>Policy contradiction. On point after point concerning zoning, building types, and desired neighborhood land use, the Minneapolis 2040 plan opposes and contradicts the carefully developed, community based, and explicitly detailed Minneapolis neighborhood small area plans, such as the Como Blueprint. It is unwarranted, offensive and destructive bad faith for Minneapolis city government to overturn the community planning decisions made in good faith over decades by Minneapolis, as expressed by Minneapolis residents and (previously) approved by city authority, in these Minneapolis neighborhood plans.</p> <p>Counterproductive outcomes. Cloaked in vague, pseudo-public interest terminology, the Minneapolis 2040 proposal will certainly produce negative outcomes for Minneapolis: less affordable housing availability in general, a smaller stock of first-time family-owned houses, an explosion of ugly, shoddily built multihousing buildings filling lots up to sidewalk edges (as seen in Seattle) along previously attractive, livable residential neighborhood streets. The Minneapolis 2040 proposal is an entire loophole for poorly planned, profit-driven, hyper-dense exploitation of Minneapolis neighborhoods for the developer/banking sector – the very opposite of smart city planning, smart development, smartly handled selection of zones and land for higher density residential construction.</p> <p>Ignorant planning. Close examination of the Minneapolis 2040 proposal shows off-target planning for new hyper-density development, even in neighborhoods that have already, during the last decade, cooperatively approved and put in new high-density rental developments in</p>	7/23/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

7376	38	/policies/affordable-housing-near-transit-and-job-	<p>We are opposed to the approach, the priorities, and the plans comprising the Minneapolis 2040 proposal of rental hyperdensity and widespread residential upzoning.</p> <p>Destructive effect. The Minneapolis 2040 proposal is destructive to the stability and livability of Minneapolis for a wide, healthy mix of residents, young and old, working and students, career and retired. By uprooting neighborhoods and shifting the housing mix to predominantly absentee/speculator ownership, Minneapolis neighborhoods will be radically degraded. Single family home ownership will continue to be an essential part of civic life for Minneapolis in 2040. Careful planning will ensure that these neighborhoods are not damaged by oversized, overbuilt, hyperdense rental units, along arteries or even in the midst of small scale single family houses. It is appalling that the general premise on which the Minneapolis 2040 proposal is essentially constructed is so destructively narrow minded. Minneapolis needs to be a city serving and inhabited by a wide, healthy mix of residents. Constructive city planning cannot be built on the faulty premise is that the predominating city planning needs relate to future typical Minneapolis resident that is a single, 30 year old, white collar career, rental housing resident, whose workplace is a bicycle ride away. Sound city planning can track history trends and realize that healthy family neighborhoods will continue to be essential for Minneapolis “ but Minneapolis 2040 does not promote that vision.</p> <p>Policy contradiction. On point after point concerning zoning, building types, and desired neighborhood land use, the Minneapolis 2040 plan opposes and contradicts the carefully developed, community based, and explicitly detailed Minneapolis neighborhood small area plans, such as the Como Blueprint. It is unwarranted, offensive and destructive bad faith for Minneapolis city government to overturn the community planning decisions made in good faith over decades by Minneapolis, as expressed by Minneapolis residents and (previously) approved by city authority, in these Minneapolis neighborhood plans.</p> <p>Counterproductive outcomes. Cloaked in vague, pseudo-public interest terminology, the Minneapolis 2040 proposal will certainly produce negative outcomes for Minneapolis: less affordable housing availability in general, a smaller stock of first-time family-owned houses, an explosion of ugly, shoddily built multihousing buildings filling lots up to sidewalk edges (as seen in Seattle) along previously attractive, livable residential neighborhood streets. The Minneapolis 2040 proposal is an entire loophole for poorly planned, profit-driven, hyper-dense exploitation of Minneapolis neighborhoods for the developer/banking sector “ the very opposite of smart city planning, smart development, smartly handled selection of zones and land for higher density residential construction.</p> <p>Ignorant planning. Close examination of the Minneapolis 2040 proposal shows off-target planning for new hyper-density development, even in neighborhoods that have already, during the last decade, cooperatively approved and put in new high-density rental developments in</p>	7/23/2018
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Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

7377		4 /policies/access-to-commercial-goods-and-service	<p>We are opposed to the approach, the priorities, and the plans comprising the Minneapolis 2040 proposal of rental hyper-density and widespread residential upzoning.</p> <p>Destructive effect. The Minneapolis 2050 proposal is destructive to the stability and livability of Minneapolis for a wide, healthy mix of residents, young and old, working and students, career and retired. By uprooting neighborhoods and shifting the housing mix to predominantly absentee/speculator ownership, Minneapolis neighborhoods will be radically degraded. Single family home ownership will continue to be an essential part of civic life for Minneapolis in 2040. Careful planning will ensure that these neighborhoods are not damaged by oversized, overbuilt, hyperdense rental units, along arteries or even in the midst of small scale single family houses. It is appalling that the general premise on which the Minneapolis 2040 proposal is essentially constructed is so destructively narrow minded. Minneapolis needs to be a city serving and inhabited by a wide, healthy mix of residents. Constructive city planning cannot be built on the faulty premise is that the predominating city planning needs relate to future typical Minneapolis resident that is a single, 30 year old, white collar career, rental housing resident, whose workplace is a bicycle ride away. Sound city planning can track history trends and realize that healthy family neighborhoods will continue to be essential for Minneapolis “ but Minneapolis 2040 does not promote that vision.</p> <p>Policy contradiction. On point after point concerning zoning, building types, and desired neighborhood land use, the Minneapolis 2040 plan opposes and contradicts the carefully developed, community based, and explicitly detailed Minneapolis neighborhood small area plans, such as the Como Blueprint. It is unwarranted, offensive and destructive bad faith for Minneapolis city government to overturn the community planning decisions made in good faith over decades by Minneapolis, as expressed by Minneapolis residents and (previously) approved by city authority, in these Minneapolis neighborhood plans.</p> <p>Counterproductive outcomes. Cloaked in vague, pseudo-public interest terminology, the Minneapolis 2040 proposal will certainly produce negative outcomes for Minneapolis: less affordable housing availability in general, a smaller stock of first-time family-owned houses, an explosion of ugly, shoddily built multihousing buildings filling lots up to sidewalk edges (as seen in Seattle) along previously attractive, livable residential neighborhood streets. The Minneapolis 2040 proposal is an entire loophole for poorly planned, profit-driven, hyper-dense exploitation of Minneapolis neighborhoods for the developer/banking sector “ the very opposite of smart city planning, smart development, smartly handled selection of zones and land for higher density residential construction.</p> <p>Ignorant planning. Close examination of the Minneapolis 2040 proposal shows off-target planning for new hyper-density development, even in neighborhoods that have already, during the last decade, cooperatively approved and put in new high-density rental developments in</p>	7/23/2018
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Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

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7378	58	/policies/business-districts-and-corridors/		
7379	64	/policies/food-businesses/	Sounds good.	7/23/2018

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7380	33	/policies/affordable-housing-production/	<p>We are opposed to the approach, the priorities, and the plans comprising the Minneapolis 2040 proposal of rental hyper-density and widespread residential upzoning.</p> <p>Destructive effect. The Minneapolis 2050 proposal is destructive to the stability and livability of Minneapolis for a wide, healthy mix of residents, young and old, working and students, career and retired. By uprooting neighborhoods and shifting the housing mix to predominantly absentee/speculator ownership, Minneapolis neighborhoods will be radically degraded. Single family home ownership will continue to be an essential part of civic life for Minneapolis in 2040. Careful planning will ensure that these neighborhoods are not damaged by oversized, overbuilt, hyperdense rental units, along arteries or even in the midst of small scale single family houses. It is appalling that the general premise on which the Minneapolis 2040 proposal is essentially constructed is so destructively narrow minded. Minneapolis needs to be a city serving and inhabited by a wide, healthy mix of residents. Constructive city planning cannot be built on the faulty premise is that the predominating city planning needs relate to future typical Minneapolis resident that is a single, 30 year old, white collar career, rental housing resident, whose workplace is a bicycle ride away. Sound city planning can track history trends and realize that healthy family neighborhoods will continue to be essential for Minneapolis “ but Minneapolis 2040 does not promote that vision.</p> <p>Policy contradiction. On point after point concerning zoning, building types, and desired neighborhood land use, the Minneapolis 2040 plan opposes and contradicts the carefully developed, community based, and explicitly detailed Minneapolis neighborhood small area plans, such as the Como Blueprint. It is unwarranted, offensive and destructive bad faith for Minneapolis city government to overturn the community planning decisions made in good faith over decades by Minneapolis, as expressed by Minneapolis residents and (previously) approved by city authority, in these Minneapolis neighborhood plans.</p> <p>Counterproductive outcomes. Cloaked in vague, pseudo-public interest terminology, the Minneapolis 2040 proposal will certainly produce negative outcomes for Minneapolis: less affordable housing availability in general, a smaller stock of first-time family-owned houses, an explosion of ugly, shoddily built multihousing buildings filling lots up to sidewalk edges (as seen in Seattle) along previously attractive, livable residential neighborhood streets. The Minneapolis 2040 proposal is an entire loophole for poorly planned, profit-driven, hyper-dense exploitation of Minneapolis neighborhoods for the developer/banking sector “ the very opposite of smart city planning, smart development, smartly handled selection of zones and land for higher density residential construction.</p> <p>Ignorant planning. Close examination of the Minneapolis 2040 proposal shows off-target planning for new hyper-density development, even in neighborhoods that have already, during the last decade, cooperatively approved and put in new high-density rental developments in</p>	7/23/2018
7381	16	/policies/environmental-impacts-of-transportation/	<p>Zero-emissions technology makes sense and I support it. And I need access to other communities in the Twin Cities. My father lives in Prior Lake--I want to be able to see him easily. I understand that you can only make policy for the City of Minneapolis, but we are part of a larger metropolitan area and we should not isolate our community.</p>	7/23/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

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7382	37	/policies/mixed-income-housing/		
7383	33	/policies/affordable-housing-production/	<p>Yes, all neighborhoods must have mixed housing -- diversity in types of housing -- diversity in single and multi-family dwellings -- diversity in pricing; single-family enclaves work against ending the equity gap that is our city's greatest challenge.</p>	7/23/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

7384	38	/policies/affordable-housing-near-transit-and-job-	<p>We are opposed to the approach, the priorities, and the plans comprising the Minneapolis 2040 proposal of rental hyperdensity and widespread residential upzoning.</p> <p>Destructive effect. The Minneapolis 2040 proposal is destructive to the stability and livability of Minneapolis for a wide, healthy mix of residents, young and old, working and students, career and retired. By uprooting neighborhoods and shifting the housing mix to predominantly absentee/speculator ownership, Minneapolis neighborhoods will be radically degraded. Single family home ownership will continue to be an essential part of civic life for Minneapolis in 2040. Careful planning will ensure that these neighborhoods are not damaged by oversized, overbuilt, hyperdense rental units, along arteries or even in the midst of small scale single family houses. It is appalling that the general premise on which the Minneapolis 2040 proposal is essentially constructed is so destructively narrow minded. Minneapolis needs to be a city serving and inhabited by a wide, healthy mix of residents. Constructive city planning cannot be built on the faulty premise that the predominating city planning needs relate to future typical Minneapolis resident that is a single, 30 year old, white collar career, rental housing resident, whose workplace is a bicycle ride away. Sound city planning can track history trends and realize that healthy family neighborhoods will continue to be essential for Minneapolis but Minneapolis 2040 does not promote that vision.</p> <p>Policy contradiction. On point after point concerning zoning, building types, and desired neighborhood land use, the Minneapolis 2040 plan opposes and contradicts the carefully developed, community based, and explicitly detailed Minneapolis neighborhood small area plans, such as the Como Blueprint. It is unwarranted, offensive and destructive bad faith for Minneapolis city government to overturn the community planning decisions made in good faith over decades by Minneapolis, as expressed by Minneapolis residents and (previously) approved by city authority, in these Minneapolis neighborhood plans.</p> <p>Counterproductive outcomes. Cloaked in vague, pseudo-public interest terminology, the Minneapolis 2040 proposal will certainly produce negative outcomes for Minneapolis: less affordable housing availability in general, a smaller stock of first-time family-owned houses, an explosion of ugly, shoddily built multihousing buildings filling lots up to sidewalk edges (as seen in Seattle) along previously attractive, livable residential neighborhood streets. The Minneapolis 2040 proposal is an entire loophole for poorly planned, profit-driven, hyper-dense exploitation of Minneapolis neighborhoods for the developer/banking sector the very opposite of smart city planning, smart development, smartly handled selection of zones and land for higher density residential construction.</p> <p>Ignorant planning. Close examination of the Minneapolis 2040 proposal shows off-target planning for new hyper-density development, even in neighborhoods that have already, during the last decade, cooperatively approved and put in new high-density rental developments in</p>	7/23/2018
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Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

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7385	39	/policies/fair-housing/	<p>How about you level the playing field and give the landlords some rights as well.</p> <p>As much as we have bad landlords, we also have a lot of very bad tenants!</p>	7/23/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

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7387	40	/policies/homelessness/	in neighborhoods that have already, during the last decade, cooperatively approved and put in new high-density rental developments in	
7388	65	/policies/urban-agriculture-and-food-production/	Support leasing, but not selling city owned land to community gardens. Otherwise we risk developers getting their hands on that land.	7/23/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

7389	42	/policies/expand-homeownership/	<p>We are opposed to the approach, the priorities, and the plans comprising the Minneapolis 2040 proposal of rental hyper-density and widespread residential upzoning.</p> <p>Destructive effect. The Minneapolis 2040 proposal is destructive to the stability and livability of Minneapolis for a wide, healthy mix of residents, young and old, working and students, career and retired. By uprooting neighborhoods and shifting the housing mix to predominantly absentee/speculator ownership, Minneapolis neighborhoods will be radically degraded. Single family home ownership will continue to be an essential part of civic life for Minneapolis in 2040. Careful planning will ensure that these neighborhoods are not damaged by oversized, overbuilt, hyperdense rental units, along arteries or even in the midst of small scale single family houses. It is appalling that the general premise on which the Minneapolis 2040 proposal is essentially constructed is so destructively narrow minded. Minneapolis needs to be a city serving and inhabited by a wide, healthy mix of residents. Constructive city planning cannot be built on the faulty premise that the predominating city planning needs relate to future typical Minneapolis resident that is a single, 30 year old, white collar career, rental housing resident, whose workplace is a bicycle ride away. Sound city planning can track history trends and realize that healthy family neighborhoods will continue to be essential for Minneapolis “ but Minneapolis 2040 does not promote that vision.</p> <p>Policy contradiction. On point after point concerning zoning, building types, and desired neighborhood land use, the Minneapolis 2040 plan opposes and contradicts the carefully developed, community based, and explicitly detailed Minneapolis neighborhood small area plans, such as the Como Blueprint. It is unwarranted, offensive and destructive bad faith for Minneapolis city government to overturn the community planning decisions made in good faith over decades by Minneapolis, as expressed by Minneapolis residents and (previously) approved by city authority, in these Minneapolis neighborhood plans.</p> <p>Counterproductive outcomes. Cloaked in vague, pseudo-public interest terminology, the Minneapolis 2040 proposal will certainly produce negative outcomes for Minneapolis: less affordable housing availability in general, a smaller stock of first-time family-owned houses, an explosion of ugly, shoddily built multihousing buildings filling lots up to sidewalk edges (as seen in Seattle) along previously attractive, livable residential neighborhood streets. The Minneapolis 2040 proposal is an entire loophole for poorly planned, profit-driven, hyper-dense exploitation of Minneapolis neighborhoods for the developer/banking sector “ the very opposite of smart city planning, smart development, smartly handled selection of zones and land for higher density residential construction.</p> <p>Ignorant planning. Close examination of the Minneapolis 2040 proposal shows off-target planning for new hyper-density development, even in neighborhoods that have already, during the last decade, cooperatively approved and put in new high-density rental developments in</p>	7/23/2018
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Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

7390	43	/policies/housing-displacement/	<p>We are opposed to the approach, the priorities, and the plans comprising the Minneapolis 2040 proposal of rental hyper-density and widespread residential upzoning.</p> <p>Destructive effect. The Minneapolis 2050 proposal is destructive to the stability and livability of Minneapolis for a wide, healthy mix of residents, young and old, working and students, career and retired. By uprooting neighborhoods and shifting the housing mix to predominantly absentee/speculator ownership, Minneapolis neighborhoods will be radically degraded. Single family home ownership will continue to be an essential part of civic life for Minneapolis in 2040. Careful planning will ensure that these neighborhoods are not damaged by oversized, overall, hyperdense rental units, along arteries or even in the midst of small scale single family houses. It is appalling that the general premise on which the Minneapolis 2040 proposal is essentially constructed is so destructively narrow minded. Minneapolis needs to be a city serving and inhabited by a wide, healthy mix of residents. Constructive city planning cannot be built on the faulty premise is that the predominating city planning needs relate to future typical Minneapolis resident that is a single, 30 year old, white collar career, rental housing resident, whose workplace is a bicycle ride away. Sound city planning can track history trends and realize that healthy family neighborhoods will continue to be essential for Minneapolis “ but Minneapolis 2040 does not promote that vision.</p> <p>Policy contradiction. On point after point concerning zoning, building types, and desired neighborhood land use, the Minneapolis 2040 plan opposes and contradicts the carefully developed, community based, and explicitly detailed Minneapolis neighborhood small area plans, such as the Como Blueprint. It is unwarranted, offensive and destructive bad faith for Minneapolis city government to overturn the community planning decisions made in good faith over decades by Minneapolis, as expressed by Minneapolis residents and (previously) approved by city authority, in these Minneapolis neighborhood plans.</p> <p>Counterproductive outcomes. Cloaked in vague, pseudo-public interest terminology, the Minneapolis 2040 proposal will certainly produce negative outcomes for Minneapolis: less affordable housing availability in general, a smaller stock of first-time family-owned houses, an explosion of ugly, shoddily built multihousing buildings filling lots up to sidewalk edges (as seen in Seattle) along previously attractive, livable residential neighborhood streets. The Minneapolis 2040 proposal is an entree loophole for poorly planned, profit-driven, hyper-dense exploitation of Minneapolis neighborhoods for the developer/banking sector “ the very opposite of smart city planning, smart development, smartly handled selection of zones and land for higher density residential construction.</p> <p>Ignorant planning. Close examination of the Minneapolis 2040 proposal shows off-target planning for new hyper-density development, even in neighborhoods that have already, during the last decade, cooperatively approved and put in new high-density rental developments in</p>	7/23/2018
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Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

7391	23	/policies/coordinated-development-strategy/	<p>We are opposed to the approach, the priorities, and the plans comprising the Minneapolis 2040 proposal of rental hyperdensity and widespread residential upzoning.</p> <p>Destructive effect. The Minneapolis 2050 proposal is destructive to the stability and livability of Minneapolis for a wide, healthy mix of residents, young and old, working and students, career and retired. By uprooting neighborhoods and shifting the housing mix to predominantly absentee/speculator ownership, Minneapolis neighborhoods will be radically degraded. Single family home ownership will continue to be an essential part of civic life for Minneapolis in 2040. Careful planning will ensure that these neighborhoods are not damaged by oversized, overbuilt, hyperdense rental units, along arteries or even in the midst of small scale single family houses. It is appalling that the general premise on which the Minneapolis 2040 proposal is essentially constructed is so destructively narrow minded. Minneapolis needs to be a city serving and inhabited by a wide, healthy mix of residents. Constructive city planning cannot be built on the faulty premise is that the predominating city planning needs relate to future typical Minneapolis resident that is a single, 30 year old, white collar career, rental housing resident, whose workplace is a bicycle ride away. Sound city planning can track history trends and realize that healthy family neighborhoods will continue to be essential for Minneapolis “ but Minneapolis 2040 does not promote that vision.</p> <p>Policy contradiction. On point after point concerning zoning, building types, and desired neighborhood land use, the Minneapolis 2040 plan opposes and contradicts the carefully developed, community based, and explicitly detailed Minneapolis neighborhood small area plans, such as the Como Blueprint. It is unwarranted, offensive and destructive bad faith for Minneapolis city government to overturn the community planning decisions made in good faith over decades by Minneapolis, as expressed by Minneapolis residents and (previously) approved by city authority, in these Minneapolis neighborhood plans.</p> <p>Counterproductive outcomes. Cloaked in vague, pseudo-public interest terminology, the Minneapolis 2040 proposal will certainly produce negative outcomes for Minneapolis: less affordable housing availability in general, a smaller stock of first-time family-owned houses, an explosion of ugly, shoddily built multihousing buildings filling lots up to sidewalk edges (as seen in Seattle) along previously attractive, livable residential neighborhood streets. The Minneapolis 2040 proposal is an entire loophole for poorly planned, profit-driven, hyper-dense exploitation of Minneapolis neighborhoods for the developer/banking sector “ the very opposite of smart city planning, smart development, smartly handled selection of zones and land for higher density residential construction.</p> <p>Ignorant planning. Close examination of the Minneapolis 2040 proposal shows off-target planning for new hyper-density development, even in neighborhoods that have already, during the last decade, cooperatively approved and put in new high-density rental developments in</p>	7/23/2018
7392	42	/policies/expand-homeownership/	<p>“ Less than 21 percent of African-American and American Indian households own their home. Just under 25 percent of Hispanic households own their home. Yet we are advocating development of multi story and multi occupant type living space. How can anyone own a home when there are no homes to own? We are condemning low income people to the fact that they will never own their own home because the city will have removed all of them. This plan crushes their dreams. It doesn’t expand them.</p>	7/23/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

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7393	45	/policies/leverage-housing-programs-to-benefit-c	in neighborhoods that have already, during the last decade, cooperatively approved and put in new high-density rental developments in	
7394	17	/policies/complete-streets/	Be sure to include important signage for visitors who come to Minneapolis. We want tourists to visit!	7/23/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

7395	46	/policies/healthy-housing/	<p>We are opposed to the approach, the priorities, and the plans comprising the Minneapolis 2040 proposal of rental hyperdensity and widespread residential upzoning.</p> <p>Destructive effect. The Minneapolis 2040 proposal is destructive to the stability and livability of Minneapolis for a wide, healthy mix of residents, young and old, working and students, career and retired. By uprooting neighborhoods and shifting the housing mix to predominantly absentee/speculator ownership, Minneapolis neighborhoods will be radically degraded. Single family home ownership will continue to be an essential part of civic life for Minneapolis in 2040. Careful planning will ensure that these neighborhoods are not damaged by oversized, overbuilt, hyperdense rental units, along arteries or even in the midst of small scale single family houses. It is appalling that the general premise on which the Minneapolis 2040 proposal is essentially constructed is so destructively narrow minded. Minneapolis needs to be a city serving and inhabited by a wide, healthy mix of residents. Constructive city planning cannot be built on the faulty premise that the predominating city planning needs relate to future typical Minneapolis resident that is a single, 30 year old, white collar career, rental housing resident, whose workplace is a bicycle ride away. Sound city planning can track history trends and realize that healthy family neighborhoods will continue to be essential for Minneapolis but Minneapolis 2040 does not promote that vision.</p> <p>Policy contradiction. On point after point concerning zoning, building types, and desired neighborhood land use, the Minneapolis 2040 plan opposes and contradicts the carefully developed, community based, and explicitly detailed Minneapolis neighborhood small area plans, such as the Como Blueprint. It is unwarranted, offensive and destructive bad faith for Minneapolis city government to overturn the community planning decisions made in good faith over decades by Minneapolis, as expressed by Minneapolis residents and (previously) approved by city authority, in these Minneapolis neighborhood plans.</p> <p>Counterproductive outcomes. Cloaked in vague, pseudo-public interest terminology, the Minneapolis 2040 proposal will certainly produce negative outcomes for Minneapolis: less affordable housing availability in general, a smaller stock of first-time family-owned houses, an explosion of ugly, shoddily built multihousing buildings filling lots up to sidewalk edges (as seen in Seattle) along previously attractive, livable residential neighborhood streets. The Minneapolis 2040 proposal is an entire loophole for poorly planned, profit-driven, hyper-dense exploitation of Minneapolis neighborhoods for the developer/banking sector the very opposite of smart city planning, smart development, smartly handled selection of zones and land for higher density residential construction.</p> <p>Ignorant planning. Close examination of the Minneapolis 2040 proposal shows off-target planning for new hyper-density development, even in neighborhoods that have already, during the last decade, cooperatively approved and put in new high-density rental developments in</p>	7/23/2018
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Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

7396	11	/policies/skyways/	<p>I'm extremely disappointed to see this in the draft plan. Are we seriously embracing this for another 20 years? Surely we should be making a plan to SHRINK our skyway system, which is what our peer cities like Calgary are already doing!</p> <p>I'm glad to see some (albeit rather tepid) language here directing new commercial to ground floor. I don't think it's nearly enough. We should be planning to ban any new skyway commercial that does not also have a street-level entrance. We know that the skyways have sapped all the life from our streets. We know this! We all know this and we have known it for decades! Why are we just deciding to be okay with this? So many of our peer cities without skyways have downtowns that are a JOY to be in. Our streetscape is hostile. Still! In 2018, we still have a hostile, empty downtown streetscape, in a city that is thriving, that people love living in, and yet we are including a policy in our draft plan to maintain that status quo? I'm just at a loss, honestly.</p> <p>I want to emphasize here, though, that the most important problem with our skyways is not that they've disintegrated our street life, it's that they are privately owned. The primary place public life occurs in downtown Minneapolis is privately owned space. That's an absolute disgrace. We should be ashamed that we've surrendered the best quality of any of any urban place - its public space - to private oversight. This effectively means we don't *have* a city center. It's not open to everyone. Any downtown building can restrict access to anyone at any time, and any portion of the network can close whenever the owners feel like it. That's not a city, that's a mall. It's not ethical, it's not aligned with our city's values and it certainly doesn't match the goals we've identified as crucial for 2040. Furthermore, it means I don't have access to Dairy Queen on the weekend! Sometimes I want Taco Johns for dinner after work hours! I would be able to do that if we made an effort here at reducing skyway commercial and reopening our PUBLIC streetscapes!</p> <p>The 2040 plan should include policy recommendations about the skyways, but they need to be much, much more strategic and much, much more specific about the ways we are going to prioritize public space and ground-level commercial over the status quo. The name of the policy certainly should not be "Use Skyways to Connect Buildings Downtown." That is not a policy that serves the people of Minneapolis. It may be a policy that serves the interests of Target and Wells Fargo, but it doesn't serve me and it sure as hell doesn't serve black and brown Minneapolitans, homeless Minneapolitans, or poor Minneapolitans.</p>	7/23/2018
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Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

7397	15	/policies/transportation-and-equity/	<p>We are opposed to the approach, the priorities, and the plans comprising the Minneapolis 2040 proposal of rental hyper-density and widespread residential upzoning.</p> <p>Destructive effect. The Minneapolis 2050 proposal is destructive to the stability and livability of Minneapolis for a wide, healthy mix of residents, young and old, working and students, career and retired. By uprooting neighborhoods and shifting the housing mix to predominantly absentee/speculator ownership, Minneapolis neighborhoods will be radically degraded. Single family home ownership will continue to be an essential part of civic life for Minneapolis in 2040. Careful planning will ensure that these neighborhoods are not damaged by oversized, overall, hyperdense rental units, along arteries or even in the midst of small scale single family houses. It is appalling that the general premise on which the Minneapolis 2040 proposal is essentially constructed is so destructively narrow minded. Minneapolis needs to be a city serving and inhabited by a wide, healthy mix of residents. Constructive city planning cannot be built on the faulty premise is that the predominating city planning needs relate to future typical Minneapolis resident that is a single, 30 year old, white collar career, rental housing resident, whose workplace is a bicycle ride away. Sound city planning can track history trends and realize that healthy family neighborhoods will continue to be essential for Minneapolis “ but Minneapolis 2040 does not promote that vision.</p> <p>Policy contradiction. On point after point concerning zoning, building types, and desired neighborhood land use, the Minneapolis 2040 plan opposes and contradicts the carefully developed, community based, and explicitly detailed Minneapolis neighborhood small area plans, such as the Como Blueprint. It is unwarranted, offensive and destructive bad faith for Minneapolis city government to overturn the community planning decisions made in good faith over decades by Minneapolis, as expressed by Minneapolis residents and (previously) approved by city authority, in these Minneapolis neighborhood plans.</p> <p>Counterproductive outcomes. Cloaked in vague, pseudo-public interest terminology, the Minneapolis 2040 proposal will certainly produce negative outcomes for Minneapolis: less affordable housing availability in general, a smaller stock of first-time family-owned houses, an explosion of ugly, shoddily built multihousing buildings filling lots up to sidewalk edges (as seen in Seattle) along previously attractive, livable residential neighborhood streets. The Minneapolis 2040 proposal is an entree loophole for poorly planned, profit-driven, hyper-dense exploitation of Minneapolis neighborhoods for the developer/banking sector “ the very opposite of smart city planning, smart development, smartly handled selection of zones and land for higher density residential construction.</p> <p>Ignorant planning. Close examination of the Minneapolis 2040 proposal shows off-target planning for new hyper-density development, even in neighborhoods that have already, during the last decade, cooperatively approved and put in new high-density rental developments in</p>	7/23/2018
7398	66	/policies/air-quality/	<p>You will need to mitigate traffic in a number of ways in order to reduce carbon emissions. 1. encourage and make it easier to use public transportation. 2. limit the amount of density in any area. No area can sustain too much density and still have traffic flow without interruption. Too many idling cars will not be good for air quality.</p> <p>For example, the amount of development along Lyndale Ave S. has mad that major node darn near impassible. So much idling happens because of poor city planning. This whole plan risks having more of what this street is experiencing throughout the city. Less density, better air quality.</p>	7/23/2018
7399	12	/policies/lighting/	<p>I like this policy! Is there any way to incorporate some language about street trees as a means of blocking some of that necessary light from second- and third-floor residences? When I moved into my second-floor apartment, I had a nice beautiful street tree outside my window. One summer it lost a branch when it was struck by lightning (the tree itself survived though) and the city very abruptly removed the whole tree. Since then, instead of a tree outside my window, I've had a very, very bright streetlight. I had to invest in high-quality blackout curtains to be able to sleep. I think it's great that there's a plan for lighting that primarily aims down, but I think it would also be cool to incorporate street trees into the planning here. Since we love street trees too. :)</p>	7/23/2018
7400	18	/policies/walking/	<p>Please remember that the streets already get very narrow during snow season.</p>	7/23/2018
7401	67	/policies/climate-resilient-communities/	<p>"Conduct risk and cost-benefit analyses for increasingly extreme rain events on all stormwater infrastructure investments."</p> <p>Too much density resulting in more hardscape and less green space will exacerbate this issue rather than improve it. Less density.</p>	7/23/2018
7402	48	/policies/data-driven-decisions/	<p>Policy 48: a, b, c, d, e, f: Similar to parks and roads, use a racial equity matrix.</p>	7/23/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

7403	52	/policies/human-capital-and-a-trained-workforce/	Policy 53: c, e: Build safe barrier-free connections.	7/23/2018
7404	13	/policies/landscaping/	I like this and I worry about street trees being planted on sidewalks that are too narrow. Eat Street is a nice example of this - the sidewalk is way too narrow and I have to imagine that's going to change at some point in the next 20 years, but unfortunately that's going to have to involve tearing out a whole lot of relatively mature street trees. That's really not great practice, and I'd like to see some more proactive thinking about futureproofing when new streetscapes are landscaped.	7/23/2018
7405	32	/policies/arts-in-community-development/	Work to eliminate racism in all aspects of our community.	7/23/2018
7406	52	/policies/human-capital-and-a-trained-workforce/	<p>d and g. Young people and people who have been under-employed or working jobs that do not engage their minds and interests need to be encouraged to learn about all the jobs that are out there and what education and training they would need to be well-employed.</p> <p>Programs need to start in high school -- through dialogue with resource people, guidance counselors and human resource people from the "real" work world.</p> <p>We must find ways to go into minority and underserved communities to start building relationships and conversations that lead to better opportunities for these people in Minneapolis. We must integrate resource rich people, jobs and areas with resource deprived. This has been known for some time, but really creating this bridge is essential.</p> <p>Both in high school and in community colleges, I've met students who do not realize the specifics of jobs in science, technology, and environment. They must see stepping stones in tangible skills and steps.</p> <p>i. Could artists -- actors, film makers -- create and produce plays and videos that tell the stories of individual workers learning about, training for, and getting jobs in advanced manufacturing. Hands on skills --- help individuals see what these jobs are, how they lead to other jobs, retention and salary/pay scales. Tangible real stories are the key to motivation and new understandings.</p> <p>Community colleges are moving on this; the city MUST connect with these resource people, visions and programs. Apprenticeships and internships are the key. I agree.</p>	7/23/2018
7407	19	/policies/bicycling/	<p>This general direction is good. There's been a lot of progress on this, but there's still a long way to go. The emphasis should be on connectivity to destinations and addressing the gaps in the existing network, as well as building modern bikeways that work for all types of people. This means building protected bikeways on streets with significant amounts of motor vehicle traffic, and it means protecting them with curbs, planters, wide buffers, etc.--not just paint, and not just a narrow strip of pavement and some bollards. It also means giving them enough space when next to parking lanes that they can be maintained in the winter and don't pose a constant dooring risk to bicyclists using them.</p> <p>We should make it goal to become a world-class bicycling city, and we should be willing to allocate resources and make design choices accordingly.</p>	7/23/2018
7408	33	/policies/affordable-housing-production/	Changing policy in this area is not necessarily "If you build it, they will come". I don't have solutions here, but this policy sounds like there would be emphasis on building where the policy-makers this the buildings should be and not necessarily where the residents want to live.	7/23/2018
7409	59	/policies/downtown/	Policy 59: c, d, g, h, i: Expand publicly accessible green space downtown through the use of Park Dedication Ordinance Fees to create placemaking, signage and way- finding.	7/23/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

7410	1	/policies/access-to-housing/	<p>I disagree with the option to eliminate the zoning restrictions and allow for 4-plexes and other high density housing anywhere in the city. There are beautiful neighborhoods with single family homes that would be disrupted and would turn into ugly weird neighborhoods. Multi-family dwellings should require review if in a residential neighborhood. I also disagree with the lack of parking spaces for cars in these sites. If it's a multi-dwelling building, there should be a parking space for each unit.</p> <p>These site will more than likely be owned by large corporation and will not be held by local housing companies - pushing things out of the state.</p> <p>These also will not have an adorable housing component. Affordable housing is much needed in our city at this time.</p>	7/23/2018
7411	81	/policies/social-connectedness/	Support the existing mixed used Northeast Minneapolis Arts District as an example of a socially vital community. Preserve existing buildings.	7/23/2018
7412	1	/policies/access-to-housing/	<p>I live in SW Minneapolis in Fulton Neighborhood. When we moved here in 1992, middle income people could afford to live near the amenities of the lakes, Minnehaha Parkway and the good schools of SW Minneapolis. We bought our house for \$99,500. Although it did need a lot of work, we were able to make those investments gradually over many years, which allowed us to get in to a neighborhood where we really wanted to live at an affordable entry price. I strongly support housing policies that will allow middle income households to move into this neighborhood again. The current spate of \$800k to \$1.2M infill housing currently makes that impossible. I have had a lot of young people tell me that they'd love to live in this neighborhood but didn't even look here because it's out of their price range. I support the objective of having all neighborhoods absorb their share of the population growth that will strengthen the city. I support allowing multifamily housing on select public transit routes. I support the idea that in neighborhood interiors farthest from downtown that currently contain primarily single-family homes, we should achieve greater housing supply and diversity by allowing small-scale residential structures on traditional size city lots. However, I think that 4-plexes go too far in this direction. I would be a lot more comfortable with the proposed policy if it included duplexes, triplexes and accessory dwelling units but not 4-plexes. These are only 5000 sq.ft. lots. I would prefer to make up the difference by allowing multifamily housing on public transit routes to either encompass a larger number of so-called "select" transit routes and/or allowing more units per building on these routes.</p>	7/23/2018
7413	0.1	/topics/land-use-built-form/	I strongly support allowing fourplexes everywhere. It's a gentle way to add more density to the city. I think keeping this part of the plan should be a very high priority, even if it means compromising towards smaller built form along certain corridors.	7/23/2018
7414	60	/policies/intrinsic-value-of-properties/	Policy 60: a, b, c: Through park connections, stimulate economic activity and sustainable development.	7/23/2018
7415	34	/policies/affordable-housing-preservation/	<p>"create strategies": please collect accurate data from other cities who have tried to reach similar goals. What has worked in other cities? And, perhaps more importantly, what has NOT worked? No point in replicating failure.</p>	7/23/2018
7416	58	/policies/business-districts-and-corridors/	g. Support the existing Arts Districts h. Develop programs & strategies specifically aimed at maintaining affordable rents for art studios and arts production space and minimizing displacement.	7/23/2018
7417	35	/policies/innovative-housing-types/	Don't let the housing industry/corporations make policy decisions for our city.	7/23/2018
7418	6	/policies/pedestrian-oriented-building-and-site-de	Good stuff! Especially like the minimization of surface parking lots, prioritization of active uses at street level, elimination of off-street parking minimums, and encouragement of sidewalk space for active pedestrian areas.	7/23/2018
7419	21	/policies/freight/	<p>We get 80 freight train per day on parallel tracks that cut through our neighborhood diagonally. Train safety is a big issue, particularly with the oil tankers. Children love to watch the trains, but it is important to keep people off the tracks except at the one at grade safety crossing. Two people I know died crossing at the wrong place by taking a shortcut just a block away from the official crossing. One was a young mother and girl scout leader who thought she was being careful. She was walking her dog and waited for a train to pass before crossing, but didn't see or hear the train coming from the other direction. Young Athena lost her Mom. The other was a new student beginning at the University. Jordan was killed Oct. 8th in 2017. Our Community has asked that a fence be placed on both sides of the tracks at the top of the closed portion of 21st Ave. SE between Como ave. SE and Talmage Ave. SE. Someone has finally put up a sign saying Railroad Crossing that can only be seen when half way across the tracks. Useless. People know the tracks are there, but cross anyway. I've seen young adults dumping things there and messing around along the tracks. Please help us keep people off the tracks except at the Safety Crossing with it's bells and safety arm.</p>	7/23/2018

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7420	37	/policies/mixed-income-housing/	As a resident of SW Mpls (Fulton) I very strongly support this goal. High-priced infill housing in our neighborhood is changing the composition of the population toward upper-middle incomes. The neighborhood would benefit from a greater mix of income levels.	7/23/2018
7421	1	/policies/access-to-housing/	<p>When my wife and I lived in uptown in our early 20s and then bought a fixer upper in suburbia because that's what we could afford. 8 years later we used our sweat equity to bring our daughter "back into the city" to our dream neighborhood in Lynnhurst. It is a quiet place that is close to nature, parks, restaurants and family owned businesses.</p> <p>By adding a blanket policy to all of Minneapolis, you are giving developers the rights to bulldoze our 100+ year old neighborhood to put up multi-tenant homes that will not only destroy the character of our neighborhood but drive down the value of our home which we worked so hard to get. If we wanted to live in uptown we would have moved back there. Please rework 2040 and let each neighborhood decide their own fate. If this passes, we will strongly consider move our family back to the suburbs.</p> <p>Thank you for your time and consideration.</p> <p>Erik Sheridan Lynnhurst.</p>	7/23/2018
7422	36	/policies/innovative-housing-strategies/	Affordable housing is important. Perhaps we should consider helping people afford their housing. Focus on getting money into the hands of our residents; let them make their housing decisions based on having money. I don't think the city of Minneapolis can provide a basic income for our residents, but we can work toward a national policy that would benefit our people.	7/23/2018
7423	56	/policies/supporting-small-businesses/	Support the development and growth of small business and artists. Artists are vital small businesses.	7/23/2018
7424	17	/policies/complete-streets/	This is good. But let's actually live up to it. If we say motor vehicle uses come last after walking, biking, and transit, we should be willing to actually make those tradeoffs in the design of our streets.	7/23/2018
7425	2	/policies/access-to-employment/	Encouraging business development outside of downtown in other dense areas well served by transit (Uptown, Prospect Park, etc.) would help diversify employment opportunities in the city.	7/23/2018
7426	23	/policies/coordinated-development-strategy/	Land grants, please. Affordable small condos or rowhouses.	7/23/2018
7427	37	/policies/mixed-income-housing/	I am curious about how to "cultivate a culture of mixed-income housing practice".	7/23/2018
7428	65	/policies/urban-agriculture-and-food-production/	Policy 66: Reducing emissions of pollutants and improve air quality, increase tree canopy in areas of reduced air quality.	7/23/2018
7429	33	/policies/affordable-housing-production/	I strongly support expansion of tools and resources to produce more affordable housing, and prioritizing the needs of households with incomes at or below 30% of median income.	7/23/2018
7430	15	/policies/transportation-and-equity/	We have enough public transportation and bike paths and don't need to add more. Over the past 5 years or less, the city has narrowed most thorough and main streets by adding bike paths while only about 4% of the population uses these bike paths, as an avid biker, I disagree with the city's philosophy that forcing people to bike will help reduce emissions. What about using those funds to support electric vehicle programs instead?	7/23/2018
7431	42	/policies/expand-homeownership/	Get money in the hands of people who need housing.	7/23/2018
7432	0.1	/topics/land-use-built-form/	The proposed Land Use policies are flawed and destructive.	7/23/2018
7433	67	/policies/climate-resilient-communities/	Policy 67: a, d, e, f: In collaboration with MPRB, especially in compact communities.	7/23/2018
7434	49	/policies/educational-and-economic-access/	Strong public schools are so important to achieving these goals but there is very little in the 2040 plan about what MPLs public schools will do. I would like to see the education piece be more of a focus. In this draft it is merely a side note.	7/23/2018
7435	66	/policies/air-quality/	What about promoting electric vehicles as part of a reduction emissions? Look at what is being done in CA and Austin, TX. This would be a much better user if tax payer funding than a bunch of under utilized bike path and bike streets.	7/23/2018
7436	42	/policies/expand-homeownership/	You must also add: PRESERVE a mix of housing types. We need small starter homes (like the house I was able to buy when I was a low-paid nonprofit worker) to be preserved, not to be targeted by developers who want to do ugly, vinyl-clad suburban blowouts. And I mean starter HOUSES, not condos, not townhomes (though we need those too).	7/23/2018
7437	42	/policies/expand-homeownership/	You must also add: PRESERVE a mix of housing types. We need small starter homes (like the house I was able to buy when I was a low-paid nonprofit worker) to be preserved, not to be targeted by developers who want to do ugly, vinyl-clad suburban blowouts. And I mean starter HOUSES, not condos, not townhomes (though we need those too).	7/23/2018

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7438	0.1	/topics/land-use-built-form/	Minimum setbacks in residential areas should be eliminated. Attached rowhouses save space, they are eco friendly because they use adjacent houses for insulation, and they look good. There's just nothing wrong with them, so why make them illegal? Legalize rowhouses.	7/23/2018
7439	48	/policies/data-driven-decisions/	Look to other communities nationally to learn what does and does not work.	7/23/2018
7440	3	/policies/production-and-processing/	I support the balance of limiting negative externalities and pollution with the need for high quality, lower barrier to entry jobs. I appreciate point b., prioritizing production uses, since we need good jobs and high tax generating facilities in our city. Thank you!	7/23/2018
7441	19	/policies/bicycling/	Conduct driver education so they understand the bicycles are part of traffic, not an obstacle to traffic. Also, remove bike lanes on 26th and 28th streets. Not all of us can bike. And there is a whole stinking Greenway one street down--if that is too dangerous to bike on, then deal with that instead of adding bike lanes on adjacent streets.	7/23/2018
7442	71	/policies/soil-health/	Policy 71: f: Reduce impervious cover, including removal of synthetic turf	7/23/2018
7443	60	/policies/intrinsic-value-of-properties/	This policy seems to be in direct competition to the change in zoning for housing. Our neighborhoods are part of the cities historic heritage yet the plan wants the ability to place a multi-dwelling and possibly high level property within these historic neighborhoods. Both can't be done. Let's preserve the beauty of our city by not allowing high density, multi level Dwellings within it historic neighborhoods.	7/23/2018
7444	51	/policies/healthy-pre-k-development/	I very much agree with the need to increase high quality childcare slots in the city! Thanks	7/23/2018
7445	50	/policies/access-to-technology/	The information infrastructure is the "utility" of the future. There was a time when not everyone had access to electricity. Use electrical utility as a model to deliver electronic parity to everyone in the city.	7/23/2018
7446	72	/policies/sustainable-water-system-management/	Policy 72: i: Continue providing safe high-quality drinking water throughout public spaces while being stewards of public resources and infrastructure. Collaborate with MPRB toward meeting MPCA's swimmable, fishable, fixable waters\ quality standards.	7/23/2018
7447	6	/policies/pedestrian-oriented-building-and-site-de	Strongly agree with nearly every action step within Policy 6. The city should be oriented towards people, not cars!	7/23/2018
7448	1	/policies/access-to-housing/	If city officials decide to ratify historic racial inequity and existing economic disparities because of unfounded fears and political hyperbole driven by thinly-disguised self-interest, they will perpetuate harms that the goals underlying this plan are intended to ameliorate. The city will suffer from ever widening economic disparity, displacement, sprawl, and ecological harm, just like the Bay Area and Seattle, which let their land use decisions be driven by self interested wealthy landowners who benefit from municipal protection against even attenuated threats to their property values over the social good. Every neighborhood should be expected to share in the benefits and the burdens of growing and accommodating the population influx Minneapolis will receive over the next two decades. Exemptions or carveouts given that correspond to wealth, or property value, or race, whether those correlations are intentional or not, will sharpen divisions in the city and will be a historic mistake. The only equitable policy is one that doesn't choose favorites.	7/23/2018
7449	80	/policies/development-near-metro-stations/	I strongly support development of more walkable districts for living/working/shopping/recreating in the City. We really need this for many, many reasons. Metro stations are a logical place to start given the City's investment in these, but I would really like to see this concept applied more widely than that.	7/23/2018
7450	51	/policies/healthy-pre-k-development/	Make child care affordable. The city should not rely on its grandparents to provide quality pre-school care and enrichment, which I see happening now.	7/23/2018

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7451	82	/policies/aging/	<p>The 2040 Plan includes many relevant, essential and visionary goals. It evolves into very important policies. Bravo!</p> <p>I am part of this aging population in Minneapolis and I want to be able to remain in my home. This is now called "Aging in Place." Unfortunately, the infill housing boom, although it has many positive benefits such as supporting the tax base, bringing people and families into the city to sustain all kinds of institutions and cultural resources, it has not been positive for Aging in Place:</p> <p>1. The value of my assessed value of my single family home went up \$80,000 in the last 2 years and so taxes are a real consideration. My wife and I want to stay in our home for another 20 years; we have invested a lot in the house and done many improvements. However, we lost a number of trees, views and sunlight. The problem is the market and the builders. They do not all value our bungalows and so one by one, people leave. I want a diverse neighborhood -- and that means diverse in income and wealth.</p> <p>I want Minneapolis to help the aging generation develop ways to stay in our homes with dignity, affordability and creative community connections. If more seniors stayed for longer, we could share mowers, snow blowers, transportation, even check in on each other.</p> <p>I would like the city to put pressure on builders and contractors to not be able to drive aging residents out so they can build \$900,000 and over \$ 1 million houses all up and down the street. Affordable housing for those of us responsibly aging in place.</p> <p>Could Minneapolis look into some of the bartering networks for aging residents -- help with cleaning in exchange for gardening or handyman projects....for example. Exchange market.</p>	7/23/2018
7452	0.1	/topics/land-use-built-form/	This is just illogical enough to turn the state red. Thanks Mayor Frye and city council (all secret republicans)?	7/23/2018
7453	52	/policies/human-capital-and-a-trained-workforce/	We all do better when we all do better. (Paul Wellstone)	7/23/2018
7454	66	/policies/air-quality/	<p>You should be incentivizing and promoting the electrification of power equipment including:</p> <ul style="list-style-type: none"> -Transportation vehicles of all kinds (personal road vehicles, boats, city buses, school buses, delivery vans and trucks, etc.) -Lawn care tools that currently use extremely dirty two-stroke engines. -Furnaces and water heaters -Industrial equipment of all kinds -Power generation through new solar generation 	7/23/2018
7455	76	/policies/new-parks/	I strongly support this policy.	7/23/2018
7456	75	/policies/waste-reduction/	Policy 75: d, f, m: In the public realm.	7/23/2018
7457	28	/policies/msp-airport/	<p>Consider working with the MAC to encourage them to speed up security badging procedures for employees. (Takes 3 weeks between hiring and starting work to get a badge.)</p> <p>Also consider encouraging MAC and the businesses at the airport to follow Minneapolis's minimum wage ordinance so that they provide more stable, living wage jobs (because it's a super high-turnover place now that doesn't make it easy for low income or unemployed people to start working there).</p>	7/23/2018

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7458	0.1	/topics/land-use-built-form/	<p>Greater density of housing, industrial and commercial will be needed in the future, as the plan calls for. One of the primary approaches seems to be adding 4 plexes and taller housing to achieve affordability along transit corridors such as the Greenway. The goal is important but the plan needs improving. Does this work or does it disenfranchise lower income people from owning a home and committing to the neighborhood, or those who have invested in housing who fear a large building going up next to them? The plan does not provide data to show this works as intended.</p> <p>Here are some critical components that I recommend:</p> <ul style="list-style-type: none"> - There should be affordable housing units required as part of new housing or mixed use developments. - The plan shouldn't make it easy for big developers to come in and put of aesthetically unsuitable or substandard (but possibly still expensive) housing or mixed use while the profits from doing so simply flow out of Minneapolis. Local contractors need to have priority and I don't know if that is built into the goals and methods of this plan. -It is critical to have neighborhood input into where and how such housing is planned and built in the neighborhoods, especially those that that adjoin transit and major road corridors. That helps with the idea of change by potentially working through change with neighborhoods. Is that built in? - Neighborhood streets such as 23rd Ave S to 25th Ave S along Evergreen that adjoin commercial (Interior district 2 I think where a commercial building cut off several north south streets) need attention now and in this plan. Evergreen for example is problematic because it sometimes attracts drug deals, public urinating, speeding cars and other quality of life issues. What we need is crime prevention through the design of healthy community spaces. This should feature slower streets with narrower lanes that encourage flow through along with more walking and biking. Working with GrayBar the community planted trees and prairies, but more can be done to create beautiful landscapes and wayfinding. The city should think twice about doing this kind of thing in the future. <p>George Boody Mpls resident</p>	7/23/2018
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7459	15	/policies/transportation-and-equity/	<p>I'm concerned that the intent behind this policy is simpler than it really will be. Currently there is a serious imbalance favoring improvements for cars over improvements for every other mode. We have such a lengthy process for painting new bike lanes on streets that obviously should have bike lanes - there are so many places a bike lane plan can fail. Meanwhile, car lanes are adjusted and repainted all the time without any meaningful process. I was deeply disappointed that the bike lane buffer on Portland/Park Ave was very abruptly completely removed going into the 35W project, with no engagement whatsoever. That bike lane wasn't great to begin with, and now it's completely unsafe. We need a city that works the opposite way. Changes to street layouts to benefit the movement of transit, bikes, and pedestrians should happen essentially by-right. Changes to street layouts to benefit the movement of cars should never, ever happen without comprehensive engagement with the communities and audiences that will be most negatively affected. Not to bring up Rondo out of turn, but.... Rondo you guys....</p> <p>2. On a related note, it just isn't acceptable that so many of the most important bike/ped improvements have to wait multiple years for preliminary engagement to even start, i.e. until the street in question is scheduled for reconstruction. My understanding is that major street reconstructions are scheduled by CLIC. That's fine, of course, but that just can't be the mechanism we use to decide when we add crucial public safety infrastructure like bike lanes and bumpouts. We've known there's a desperate need for changes on Hennepin Ave between 94 and Lake for, at least, decades, for example, but that street is going to stay exactly the same until 2023, and preliminary planning only started this year. A bike rider was very recently killed on this part of Hennepin. How many more people are in danger because of our inaction? People are literally going to be injured and die because of the way we prioritize and put off bike/ped projects currently. What can we do to streamline this process and get, at least, temporary improvements in places before full-scale reconstructions?</p> <p>3. I'm suspicious of the term "modal needs" - I'd like some assurance the city understands that the perceived need for free-flowing car movement is nearly always not a real need, and indeed in direct conflict with the actual needs of every other mode. "Modal needs" are not objective or value-neutral. We've codified via our complete streets policy that our prevailing value in Minneapolis is the movement of pedestrians, bikes, and transit vehicles - not cars. That priority should be clearly integrated throughout the 2040 plan. In this policy, that means clarifying that the "modal needs" of a street are not an excuse for maintaining dangerous conditions, or even for maintaining relatively acceptable conditions if they are maintained at the expense of pedestrian, bike, and transit access.</p> <p>4. Let's embrace cheap car alternatives like scooters, e-bikes, and dockless bike and scooter share. Let's get the city more involved in the equitable distribution and management of those resources. My ideal 2040 Minneapolis includes a municipal fleet of e-scooters and e-bikes that anyone in the city can use for free.</p>	7/23/2018
7460	34	/policies/affordable-housing-preservation/	We must give nonprofits the first crack at buying NOAH!!	7/23/2018
7461	85	/policies/access-to-health-social-and-emergency-s	Minneapolis should be the first city in the nation to offer free healthcare to all its residents.	7/23/2018
7462	25	/policies/innovations-in-transportation-and-infras	I don't understand why we need narrow transportation corridors? If we want more people in the inner city, the infrastructure needs to be maintained not lessened. What are we looking at - Seattle? If is, visit there. It's an expensive city with a better climate (a lot less snow) and many forms of public transportation including cars. They have not narrowed anything!!	7/23/2018
7463	61	/policies/environmental-justice/	Yes!	7/23/2018
7464	0.1	/topics/land-use-built-form/	With giving so much potential profitability to developers who on the city council is benefiting? We will find out	7/23/2018
7465	35	/policies/innovative-housing-types/	Land grants for low-income buyers, where they can own the house and have funds for improvements while the city owns the land. Owner occupied duplexes where both sides have a mortgage to give them stability from rising rents. Stop the conversion of the small starter homes into cut up rentals owned by investors who don't live in the city or care. An example is a formerly nice house with a 2 door garage. I believe that it has ben divided into at least 3 rental units, one in the garage. There are usually three cars in the driveway plus one parked on the grass and 2 more on the street. They only mow once a month and there is often trash strewn about. There is a big piece of plywood on which tenants practice graffiti and I've seen them throwing trash across the railroad tracks onto other property and laughing about it. Most young people in our community are more responsible than that and a joy to have around, but this property is neglected.	7/23/2018
7466	80	/policies/development-near-metro-stations/	Policy 80: a, b, d: Require Compact mix of, accessible via sidewalks and bicycle facilities through green connections	7/23/2018
7467	0.1	/topics/land-use-built-form/	This is your daily reminder that up zoning has never successfully accomplished the objectives in this plan and has only failed in Seattle,	7/23/2018

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7468	68	/policies/energy-efficient-buildings/	New buildings should be built to a very high energy efficiency standard. Net Zero should be an expectation at this point. Solar PV should be integrated into as many new projects as possible.	7/23/2018
7469	1	/policies/access-to-housing/	<p>As a longtime homeowner in south Mpls on a street where there is already a mix of single family homes and rental property my family has experienced first hand how problem rental properties can adversely affect quality of life in neighborhoods. I do not think the city is prepared at all for a significant increase in multi-family housing units. There are not enough housing inspectors or fire inspectors currently to address problems with rental properties. Remember that only a few years ago six people died in a rental property on East Lake Street due to inadequate fire safety inspections.</p> <p>That being said, construction of multi-family units by a developer would likely required monthly rents of \$1600-2000 per unit per month in order to guarantee the investors a return on their money. This in no way can be considered affordable housing. There is also the possibility that new expensive multi-family units will drive up property taxes so that seniors and others on fixed incomes will no longer be able to stay in their homes.</p> <p>It is ridiculous to not require off-street parking, especially in neighborhoods where parking is already tight. It is not summer here year round - we can have vicious snow storms and the city is not able to plow all the streets and alleyways very quickly.</p> <p>Not everyone can go without a car. Not everyone can bike or use public transportation. This plan also seems to ignore the Republican party which is hellbent on making sure that the region has a substandard public transportation system.</p> <p>WCCO channel 4 news reported last week that according to a survey, 92% of millenials want to own their own home. How is this plan going to help them do that? Why would you want to increase the number of people that are forced to be permanent renters all their lives? Unless of course, they leave the city of Minneapolis.</p> <p>No one in Minneapolis wants to be another Seattle with sky-high home prices and an increasing homeless population. How is this plan going to prevent that?</p>	7/23/2018
7470	33	/policies/affordable-housing-production/	prioritizing simple, affordable housing for those at or below 50% of the median income is crucial. This needs to be a top goal, with supports and incentives given to agencies that desire to build this housing.	7/23/2018
7471	9	/policies/open-spaces-in-new-development/	I strongly support this policy.	7/23/2018
7472	0.1	/topics/land-use-built-form/	I think it's the interest of full transparency, that the mayor and city council members need to list. Sit addresses so it's publicly known how they are affected. Something doesn't add up here	7/23/2018
7473	1	/policies/access-to-housing/	Minneapolis should be leading the nation in passive home design to reduce money wasted on heating and cooling, reduce pollution generated from wintertime heating and summertime cooling, and delivering real-world affordability for housing.	7/23/2018
7474	63	/policies/food-access/	I don't support requiring stores to stock anything in particular. If customers want nutritious foods, the stores will stock that. It is not the store's responsibility to educate their customers. Instead, work with public health folks to provide education and incentive to seeking healthful food.	7/23/2018
7475	47	/policies/housing-maintenance/	Make it really hard for people to sell properties to developers where they've intentionally let it fall into disrepair to such a degree that "it's not worth rehabbing."	7/23/2018
7476	9	/policies/open-spaces-in-new-development/	More open public spaces should include community gardens, particularly edible gardens. More public trees should be fruit trees. We need more food to be sourced from where the people are.	7/23/2018
7477	68	/policies/energy-efficient-buildings/	Minneapolis should be a global leader in passive building design to eliminate the need for heating and cooling energy use and pollution.	7/23/2018
7478	0.1	/topics/land-use-built-form/	Interior 2: I think this seems like a great build form policy. I live in Corcoran in a single family home and would like to see more dense land use in my neighborhood. I do, however, take issue with the fact that interior 2 is not planned city-wide. Why should we continue the stricter land use and keep density out of the wealthiest areas of the city? Interior 1 is most common in the richest areas of south Minneapolis. I am sick of rich people continuing to restrict who lives by them and rallying to create and enforce exclusive neighborhoods. While I laid the effort to bring some small increases of potential density to those neighborhoods, and am sensitive to the extreme pushback our wonderful planners have received, it is not enough. Please be more radical and make the built form even across neighborhoods. If you drive around Corcoran and then you drive around Page, the houses are not so different. The shops and streets apes are not so different. What is different is the wealth of the people living there. Please do not pander to the elites and instead plan for all of us. Thank you very much.	7/23/2018
7479	35	/policies/innovative-housing-types/	I support the use of SROs and cooperative style housing to help diversify housing options.	7/23/2018
7480	86	/policies/healthy-food-in-institutions/	Policy 86: c, f: In collaboration with MPRB gardens	7/23/2018

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7481	11	/policies/skyways/	Skyways definitely need to connect more directly to the street, and should generally be discouraged. Retail at the skyway level should be discouraged as much as possible and encouraged at street level.	7/23/2018
7482	1	/policies/access-to-housing/	I strongly support all of these policies. It is important for many reasons to increase the types of housing that can be built in neighborhoods throughout the city. I like building more dense housing along transit lines, although I'd suggest that the city include planned transit lines in considerations (B Line, C Line, D Line, E Line, Orange Line, Green Line & Blue Line Extensions).	7/23/2018
7483	3	/policies/production-and-processing/	Thank you for including Action Step "f" encouraging adaptive reuse of older industrial and commercial property. By doing so, this policy could also support goal #7: history and culture.	7/23/2018
7484	73	/policies/stormwater-management/	Honest to pete, I was at Lyndale and Franklin the other day when I saw an old guy at the bus stop who, literally, kicked a plastic pop bottle onto the sewer grate and then ushered it through gap above and into the sewer system below. That made me think we need to cover up all the gaps with the sewer grates. Good lord. Also, homeowners should be regularly reminded to rake up and bag the leaves and goo that accumulate on the sewer grates. Most people don't think it's their responsibility, so they let their streets flood.....	7/23/2018
7485	1	/policies/access-to-housing/	I do not support part e of this policy. It is important to have area of single family homes in our city especially in historic neighborhoods that were designed as single family bungalows. Four pieces etc will erode the character of these neighborhoods. Does the whole city have to be dense? I moved from uptown to longfellw because I didn't want to raise a family in such a busy dense neighborhood. I love my quiet little street in Mpls and worry this plan Will take away these pockets of calm and quiet.	7/23/2018
7486	0.1	/topics/land-use-built-form/	Idealism like this doesn't translate to effective governance. Pull your heads out of the sand and get to work on solving the real problems we are faced with	7/23/2018
7487	33	/policies/affordable-housing-production/	I would ask you to make this section stronger in the next draft. I'd like more specific policy recommendations about how you will expand resources and prioritize the needs of those at the lowest incomes.	7/23/2018
7488	75	/policies/waste-reduction/	Use the smaller sized garbage can as the default size.	7/23/2018
7489	84	/policies/public-safety/	We have growing crime rates as it is in Minneapolis. I think we should find ways to get a handle on this before we look at in massively increasing density across the city. Many people do not even want to visit downtown. Let's work on making our city safe with the population we currently have. Once this is under control, then look at how to maintain that level of safety as we increase density.	7/23/2018
7490	92	/policies/identify-and-evaluate-historic-resources/	Including Native American assets.	7/23/2018
7491	4	/policies/access-to-commercial-goods-and-service/	Why require retail only in new buildings? Couldn't it also be encouraged as part of adaptive reuse in existing buildings?	7/23/2018
7492	0.1	/topics/land-use-built-form/	I wonder if Edina would absorb SW Minneapolis - we will pursue it	7/23/2018
7493	0.1	/topics/land-use-built-form/	The plan will virtually wipeout single family housing in the Como neighborhood. Public policy without public discussion is not public policy.	7/23/2018
7494	0.1	/topics/land-use-built-form/	I appreciate that the future land use map allows for higher densities by right. We need more housing, and this makes many historical non-conforming uses conforming again! As a renter who relies on "missing middle" housing like duplexes and fourplexes to allow me affordable rent where I can comfortably live with my large dog, I'm glad to see that in the future, these types of buildings will not be discouraged by zoning.	7/23/2018
7495	14	/policies/tree-canopy-and-urban-forest/	e. Identify and protect green space in every neighborhood, with emphasis on tree diversity and health, native vegetation, and minimizing turf.	7/23/2018
7496	96	/policies/heritage-preservation-recognition/	Policy 96: a, b: Focus on St Anthony Falls and Mississippi River	7/23/2018

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			<p>The 2040 plan does not offer any evidence the proposed policies and zoning changes will improve citizens lives. Increasing both the population density and traffic congestion is unlikely to improve anyone's lives except for the developers that will profit. Can the City Planners provide any proof to answer any of the following questions?</p> <ul style="list-style-type: none"> - Why is rent control is not an option? It is not mentioned in the Plan. - Why not tax developers so the City can build affordable housing in a responsible manner? This is also not mentioned in the Plan. - Why are developers better at providing affordable housing than the City? - How will building randomly located apartment buildings will solve the housing issues? Developers will focus on more expensive areas to make higher profits and these will not be affordable. - How will apartment buildings affect single family home values? Apartments will drive adjacent property values down and drive the remaining stock higher. - What effect will large numbers of renters have on neighborhoods? - How many families will be driven out of Minneapolis as single family homes are replaced with apartments? - How will congestion be affected by eliminating parking? - How much will congestion increase at the Lake/Excelsior intersection if multiple apartment towers are built by Bde Maka Ska? - How will reduced parking affect the elderly, handicapped, and families with children especially during winter? - How will reduced parking will affect street cleaning and snow removal? 	7/23/2018
7497	0.1	/topics/land-use-built-form/	<p>The plan is based on free markets and developers. That has not provided equality in the past and will not in the future. There needs to be</p>	
7498	0.1	/topics/land-use-built-form/	<p>I am supportive of the land use and built form maps. It makes sense to legalize fourplexes in all parts of the city. Many neighborhoods have fourplexes that fit in so well that people don't even notice them or think about them, but it would be illegal to build the same structure today. I also support the higher-density zoning on transit corridors. It makes sense to allow more people to live closer to transit - both because many people want to live near transit (driving up prices), and because having more users nearby will mean more transit riders, which makes our transit system work better.</p>	7/23/2018

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7499	0.1	/topics/land-use-built-form/	<p>Greater density of housing, industrial and commercial will be needed in the future, as the plan calls for. One of the primary approaches seems to be adding 4 plexes and taller housing to achieve affordability along transit corridors such as the Greenway. The goal is important but the plan needs improving. Does this work or does it disenfranchise lower income people from owning a home and committing to the neighborhood, or those who have invested in housing who fear a large building going up next to them? The plan does not provide data to show this works as intended.</p> <p>Here are some critical components that I recommend:</p> <ul style="list-style-type: none"> - There should be affordable housing units required as part of new housing or mixed use developments. - The plan shouldn't make it easy for big developers to come in and put of aesthetically unsuitable or substandard (but possibly still expensive) housing or mixed use while the profits from doing so simply flow out of Minneapolis. Local contractors need to have priority and I don't know if that is built into the goals and methods of this plan. -It is critical to have neighborhood input into where and how such housing is planned and built in the neighborhoods, especially those that that adjoin transit and major road corridors. That helps with the idea of change by potentially working through change with neighborhoods. Is that built in? - Neighborhood streets such as 23rd Ave S to 25th Ave S along Evergreen Dr that adjoin commercial (Interior district 2 I think where a commercial building cut off several north south streets) need attention now and in this plan. Evergreen Dr, for example, is problematic because it sometimes attracts drug deals, public urinating, speeding cars, excessive noise from commercial during non business hours at the eastern end of Evergreen Dr, and other quality of life issues. What we need is crime prevention through the design of healthy community spaces. This should feature slower street such as Evergreen Dr with narrower lanes that encourage flow through along with more walking and biking. Working with GrayBar the community planted trees and prairies, More can be done to create beautiful landscapes with appropriate lighting and wayfinding. The city should think twice about doing this kind of thing in the future. The plan has building of up to 10 stories along the southern part of Evergreen--Transit 10-- which would be a significant change to those of us living on the north side of Evergreen. The plan needs proactive and strong neighborhood engagement in this and other areas like it, including Corridor 6 on the Greenway east of Minnehaha Ave. <p>George Boody Mpls resident</p>	7/23/2018
7500	82	/policies/aging/	<p>Snow and ice maintenance is critical. Winter is coming for Minneapolis, it happens every year. Without a plan that ensures snow and ice removed so that ALL sides walks, street crossings, curb ramps and public places are cleared, aging seniors will not have safe mobility and access to community life. Downtown sidewalks are simply onto cleared in winter. And the times I have called to report safety issues, the sewer has been "not our job" ... make it your job. Uphold the American with Disability Act and put a policy in place that doesn't require residential snow removal. That has not worked for years and it really IS your job to make sure public sidewalks are safe and accessible. Minneapolis has a growing number of seniors, this has to be top priority and clearly spelled out in the comp plan. Engage the DOJ to help raise up this responsibility to the Met Council and MnDOT. They have not shown leadership on this and have put all cities at risk for lawsuits and people at risk for broken hips, hospital costs and isolation.</p> <p>https://www.fhwa.dot.gov/civilrights/programs/ada_sect504qa.cfm</p>	7/23/2018

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7501	0.1	/topics/land-use-built-form/	<p>Greater density of housing, industrial and commercial will be needed in the future, as the plan calls for. One of the primary approaches seems to be adding 4 plexes and taller housing to achieve affordability along transit corridors such as the Greenway. The goal is important but the plan needs improving. Does this work or does it disenfranchise lower income people from owning a home and committing to the neighborhood, or those who have invested in housing who fear a large building going up next to them? The plan does not provide data to show this works as intended.</p> <p>Here are some critical components that I recommend:</p> <ul style="list-style-type: none"> - There should be affordable housing units required as part of new housing or mixed use developments. - The plan shouldn't make it easy for big developers to come in and put of aesthetically unsuitable or substandard (but possibly still expensive) housing or mixed use while the profits from doing so simply flow out of Minneapolis. Local contractors need to have priority and I don't know if that is built into the goals and methods of this plan. -It is critical to have neighborhood input into where and how such housing is planned and built in the neighborhoods, especially those that that adjoin transit and major road corridors. That helps with the idea of change by potentially working through change with neighborhoods. Is that built in? - Neighborhood streets such as 23rd Ave S to 25th Ave S along Evergreen Dr that adjoin commercial (Interior district 2 I think where a commercial building cut off several north south streets) need attention now and in this plan. Evergreen Dr, for example, is problematic because it sometimes attracts drug deals, public urinating, speeding cars, excessive noise from commercial during non business hours at the eastern end of Evergreen Dr, and other quality of life issues. What we need is crime prevention through the design of healthy community spaces. This should feature slower street such as Evergreen Dr with narrower lanes that encourage flow through along with more walking and biking. Working with GrayBar the community planted trees and prairies, More can be done to create beautiful landscapes with appropriate lighting and wayfinding. The city should think twice about doing this kind of thing in the future. The plan has building of up to 10 stories along the southern part of Evergreen--Transit 10-- which would be a significant change to those of us living on the north side of Evergreen. The plan needs proactive and strong neighborhood engagement in this and other areas like it, including Corridor 6 on the Greenway east of Minnehaha Ave. <p>George Boody Mpls resident</p>	7/23/2018
7502	5	/policies/visual-quality-of-new-development/	I can't help but think there needs to be more clarity included in this policy about new development in historic districts. Action step "g" reads as though it would ignore the design guidelines developed specifically for historic properties.	7/23/2018
7503	0.1	/topics/land-use-built-form/	<p>I do not believe that this plan will increase affordable housing in Southwest Minneapolis. I do not support the plan in the current form. I have many concerns: including traffic, decrease of green spaces, pollution and runoff in our creek and lakes, blending new construction with the historic homes in our neighborhoods, and the increased burden on the school system. I believe that 6 stories is too much down Nicollet in our residential neighborhoods.</p> <p>I went to a planning meeting where the individuals representing the plan said that they are a separate entity from MPS so they could not comment on how they would support the growth. It is hard for me to accept any plan that does not engage the school system during the planning process. It feels like families with children are being ignored and left behind in this plan.</p>	7/23/2018
7504	34	/policies/affordable-housing-preservation/	These are the right policy goals, but I'd ask that you make a stronger and more specific set of policies in the next draft. Some potential policy recommendations could include setting parameters around what rent increases are allowed, programs to help landlords invest in housing if they agree to maintain rent levels, right to first refusal policies, and others.	7/23/2018
7505	35	/policies/innovative-housing-types/	Yes, I support these actions and look forward to seeing the city develop new programs that legalize and incentivize the building of new housing types.	7/23/2018
7506	7	/policies/public-realm/	Although this policy indicates it supports Goal #7, there is nothing within the action steps that speaks about the public realm found in historic districts and near landmarks. How will a "citywide framework" incorporate those unique situations? And, conversely, how can design guidelines support whatever framework(s) are developed?	7/23/2018
7507	38	/policies/affordable-housing-near-transit-and-job	Yes, this is important. Ensure that high density levels are allowed around all METRO stations, not just the ones closer to the core.	7/23/2018

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7508	14	/policies/tree-canopy-and-urban-forest/	<p>The cost savings attributable to trees are important. The aesthetic value is even more important. I have lived in cities that never replaced their elms after the Dutch Elm epidemic - they feel barren and hot.</p> <p>Right now in SW Minneapolis the incentives provided to developers to preserve trees when building infill housing or major additions is NOT sufficient - it is simply more valuable to them to have a bigger house, or to avoid changes in the house design to move, say, egress window wells 10 or 15 feet to reduce conflict with tree roots, than it is to get a few design points for preserving trees. It will only get worse if people are allowed to build duplexes, triplexes and 4-plexes on these same 5000 sq.ft. lots. If you're serious about retaining mature trees (which take many, many years to be replaced by new growth), the incentives must be much greater than they are now. Otherwise you should be honest and take "retain mature trees" out of your action steps - it simply does not and will not happen.</p> <p>Planting a greater diversity of trees on boulevards is important to minimize the risk of heavy tree loss due to epidemics like Dutch Elm and emerald ash borer.</p>	7/23/2018
7509	0.2	/small-area-plans/	<p>When commercial/industrial abuts residential, there needs to be consideration of -noise from large fans, trucks, etc., especially during evenings and weekends</p> <ul style="list-style-type: none"> - excessive lighting that floods houses during all hours - encouraging workers to respect the privacy of nearby housing 	7/23/2018
7510	11	/policies/skyways/	What does the map in Action Step "g" mean? Is that what is being called the downtown core?	7/23/2018
7511	80	/policies/development-near-metro-stations/	These are good policies. Consider setting parking maximums around transit stations.	7/23/2018
7512	16	/policies/environmental-impacts-of-transportation/	Market-priced parking is so important! Right now so much of our parking is "free," i.e. heavily subsidized by taxpayers and thus free to motorists. This skews people's perception on the relative affordability of driving compared to other modes of transportation. Making people pay the actual costs associated with the amount of space that their vehicles take up is so important in reducing our dependence on cars and encouraging people to explore alternatives. It could also help create jobs: if people decide to take a taxi rather than park their car at a paid lot, that money goes to a driver who probably lives in the city.	7/23/2018
7513	81	/policies/social-connectedness/	<ol style="list-style-type: none"> 1. Community Centers and City Parks are doing such fabulous things. Continue to support and add to their resources, yes. 2. Quiet rooms or areas in restaurants: Many older diners and hard-of-hearing folks cannot enjoy restaurant or stay as long as they'd like because of the noise levels. Can the City encourage restaurants to create quieter rooms or sections of tables [with fabric and drapery, a screen and much softer background music]. Many, many people wants this more and more as the decibel levels in bars and restaurants keeps going up. 3. Nice Ride bikes is fantastic and must continue. Monitor the new dock-less program and make sure it doesn't hurt the progress Minneapolis has already made. It is fabulous. 4. The bus stops in St. Paul are amazing spaces for older people, women, and women with children traveling after dark and in the winter. They have bright light, digital read-outs saying when the next bus is estimated to arrive, maps and information that is easy to read and visible. I assume they have emergency call buttons. They are so bright and welcoming. Minneapolis needs to copy them. 	7/23/2018
7514	17	/policies/complete-streets/	There are so many places where I feel out of place as a pedestrian or cyclist. I agree that our built environment should prioritize the safety of people who are walking, biking, or taking transit. People in gas-guzzling cars don't need to be prioritized or accommodated when they are in a huge, inefficient, 2-ton climate controlled box.	7/23/2018
7515	66	/policies/air-quality/	There are individual facilities that are producing unhealthy amounts of air pollution, for example, the industry in North Minneapolis. The environmental hazards and discrimination is. Rey similar to the problem in Flint, MI. Minneapolis has to be proactive not reactive. Provide leadership not wait until the damage has been done to children and other living things.	7/23/2018

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7516	80	/policies/development-near-metro-stations/	<p>The Transit-Oriented development is planned along the Kenilworth corridor and adjacent areas. It's a prairie and woods restoration area and it makes Minneapolis a unique and desirable place to live. We should preserve these special green spaces and not trade them for a few apartment buildings. The many other places the City could scarifies for affordable housing.</p> <p>Has the agreement with Minneapolis Park and Recreation Board been signed to re-purpose the land use along the Kenilworth corridor?</p> <p>What will happen if the 21st Street Metro Station is never built? The plan will destroy the neighborhood with no obvious gains.</p>	7/23/2018
7517	20	/policies/transit/	<p>Improving our transit system will improve the quality of life for current residents, and it will help the city continue to grow by attracting new residents. I moved to Minneapolis in 2010 and one of my biggest concerns was that the transit system was not as developed as other cities I was exploring. I know peers of mine from college who wouldn't have even considered Minneapolis because it's hard to get around without owning a car, which is a huge expense.</p>	7/23/2018
7518	20	/policies/transit/	<p>While I appreciate the need to serve high densities, don't forget to ensure high frequency in areas with high ridership (regardless of density). The two may not always be the same.</p>	7/23/2018
7519	41	/policies/tenant-protections/	<p>These are good things, especially in terms of supporting organizations that proactively help tenants know their rights. Consider the following proposals to increase protections for tenants:</p> <ul style="list-style-type: none"> - Rent stablization, allowing for growth in rents at a reasonable rate. - Right to First Refusal for tenants to try and buy a building before it goes on the market. - Setting rules around rental application costs. - Require "just cause" to be proven for evictions. - Assistance for tenants going to housing court. 	7/23/2018
7520	22	/policies/downtown-transportation/	<p>There needs to be a more concerted effort to address safety at downtown bus stops, especially along Hennepin Avenue.</p>	7/23/2018

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7521	13	/policies/landscaping/	<p>CHANGE THIS SENTENCE FROM Landscaping: Require landscaping in conjunction with new development that complements its surroundings and enhances the built environment.</p> <p>to Landscaping: Require environmentally-friendly landscaping in conjunction with new development that complements its surroundings and enhances the natural and built environment and contributes to ecological health.</p> <p>Please delete a) In general, larger, well-placed, contiguous planting areas that create and define public and private spaces shall be preferred to smaller, disconnected areas. This one is a huge mistake! Every area counts; however small, so wiping out small areas in favor of large areas really threatens the smaller pockets of native plants that help pollinators and birds.</p> <p>Change c. Landscaped areas should include plant and tree types that address ecological function, including the interception and filtration of stormwater, reduction of the urban heat island effect, and preservation and restoration of natural amenities. Diversity of plant types is essential for ecological health; yet mono-plantings continue.</p> <p>Please ADD: Provide incentives for landowners, landlords and homeowners to replace non-native vegetation with native trees and plants that contribute to ecological health.</p> <p>Change e: Landscaping plans should be designed to MINIMIZE future maintenance including the consideration of irrigation systems, drought and salt-resistant species, ongoing performance of storm water treatment practices, snow storage, access to sun, proximity to buildings, paved surfaces and overhead utilities. Please discourage irrigation systems because water shortages will occur and it should be a crime to suck water out of our rivers and lakes to water lawns, which are ecological wastelands.</p> <p>f. Green roofs, living walls, and porous pavement are encouraged but are not meant to be a substitute for ground-level landscaping of sites as landscaping provides both a natural amenity and aesthetic beauty to the urban landscape. Whuuut? Why is this confusing statement here? Does the writer even understand landscaping for the environment?</p>	7/23/2018
7522	11	/policies/skyways/	<p>Skyways are a pragmatic design choice that acknowledge the often-harsh climate of our state. I work in downtown Minneapolis and I am a big supporter of the skyways. They make downtown more vibrant year-round and encourage people to walk and explore the downtown core of the city.</p>	7/23/2018
7523	0.1	/topics/land-use-built-form/	<p>I think this map looks great! Minneapolis is growing, and there is no equitable way to set aside some parts of the city for growth, while restricting it elsewhere. It looks like you are doing a fair job allowing for growth throughout the city. I've heard so much concern from some people in my neighborhood, that I'm honestly surprised to see that the built form for my neighborhood actually looks pretty similar to what's already here. I'm sure there will be pressure to create a vision that is ultimately more restrictive, but I hope we'll be able to resist that pressure, because the best way to create more housing in our city is to build a little more everywhere.</p>	7/23/2018

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7524	16	/policies/environmental-impacts-of-transportation/	<p>1. We should eliminate laws and regulations that make it harder or less attractive for people to bike and walk. First and foremost, bikes act much more like pedestrians than cars. It doesn't make sense to ask bike riders to act like cars. All that does is make sure the only people who bike in Minneapolis are the ones brave enough to do that - so predominantly young and middle-age straight white men. Bikes need a better solution, and a consistent solution, for left turns. At a clear intersection, bikes don't need to stop at stop signs or wait for green lights. Pedestrians don't need to wait for green lights at clear intersections either! Especially not when it's freezing, hot, or raining! Beyond not tracking logically, the enforcement of these kinds of regulations has historically been alarmingly inequitable. Homeless residents and black and brown residents are exceedingly more likely to be cited for these offenses; meanwhile all our scholarship in transportation planning tells us they literally are not reasonable offenses.</p> <p>2. We need to stop tiptoeing about the damage cars do and the need to restrict their access and freedom of movement. I'm glad to see "continue to disincentivize driving," but we just have to be more frank than that. We need a sharp and immediate reduction in private car use. We have to stop bending to the will of non-residents who commute to Minneapolis (as well as Minneapolis residents who have cars). It is so much more important to curb climate change than to be popular with people who live in Eden Prairie. Can we have an honest conversation about our regional expectations for travel time across the city? Why do we accept that it should take less than 15 minutes to get downtown from Diamond Lake? I don't have a car and it sometimes takes me 45-60 minutes to get from Stevens Square to West Bank on the bus. Intracity travel at 2.5 mph is definitely too slow, but it's time to admit that 45 mph is also too fast. It's not a reasonable expectation in a city, and the sooner we embrace that, the sooner we can take real steps to cut back on cars in the city.</p> <p>3. We need a better transit funding mechanism. This is state legislation unfortunately, but I think we all agree that the status quo is counterproductive for residents of Minneapolis. We need to work with the state to open up new transit funding mechanisms. We should be able to vote tax ourselves (like essentially all of our peer cities do) to fund transit projects like ABRT, the Greenway LRT/streetcar, and the Nicollet-Central corridor.</p> <p>4. Much of this policy relates closely to land use. Many Minneapolis residents (and regional residents) are essentially forced to own and use private cars because we have a shortage of homes and urban neighborhoods where not owning cars makes sense. Reducing our reliance on private cars definitively means building vastly more dense housing in all parts of the city and working to undo job sprawl and cut back on reverse commuting. Anyone can get by without a car if the land use cooperates.</p>	7/23/2018
7525	0.1	/topics/land-use-built-form/	<p>I live at 52 & Washburn and I oppose this outrageous plan which will increase density, decrease community and fail to offer truly affordable housing.</p> <p>This is a strong and vibrant community. Don't destroy some of the neighborhoods that make Minneapolis one of the world's best places to live.</p> <p>Thank you the work you do and your support of our neighbors and communities.</p> <p>Ellin Day</p>	7/23/2018
7526	0.1	/topics/land-use-built-form/	<p>I think this map looks great! Minneapolis is growing, and there is no equitable way to set aside some parts of the city for growth, while restricting it elsewhere. It looks like you are doing a fair job allowing for growth throughout the city.</p> <p>I've heard so much concern from some people in my neighborhood, that I'm honestly surprised to see that the built form for my neighborhood actually looks pretty similar to what's already here. I'm sure there will be pressure to create a vision that is ultimately more restrictive, but I hope we'll be able to resist that pressure, because the best way to create more housing in our city is to build a little more everywhere.</p>	7/23/2018
7527	46	/policies/healthy-housing/	<p>Please add policies around addressing energy efficiency opportunities as part of healthy housing programming.</p>	7/23/2018

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7528	47	/policies/housing-maintenance/	There is a rapidly growing shortage of workers in the trades. This has been discussed in the trade press for at least 15 years. Skilled workers in HVAC, plumbing and electrical are retiring and are not being replaced by enough new workers. I have recently had several conversations with contractors about tradespeople getting \$3 to \$10k bonuses if they join a company and stay a year. It's going to be hard for low and moderate income people to access affordable help with maintenance if this continues. Can Minneapolis encourage MnSCU to restore an emphasis on technical school programs and encourage marketing the trades to young people as a way to make a good living? Incomes are much, much higher than in the service and retail sectors and the need is large and growing.	7/23/2018
7529	19	/policies/bicycling/	Increase preference for building protected bike lanes over unprotected bike lanes.	7/23/2018
7530	6	/policies/pedestrian-oriented-building-and-site-de	I very strongly support this policy.	7/23/2018
7531	80	/policies/development-near-metro-stations/	Many people want to live near transit corridors, which leads to increased housing and rental prices - especially rental. I agree that it's important to increase the supply of housing near METRO stations, and I am even more in support of ensuring that there is an adequate supply of affordable housing near METRO stations. Public transit might be a convenience for everyone, but it's a necessity for lower-income residents of the city who can't afford to own a car.	7/23/2018
7532	6	/policies/pedestrian-oriented-building-and-site-de	These are great policies. Do them all!	7/23/2018
7533	29	/policies/creative-sector-economy/	The reuse of existing and historic buildings needs to be incorporated into this somewhere--perhaps as part of Action Step "b" or as a new action step. It could then support Goal #7	7/23/2018
7534	34	/policies/affordable-housing-preservation/	We live in North Minneapolis and bought a house in 2017. We have been told that home ownership is the best way to create intergenerational prosperity, so we deeply believe in protecting the access low-income families like ours have to purchase homes, We also believe part of affordable housing is letting residents stay in their homes and promoting home ownership of affordable, fixer-upper, or existing housing stock in the Northside to keep neighborhoods whole.	7/23/2018
7535	51	/policies/healthy-pre-k-development/	i agree with all of the above. I work in this field, and one of the needs seems to be preschool day treatment. the ones we refer to constantly have a waiting list. another need is for child care that can address some of the needs of children who have both child care and social/emotional needs who do not meet the criteria for day treatment.	7/23/2018
7536	83	/policies/people-with-disabilities/	It's so important that the city vastly upgrade its sidewalks and streets to be more accessible for people with disabilities.	7/23/2018
7537	0.1	/topics/land-use-built-form/	I'd like to see more density in my neighborhood in Corcoran. Housing and access are important to me. I'd also like to see friendly bike and transit infrastructure.	7/23/2018
7538	17	/policies/complete-streets/	I need to know that this policy has regulatory teeth. I don't trust that it does. I love it dearly but I don't trust that it will play out. 1. I'm disappointed there's no discussion of winter maintenance here. They aren't complete streets if they aren't complete in January too. 2. There are a whole lot of different entities that perform construction on and adjacent to city streets - public crews, private crews, and contracted crews - and right now, none of them are particularly good at following our existing complete streets policy, and there don't seem to be any repercussions for that failing. What kind of culture change needs to happen to fix that? How can we get all kinds of construction crews on board and make sure their construction accommodations are both compliant and predictable? 3. What are curbside management policies? That's not a phrase I'm familiar with. Some term-defining would be helpful for such an important part of the 2040 plan.	7/23/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

7539	70	/policies/ecology-and-habitat/	<p>a) should be stronger: Discourage use of pesticides and encourage organic practices to improve and maintain soil health and healthy habitat and ecosystems. "and herbicides" is not needed because pesticides include herbicides, insecticides, fungicides, etc.</p> <p>Please add "Implement all components of the Minneapolis Pollinator Resolution" including actions by all City departments to protect pollinators and increase native vegetation for foraging.</p> <p>Please add: Require all new developments to use birdsafe glass or other methods to prevent bird-glass collisions.</p> <p>Please add: Design and deliver public-awareness programs that educate residents about how to protect urban wildlife.</p>	7/23/2018
7540	31	/policies/creative-workers/	There needs to be safe, affordable spaces for making art and other creative endeavors throughout the city. This could include the reuse of existing/historic properties.	7/23/2018
7541	63	/policies/food-access/	these are great ideas and i look forward to them being implemented	7/23/2018
7542	68	/policies/energy-efficient-buildings/	Use city resources to make energy efficiency more accessible for those who face barriers to it - low-income folks, people with language barriers, small business owners, multi-family building tenants, etc.	7/23/2018
7543	18	/policies/walking/	Yes!!!!!!!!!!!!!! YAY!!!!!! I love this policy!!!! Thank you!!!!!!!!!! Do even more! Walking in Minneapolis is one of the great joys of my life and I want everyone to have access to it and I want it to be better for everyone everywhere. Make Minneapolis the best walking city in North America!	7/23/2018
7544	38	/policies/affordable-housing-near-transit-and-job-	We bought a house along Penn Avenue North in part because we are transit-dependent and also because it was affordable and we want to raise a family in North Minneapolis. However, with the C line bus-rapid-transit project and the blue line extension coming to our area, we are nervous about large-scale development that will make Penn Avenue unfriendly or dangerous to children. Why not invest in the families and run-down, "naturally occurring affordable housing" already along Penn instead of opening the doors to out-of-state large developers with one-size-fits all policies and profit motives?	7/23/2018
7545	65	/policies/urban-agriculture-and-food-production/	<p>Add: Prohibit the use of any type of pesticides in community gardens and other food production areas.</p> <p>Add: In all neighborhoods, expand the number and sizes of green spaces in all neighborhoods that provide native vegetation for pollinator forage.</p>	7/23/2018
7546	1	/policies/access-to-housing/	<p>I agree with this proposal. I reside in Kingfield (though on the end closest to Lyndale) and we have a mix of housing types. My neighbors to the south talk about density as if the world is ending. It is so racist and classist and generally awful. I hope that as we look at what to build, that we take into consideration several things:</p> <p>Developers must be required to develop affordable housing. I am troubled when I see a building go up that looks like the one just off the freeway at 35th/2nd where it has an indoor gym and amenities that drive up the cost of the rent. I want to see neighborhoods be able to thrive without relying on gentrification as the only metric of what that means.</p> <p>Additionally, we should very strategically try to build housing that is accessible for aging in place. I own an old, totally inaccessible house. I'll be in my 60s in 2040 and looking at something a bit easier to deal with. However, there's nothing in the area that targets that kind of demographic. I'd love to see that change so we could have a vibrant neighborhood across generations!</p> <p>Please, please, please don't listen to the wealthiest homeowners on this. I know they're loud and make it so that the rest of us can't stomach community meetings. I care, but I can't stand to sit there. It is hard to afford housing in this city. That can't be our future.</p>	7/23/2018
7547	54	/policies/supporting-economic-growth/	There needs to be a specific plan for north Minneapolis that ties together these different economic housing and disparity goals. I get it that these policies apply city wide and so some would be more important than others in north Minneapolis but by not calling it out there is not enough focus there. St. Paul has a special section for their big opportunity zones. That makes more sense. Let's make it a focus to really move north Minneapolis to a place where more people want to live there.	7/23/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

7548	30	/policies/arts-and-cultural-assets/	<p>1. The Minnesota Orchestra is back stronger than ever and that is a real asset. Support student passes and tickets in any way possible.</p> <p>2. The public art projects and activities that I see are humanizing and inspiring and I encourage Minneapolis to continue and also expand this support. I particularly encourage public art projects in the neighborhoods that lack resources and need help finding places and spaces to perform, paint, build or complete public art projects.</p> <p>3. The Minneapolis theaters, art galleries, music schools and performances, dance centers, etc. continue to thrive and grow -- in diversity, in vision and in professionalism.</p> <p>4. Minneapolis needs to get the word out and in big ways that:</p> <p>"The 2015 Minneapolis Creative Index report noted that creative sales contributed \$4.5 Billion into Minneapolis's economy--nearly eight times the size of Minneapolis's sports sector revenues. Creative jobs in Minneapolis have grown by 10.4% since 2006 and are represented in 72 different industries." I was in theater for 12 years and a real theater and orchestra and literary arts supporter and audience member and I DIDN'T KNOW THAT FINANCIAL FACT. Publicize that to businesses, employers, theater goers and everyone in city government.</p>	7/23/2018
7549	5	/policies/visual-quality-of-new-development/	<p>The City should dictate architectural styles for new buildings that will go into established, historic neighborhoods. If a new, modern apartment building goes in-between historic homes, it will destroy the character of the area and downgrade visual appeal / interest.</p> <p>This policy contradicts the 2040 goal of preserving the History and Culture of the city.</p>	7/23/2018
7550	33	/policies/affordable-housing-production/	<p>"Produce" Does that mean new construction? Adaptive reuse? Both?</p> <p>How do we ensure there is *quality* affordable housing?</p> <p>Aren't Policies 33 and 32 intrinsically linked? How do we create, preserve, maintain, and improve affordable housing for everyone?</p>	7/23/2018
7551	65	/policies/urban-agriculture-and-food-production/	<p>I would also add supporting urban gardens in schools and daycare centers as well as community centers and places of worship.</p>	7/23/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

7552	1	/policies/access-to-housing/	<p>As a renter in Minneapolis I want to voice that I am in support of the 2040 plan. I currently reside in ward 13, the East Harriet neighborhood. It has become evident to me that MANY of my neighbors are not in support of this plan, and I think it is imperative for folks to fully educate themselves on exactly what the plan entails. The signs that the anti-2040 plan folks have created 'don't bulldoze our neighborhoods' are nothing but inflammatory scare tactics. I have been a renter in Minneapolis for the past 8 years. During those 8 years I have seen rent prices skyrocket and the nature of finding a place turn into an extremely stressful competition. 8 years ago I would see a 'for rent' sign, contact the landlord, set up a showing and submit an application. The last 2 times I have moved it was a completely different experience. Landlords are holding 'open showings' in which tons of potential renters show up to see the property at the same time, everyone fights for applications and races against each other to fill them out and be the first one to hand it to the landlord. This kind of climate is not something that I find appealing nor accessible for most. Currently, in my neighborhood, my city council person, Linea Palmisano, has spoken out against the plan, stating that she backs the home owners of ward 13. She has been quoted as saying that she believes in upholding the 'integrity' of the neighborhood. I want Ms. Palmisano, and the city council members who vote on this plan to understand three very important points. First, I want to focus on the word integrity. According to webster's dictionary, integrity can be defined as adherence to moral and ethical principles; soundness of moral character; honesty. When I look around my neighborhood I see wealthy white individuals who are afraid of more diverse communities coming into the neighborhood. This language is nothing but racially coded language. What Ms. Palmisano and other neighbors are really saying is that they want to stay in their homogenized bubbles. This is not Minneapolis, well at least not the Minneapolis I want to live in and strive for. The second point I want to make is that housing simply isn't affordable for most. Yes there are a lot of homeowners but there are a lot of renters. Individuals in my generation are no longer able to purchase homes like our parents and grandparents used to, and it is far worse for communities of color. I would also be remiss if I didn't mention the ways in which LGBTQ individuals are experiencing extremely high rates of homelessness. I work with LGBTQ individuals experiencing violence as a profession, and many folks are living in homes with 5 + people in order to afford living in the city. Many are also couch hopping and staying in and out of shelters. There is a serious housing crisis in this city. I encourage folks working on the plan to reach out to DV agencies and organizations working homeless individuals to understand just how bad it is. In last month my organization has actually been relocating other individuals to different states because they can't find shelter or housing here at all. The last point I want to make is that this land, is not our land. When we think about what we own, we ought to check ourselves.</p>	7/23/2018
7553	35	/policies/innovative-housing-types/	<p>Yes!! We need to expand our idea of what constitutes acceptable housing. Cooperatives, SROs, "tiny houses", and developments that share common areas all make perfect sense and should not be arbitrarily prohibited.</p>	7/23/2018
7554	0.1	/topics/land-use-built-form/	<p>I support the idea that we should achieve greater housing supply and diversity by allowing small-scale residential structures on traditional size city lots. However, I strongly feel that 4-plexes go too far in this direction. I do not think Interior 1 areas should allow more than a triplex. In my neighborhood (Fulton) these are only 5000 sq.ft. lots.</p> <p>I would prefer to make up the difference by allowing multifamily housing on public transit routes to either include a larger number of transit routes (not just "select" routes as you say elsewhere in the plan) and/or allowing more units per building on these transit routes.</p>	7/23/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

7555	1	/policies/access-to-housing/	<p>I am a resident of Ward 13. I strongly support the 2040 plan unlike a lot of my neighbors in SW Minneapolis. The area of SW Minneapolis I live in (East Harriet) was platted(built) before racist covenants came about, and a lot of my neighbors think this excludes this area as benefiting from a history of racist housing policy. That is not the case, this neighborhood has historically organized to keep out people of color and enforce racial/income based segregation.</p> <p>I'm particularly excited about re-zoning the city to allow for missing middle housing which will help to complete our neighborhoods. SW Minneapolis is incomplete and sparse. The wealth that exists there has been passed down through generations while large populations of people in our cities were denied access to this sort of equity accumulation through exclusionary policies. Refusing to allow for denser neighborhoods is going to exacerbate unaffordable housing which is an increasing problem in Minneapolis.</p> <p>My neighbors believe that density = crime, but this is also incorrect and ignores the complexities of concentrated poverty.</p> <p>A lot of my neighbors believe that large developers will buy up their homes in SW Minneapolis and destroy the integrity of the neighborhood. I believe this is veiled language for entitlement. Fourplexes and Duplexes already exist in these neighborhoods, people are just unaware that they are there because they already fit in nicely with the aesthetic. It is unlikely that a large developer will do this, but I would like to see the city incentivizing/investing in small developers for these projects so this doesn't happen.</p> <p>As for the Built form interior 1 designation, this designation is not applied evenly throughout the city and I'd like to recommend Interior 2 & 3 as the minimum. The city has made their #1 goal to reverse disparities created by racist covenants & housing policy having Interior 2 & 3 as the minimum would make this goal more effective.</p> <p>My city council member, Linea Palmisano owns a house in Linden Hills, and also advocates for continued exclusionary policies. SW Minneapolis has continuously advocated (and won) exclusionary housing policies. I'd like to see the city go forward with re-zoning ward 13. Do not let wealth (un-fairing accumulated) entitle SW Minneapolis residents to live in de-facto gated communities one more time in the history of Minneapolis. Everyone should have access to good neighborhoods independent of wealth, and the Minneapolis 2040 plan is only a tiny step in the right direction.</p>	7/23/2018
7556	72	/policies/sustainable-water-system-management/	<p>Add: Develop and implement a public awareness program to educate people about the need and methods for water conservation.</p> <p>Encourage people to reduce water uses, especially for wasteful uses such as watering lawns.</p>	7/23/2018
7557	14	/policies/tree-canopy-and-urban-forest/	also expand the plant a tree program, and add sliding fee scales for more needed/specific communities	7/23/2018
7558	17	/policies/complete-streets/	I get around Minneapolis primarily by bicycle, sometimes by walking, and drive about once a week. It is very common, while out on foot or bicycle, to encounter situations at intersections where I know I have the right-of-way, but also know if I actually went out into the intersection I would most likely be killed. Some people like to complain about scofflaw cyclists, but really, it seems to be that deadly behavior by motorists is much-more the norm. I hope we'll continue to take steps that calm automobile traffic, especially in the NW quadrant ("North"), which hasn't seen some of the infrastructure investments found elsewhere in the city.	7/23/2018
7559	48	/policies/data-driven-decisions/	Yes! Data-driven decision making leads to the best outcome and should help make arguments less emotional and more civil.	7/23/2018
7560	42	/policies/expand-homeownership/	It isn't just about supporting homeownership, but deterring absentee landlords and nonresident, developer/flippers.	7/23/2018
7561	38	/policies/affordable-housing-near-transit-and-job-	This is a fantastic idea that supports an important goal of making housing accessible and affordable. I completely support policies that aim to achieve this.	7/23/2018
7562	1	/policies/access-to-housing/	I support this policy with a full heart! I own a home in the Corcoran neighborhood and I want a mix of housing, including renters, fourplexes, and higher dense buildings too. This plan is incredibly exciting for the future of Minneapolis. It will bring vibrancy to our city and help reduce the inequities that have hurt Minneapolis. Please be courageous and do what is right for the next generation. -Kevin Kirsch	7/23/2018
7563	0.1	/topics/land-use-built-form/	Significantly dial back transit corridor definitions and zoning uplift. These aren't big streets. Ever watch a city bus have to back up or get all the traffic at the corner to move back just so it can swing a turn? These are not throughfares. Don't treat them as such.	7/23/2018

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7564	1	/policies/access-to-housing/	<p>The negative effects of redlining are not over and still are imbedded in state, regional and city transportation policy. Increase the transportation investment in North Minneapolis, from developing green space, bikeways, improving sidewalks, updating curb ramps. Seriously commit to clearing sidewalks in winter.</p> <p>Redesign the walk and bike facilities along Hiawatha to be accessible to all people. Hiawatha and Lake are not functional and are substandard for people biking, walking and using transit. Hiawatha and Lake transit station and intersection are not even comparable to the level investment and commitment to the facilities near the US bank stadium.</p>	7/23/2018
7565	0.1	/topics/land-use-built-form/	<p>The north end of Lake of the Isles is bordering downtown as much as its neighbors to the east. Why is that zoned as if it is far out? It troubles me that these maps don't really look much different from the old redlining maps. Proximity to dense spaces also goes for the area with mansions near the Mississippi -- why those aren't zoned Interior 3 as well is beyond me (I mean, it's not beyond me, but I think it's a problem we should remedy).</p> <p>Overall, I think Interior 2 could extend further south. If we want transit/bus lines to be effective, we should add more flexible options to space down there. It could also change the "total jerk" level of discourse. It is not lost on me that I live in an Interior 2 zoned location (used to live in Interior 3 and I notice no real difference in my life) and it's the people in the interior 1 zone who are acting as though the world would end with an apartment building. If people want to live in the suburbs, they exist all around us. Let's be a city.</p>	7/23/2018
7566	1	/policies/access-to-housing/	<p>YES. You nailed this one. The current zoning code is a driver of racial disparities. I would LOVE to see the city reverse these unfair restrictions and bring more housing options to neighborhoods across the city. I think it is VERY APPROPRIATE for every neighborhood to allow up to a fourplex to be built. This is a forward-thinking and truly progressive strategy and I like it a lot.</p>	7/23/2018
7567	43	/policies/housing-displacement/	<p>How about exploring how the city's heritage preservation tools could be used to minimize displacement? Although often seen as a means toward gentrification, preservation can be used to help strengthen existing communities. This would be even more possible with the right financial or regulatory tools tied to districts.</p>	7/23/2018
7568	42	/policies/expand-homeownership/	<p>When the supply of housing is restricted, then people who already own their homes will benefit. While I understand the urge to see that benefit extended to low income residents and people of color, I wonder if a better solution isn't to focus on drastically increasing the supply housing. Some may complain that this would lower their property values, but that really just shows agreement with the point that building more housing lowers the overall cost of housing.</p>	7/23/2018
7569	0.1	/topics/land-use-built-form/	<p>Commenting to express my support for the Minneapolis 2040 plan as written, including the city-wide 4-plex provision. I am a Minneapolis resident of over 10 years, and have been both a renter and a homeowner.</p>	7/23/2018
7570	31	/policies/creative-workers/	<p>These are excellent goals and actions for diversity and equal access to artistic training, casting and working in the arts. I hope Minneapolis is aware of theaters such as Penumbra Theatre, Ten Thousand Things Theater, the Guthrie's "Nine" experimental theater, Illusion Theater when they are looking for arts groups that can effectively train, cast and underwrite projects for artists of color.</p> <p>These are fabulous action plans. I applaud them all!</p> <p>Minneapolis must publicize this fact often and broadly; it is phenomenal and so important for residents to know and participate in: Get the word out!! "The 2015 Minneapolis Creative Index report noted that creative sales contributed \$4.5 Billion into Minneapolis's economy--nearly eight times the size of Minneapolis's sports sector revenues. Creative jobs in Minneapolis have grown by 10.4% since 2006 and are represented in 72 different industries.</p>	7/23/2018
7571	0.1	/topics/land-use-built-form/	<p>I know the Council is already backing away from the fourplex part of the plan in the face of NIMBY outrage, but I just want to add a voice in support of increased density in current single-family-zoned neighborhoods. The goals of making housing affordable and keeping everyone else out of single-family areas are mutually incompatible, and I strongly urge the city to pursue the former, rather than the latter.</p>	7/23/2018
7572	4	/policies/access-to-commercial-goods-and-service	<p>This sounds fabulous. I would love to live in a city with more commercial options throughout. I especially like the idea of requiring retail to be incorporated in new development in areas with high density and pedestrian/transit traffic.</p>	7/23/2018

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7573	0.1	/topics/land-use-built-form/	<p>I recommend interior 2 and 3 at a minimum, if we want to keep growing our city. Interior 1 does not seem to be in line with the goals of reversing the historical housing disparities through restrictive covenants. As an example, parts of the Seward neighborhood are very close to city job centers, but the proposed build form designation for that neighborhood doesn't match this need.</p> <p>If cities don't grow, they will die. Please be courageous and make Minneapolis a leader in attracting talent, housing our residents, and creating a vibrant, thriving future. - Kevin Kirsch</p>	7/23/2018
7574	76	/policies/new-parks/	<p>Easy access to parks and greenspace is my favorite thing about living in Minneapolis. I think this is a great idea.</p>	7/23/2018
7575	40	/policies/homelessness/	<p>An unfortunate reality of the homeless is that affordable housing would be secure, stable, and permanent for them. Affordable housing is a great way to save families from homelessness and it can make it less expensive to accommodate the homeless! I enthusiastically support policies that support these action steps.</p>	7/23/2018
7576	19	/policies/bicycling/	<p>I love this policy! I think it could be even better.</p> <ol style="list-style-type: none"> 1. Let's embrace a higher minimum standard for bike facilities. We've pretty much moved beyond sharrows by now, but we should recognize that simple painted lanes just don't do it for enough people. The minimum standard should be delineator-protected bike lanes. On streets where buses currently pick up and drop off in bike lanes, we need to quickly find a different solution. We could be painting floating bus stops on these streets (again, at a minimum!) - we don't need major street reconstruction to get this improvement going. 2. Let's add some language about maintenance of bike infrastructure after it's built. Our delineator-protected lanes take a serious beating, especially in winter, and it often takes months to replace that infrastructure. Bikes navigate potholes differently than both cars and pedestrians. More and more people are biking in the winter (and it's going to get even more popular as ebikes enter the market) - how do we make sure bike infrastructure is maintained after snowfall? 3. Extremely crucial point - we need vastly better enforcement to keep bike infrastructure clear of obstacles (primarily cars). Just this morning I watched a woman biking ahead of me have to swerve out of the bike lane to avoid getting doored. A few hours later I had to navigate around a corporate van with an energy drink logo parked in the bike lane on 11th Ave behind the Vikings stadium. Yesterday I had to merge into traffic because a delivery truck was parked in the 28th St protected bike lane. Right now there is a temporary concrete semaphore blocking the 3rd Ave protected lane. Last week I saw a picture of a UPS truck parked in the Washington Ave GRADE-SEPARATED bike lane. A few weeks ago I was physically attacked by a driver parked in the 7th St bike lane next to Target Field when I asked them to please move. Every evening rush hour, Maple Grove Transit buses stage in the 10th St bike lane near Twins Way. Literally more than 50% of the trips I take up and down Nicollet Mall (I keep track), I see someone driving a private car on our one downtown pedestrian mall. Where is the city on this? Why doesn't reporting to 311 ever do anything? What's the plan to fix this? 4. To improve bike access to destinations all over the city, let's set a goal of replacing one parking spot on every block with commercial use and existing street parking with a bike corral! :) 	7/23/2018
7577	2	/policies/access-to-employment/	<p>I especially like D. I work at the University of Minnesota and know we gobble up land. One thing that is beyond the city's purview, but that may support goal D is if the University could get more funding for building renovation (or demolition and on prem rebuilds).</p> <p>I do go between transit, personal bike, Lyft, and personal car for work transit and want to note that express bus timing is spotty at best and the 18 is slow as molasses. I know MPLS doesn't run MTA, but advocating for additional express lines on routes like the 18 or the 21 that only stop every 10 blocks or so would make transit so amazing. This is in practice in other cities. Somehow we have to get the legislature to fund transit so that these plans are tied to transit that works.</p>	7/23/2018
7578	49	/policies/educational-and-economic-access/	<p>The action steps for this policy seem pretty weak, especially considering this is the primary policy for education. There needs to be an effort to create safe schools in here somewhere and there needs to be specific information about access to Pre-K-12, college/university, technical schools, and professional development opportunities. How can the City's planning efforts support education in a more meaningful way?</p>	7/23/2018
7579	0.1	/topics/land-use-built-form/	<p>Stop the McMansions! Allow for different types of housing option so more than just the rich can live in our neighborhoods!</p>	7/23/2018

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7580	73	/policies/stormwater-management/	What about incorporating stormwater filtration planters into all street reconstruction projects like what places like New York, DC, Philadelphia, Chicago, Portland, Seattle, and Saint Paul are doing?	7/23/2018
7581	35	/policies/innovative-housing-types/	It's hard to anticipate the future so being responsive towards it is the next best thing. I think this is a fantastic policy for the city!	7/23/2018
7582	53	/policies/quality-of-life/	Action Step C should specifically include historic landmarks and districts.	7/23/2018
7583	1	/policies/access-to-housing/	I really love the idea of allowing 1-4 unit properties throughout the city. I have neighbors that tell me we live in a "single family neighborhood", not realizing that I live in a multi-family building myself! So much of the city already has blocks that benefit from 2-4 unit properties, I think this is something that should be codified as acceptable everywhere. Additionally, I own the multi-family building that I live in. I have encouraged friends who I looking to buy their first home to consider buying a duplex, and they think that's a great idea. However, it seems the only thing harder than buying a single-family home in Minneapolis is buying a duplex. There is significant need for more 2-4 unit properties, and we need to allow them to be built.	7/23/2018
7584	20	/policies/transit/	Bus lanes!!!! Not just transit priority, actual bus lanes! And transit signal priority that works consistently, not just for ABRT and better, but for local routes too. Let's work with Metro Transit, St. Paul, Hennepin and Ramsey Counties, and the state to find a way to vote to tax ourselves to pay for better transit. This is what all our friends in LA, PDX, Seattle, Denver, DFW, etc etc etc are doing. We need to be able to do it too!	7/23/2018
7585	36	/policies/innovative-housing-strategies/	I support this and I especially support high density housing (with market determined parking amounts) in transit corridors and fourplexes generally in the city.	7/23/2018
7586	17	/policies/complete-streets/	I support all measures that make walking, biking, and taking transit easier, more convenient, and safer. If this happens at the expense of the convenience of drivers, this is okay with me. I have a car and sometimes drive. It's often inconvenient, and is probably getting worse, honestly. I understand that this is a natural consequence of living in a vibrant, dense area, and accept it as a trade-off. It encourages me to walk, bike, and take transit more, which is better for the planet and for the city. This is a net win for the common good.	7/23/2018
7587	3	/policies/production-and-processing/	Businesses engaged in manufacturing have often not been great environmental stewards. In looking at this, please engage with environmental health experts to ensure we're not creating problems for residents downwind of/next to industrial buildings. Also, when actually moving this into policy proposals, use plain language so that people understand what the trade-offs are.	7/23/2018
7588	51	/policies/healthy-pre-k-development/	We can't even fully fund the public schools now. This year alone they weren't able to fund \$33 million. How on earth are you going to pay for these wonderful ideas?	7/23/2018
7589	55	/policies/business-innovation-and-expansion/	Action Step "e" needs to include consideration for refinement of the preservation ordinance and careful consideration of how new/revisions to design guidelines can encourage smaller-scale entrepreneurs.	7/23/2018
7590	16	/policies/environmental-impacts-of-transportation/	These are all excellent and I support the plan 100%. I plan to purchase a hybrid car in the next year.	7/23/2018
7591	21	/policies/freight/	Can we make it clear here that semi trucks are not appropriate in places where we want people to be walking and biking? There shouldn't ever be semis downtown, for example - let's find other ways to move freight in busier areas.	7/23/2018
7592	18	/policies/walking/	My neighborhood has many old buildings that appear to once have been stores or shops of some kind, with housing on the second floor. I don't know if they'd be economically viable today, but I'd love it if just one or two were converted back into something like a small cafe. Will there be any allowances for more mixed-use buildings, maybe not at ALL intersections, but at significantly more than I'm currently seeing?	7/23/2018
7593	0.1	/topics/land-use-built-form/	I support larger uses in Corridor 4 Districts both as a way to accommodate population growth and as a way to decrease the max density on Interior 1 Districts from 4-plex down to 3-plex. In particular I support allowing buildings up to 4 stories. I actually do not think developers should be allowed to build 1 story buildings in Corridor 4 Districts - it is a waste of land to have a single story building along what should be a dense corridor.	7/23/2018
7594	15	/policies/transportation-and-equity/	As a senior, age 70, walking and biking, or use of mass transit, are not options. I need and will continue to use a vehicle for shopping and doctor appointments, etc. Vehicles should be a priority in planning. Recent changes to one-way bike traffic on 26th and 28th street should be changed back to multiple vehicle traffic.	7/23/2018
7595	19	/policies/bicycling/	Increasing the number of protected bikeways in the city would be HUGE. Minneapolis is doing a great job but I'd love to see more bikeways protected by concrete barriers, curbs, etc. The bike infrastructure is one of Minneapolis' greatest strengths, but it can always be better and I'd love to see it prioritized!	7/23/2018

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7596	4	/policies/access-to-commercial-goods-and-service	<p>One challenge of walking/busing to shopping is that buses are often packed and you may not be able to carry everything. When I lived in NYC, most businesses (like grocery stores) offered delivery of things you bought in-store. Another alternative is education about how to transport things around without a car. To be honest, I'm not wild about shopping for substantial things without a trunk to throw things into. So I guess it is good to consider what businesses would need to do/offer to make this a workable solution. Happy to walk/bus to things!</p> <p>Taking bags of shopping on a bus gets you as many glares as a stroller, to be honest.</p>	7/23/2018
7597	17	/policies/complete-streets/	<p>I am proud of Minneapolis for passing Complete Streets!!!! Walking first, biking or mass transit next and only then, get in the car. If you do, car pool.</p> <p>Bravo on every single action plan.</p>	7/23/2018
7598	18	/policies/walking/	<p>Bravo all the way -- every single action.</p>	7/23/2018
7599	26	/policies/vision-zero/	<p>Focus on design rather than enforcement. Enforcement shouldn't even be necessary with proper design. Enforcement also exacerbates racial disparities.</p>	7/23/2018
7600	80	/policies/development-near-metro-stations/	<p>Yes please SO MUCH in particular to H. It is too deserted around many of the stations and having more activity would make those walks safer. Even the Lake Street station, which has shops by it, has them organized into a strip mall, which helps increase pedestrian foot traffic not at all (and with it, a level of safety). This is an excellent goal.</p>	7/23/2018
7601	0.1	/topics/land-use-built-form/	<p>Two wrongs do not make a right. Although the goal to enhance population density in the Minneapolis metro area is sound, the relaxed approach to removing development restrictions in this reform falls short of its goal and causes several far reaching negatives. My relaxing code restrictions for development, developers will chase profit by destroying neighborhood pockets, not assist in reducing housing costs by targeting early millennial wealth and create a population density that cannot be met by the transportation system.</p> <p>A perfect example is drive through the Excelsior/Calhoun/Lake area at rush hour today. It is nearly gridlock and these proposals introduce sizeable high rise development; which will make that area a nightmare. The proposal is developed by someone focused on profit not someone who lives in these neighborhoods. Brad Farrell (Linden Hills resident for 10+ years)</p>	7/23/2018
7602	16	/policies/environmental-impacts-of-transportation	<p>I live in a 1-car household, and we usually drive about once a week. I know that not everyone can live my lifestyle, but I also know that more can than do, and that some that can would like to, but choose not to because of how unsafe it feels to be around motorists. I appreciate the steps the city has taken to make walking and biking more viable, and I hope we'll continue on that path.</p>	7/23/2018
7603	16	/policies/environmental-impacts-of-transportation	<p>All these action steps require funding. Make sure the budget invests in all these incentives to increase ease and punctuality of public transportation. We will need more routes and more frequent runs of existing routes to improve the attractiveness of public transportation. All buses added to the fleet should be all electric</p> <p>Make sure Action step b includes public transportation.</p> <p>Regarding ActionStep i. buses and trucks idle in the winter to keep their heaters going and in the summer to keep their AC units going. There need to be alternatives for these accessories in buses, trucks and cars - battery operated heaters on the floor near the driver and battery operated fans, for instance.</p>	7/23/2018
7604	19	/policies/bicycling/	<p>You are moving in such a good direction. Bravo again!!!! Secured storage, storage lockers and changing and shower facilities are critical -- especially if more women are going to bike to work.</p> <p>Some bicycle crossing across busy streets are clearly marked, but others are not. I trust the city will make them all consistent.</p>	7/23/2018
7605	33	/policies/affordable-housing-production/	<p>Can you please define "affordable"? It seems like you often switch between Affordable Housing, the subsidized residential homes, and affordable housing that is more accessible perhaps to younger people who have just begun working.</p>	7/23/2018
7606	20	/policies/transit/	<p>I'm frustrated with how transit funding works at the regional and state level, and I'm wondering if there are ways Minneapolis can fund its own transit projects locally (within city limits)? Regional projects are great, but decades pass while we're waiting for all the players to get on the same page and meanwhile, city residents in our increasingly dense, increasingly hard-to-drive-in city still have basically the same so-so transit options they had ten or twenty years ago. How can we do better at providing more options for our own residents while waiting for all the regional drama to play out?</p>	7/23/2018

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7607	14	/policies/tree-canopy-and-urban-forest/	Why is our system of planting street trees so different than everywhere else I've lived? In those places, non-profits facilitated volunteer tree plantings to plant street trees. I think this resulted in residents feeling more invested in their trees and it meant there was always capacity to meet 100% of the demand (sometimes the selection was narrowed as the season went on, but you could always get a tree if you wanted one). Our system sounds better on paper, but in reality I see tons of empty street tree spots and most people have no investment in their street trees. People treat them like they are traffic signs"i.e. someone else's responsibility.	7/23/2018
7608	25	/policies/innovations-in-transportation-and-infras	Interesting. I'm glad someone is thinking about this.	7/23/2018
7609	94	/policies/heritage-preservation-regulation/	Heritage Preservation should seek to restore the dense, car-free lifestyle of Minneapolis's golden age. Neighborhoods that were once alive with corner stores are now commercial deserts, largely as a result of later zoning changes, in violation of the neighborhood's historical character. In it's heyday, large families (9-12 children) were common in Minneapolis. To achieve the same historical density with today's smaller family sizes, subdivision of lots or houses must be encouraged. Most zoning restrictions are utterly at odds with MPLS's corner store historical character. Such restrictions should be removed so that MPLS can regain it's historic vitality and walkability.	7/23/2018
7610	1	/policies/access-to-housing/	I do NOT agree with Policy 1 of the 2040 Plan. There is not enough evidence to support the theory that "upzoning" the entire City will result in affordable housing. The character of many of our neighborhoods will be threatened and developers are likely to be the biggest beneficiaries of the plan, when they build larger, more expensive dwellings that are out of reach to lower-income residents. There will be fewer affordable starter homes available for families and individuals whose dream it is to own property. Furthermore, the plan will likely generate traffic, noise, and parking issues in neighborhoods that are not structured to support increased density. I would hope that our City Council could come up with a plan that is more strategic and deliberate in accomplishing sustainable objectives for Minneapolis, instead of backing a one-size-fits-all proposal that may result in devastating consequences for our city.	7/23/2018
7611	17	/policies/complete-streets/	Stormwater green infrastructure should be part of Complete Streets	7/23/2018
7612	1	/policies/access-to-housing/	Fourplexes everywhere is the minimum. This is absolutely necessary to begin to rollback on prior racial covenants that plagued the city. If we were to go forward with this plan by not including multi-family housing to be allowed in primarily residential neighborhoods, our equity issues would only continue to grow. Access to food, services, and quality transit will be just as bad.	7/23/2018
7613	81	/policies/social-connectedness/	I think creative workers in Minneapolis could perhaps help facilitate the communication, engagement and involvement across the barriers of race, ethnicity, and income differences. They could embody the realities as well as voice them and facilitate active participation across cultural and economic divides.	7/23/2018
7614	72	/policies/sustainable-water-system-management/	I am supportive of this policy. I am surprised that this policy does not show up in the Public Health topic, as providing safe and reliable drinking water is one of the most fundamental public health measures. Investing in aging infrastructure, as well as source water protection inside and outside city boundaries, is critical to ensuring that we continue to have a safe supply of drinking water into the future. We must also dedicate resources to moving beyond the Safe Drinking Water Act - ensuring that we test and, when levels warrant it, treat water for new/emerging contaminants that are currently unregulated.	7/23/2018
7615	57	/policies/cluster-strategy/	This entire policy is poorly written for the general public. It makes sense to create geographic areas dedicated to specific industries, but if you want meaningful feedback, you need to put it into general terms and not use nickel phrases like "business cluster." For action step c, consider how historic property redevelopment (and especially historic industrial properties) can factor into concentrating related industries into a specific area.	7/23/2018
7616	20	/policies/transit/	The City should more proactively partner with Metro Transit to design streetscapes and signals in ways that prioritize transit efficiency and reliability. We should have bus bulbs at every bus stop that gets reconstructed so people have more space to wait and buses don't have to pull in and out of traffic.	7/23/2018

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7617		6 /policies/pedestrian-oriented-building-and-site-de	<p>YES to A & B! YES please! I love to walk places and don't like ghost towns a lot of places turn into because it's dense, but solely residential.</p> <p>Yes to C & D. This would stop fronts like that old Deluxe Spa (brothel) that ran for something like 30 years before the Beauty Room went in on 43/Chicago. I love not giving people an option to be creepy.</p> <p>Yes to the vast majority of this. My only question is about auto repair shops -- I imagine Minneapolis won't be rid of cars, and what "right-sizing" looks like I just can't envision right now.</p>	7/23/2018
7618		1 /policies/access-to-housing/	<p>If every property owner in Minneapolis had been sent a letter detailing the zoning changes allowed for their property, on neighboring properties, those down the block and across the street, you would have a widespread rebellion on your hands. No doubt about it. You are hearing from people who are particularly engaged and news oriented, and from people who were capable of wading through the dense Minneapolis 2040 Plan.</p> <p>However, a good number of property owners (who are tax payers and voters) are not really aware of the details of the plan and the dramatic changes it would introduce into residential neighborhoods throughout the city. Minneapolis homeowners have invested into their properties hundreds of thousands of dollars to more than millions of dollars, in most cases making the biggest and most important investment of their lives.</p> <p>You would turn the city and property values on their heads by allowing fourplexes and even larger structures on any city residential lot, even on narrow streets with historic homes or starter homes attractive to young or lower-income purchasers.</p> <p>If every property owner were aware of these proposed changes and the potential consequences, you would be surrounded by vociferous protests and opposition. There are more direct ways of increasing the number of housing units considered affordable, and in increasing income opportunity, than changing the nature of every neighborhood the city that citizens have been so careful to nurture.</p> <p>Where is the proof this type of scattered approach would achieve affordability and equity? What about adding more density to locations already prepared to accommodate it (e.g. downtown) and filling in multi-family housing along the largest existing transit routes and near commercial districts?</p> <p>Unless the city plans property buybacks and value equalizations for its homeowners, this plan seems nice on paper, but a nightmare in execution. This would easily lead to a lower percentage of home ownership in the city, and discouraging investment into single-home properties.</p> <p>Go back to the drawing board with a much more focused approach. This city belongs to all of us, including very concerned home owners who have a large stake in the city's future livability and success.</p>	7/23/2018

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7619	0.1	/topics/land-use-built-form/	<p>My husband and I canvased our block this week (where we have proudly owned our home for 15 years): Between 50th and 49th and on Xerxes Ave S, there are 17 single family homes, 5 duplexes, 4 businesses, 1 mixed use (business in the front, house in the back) and then a 3 story multiplex (not sure of the number of residential unitsâ€”4-6 I am guessingâ€”with businesses on the lower level). The 2040 Plan for my neighborhood suggests a Built Form as Corridor 4. There are a grand total of 0 buildings on my block that are 4 stories and there havenâ€™t been any for at minimum 15 years. We seemed to have grown perfectly fine with our current duplex zoned block. Why the radical change? My block looks NOTHING like the proposed look of Corridor 4; I cannot imagine, nor can the neighbors Iâ€™ve taken to, looking forward to a neighborhood like that. I am not exactly sure how a developer is going to buy my or my neighbors land, demo the single family house, and erect affordable housing on that property in lieu of what those houses are commanding in the market right now. The math doesnâ€™t work. So then what is the point?</p> <p>I ask, how can current home owners not look at this plan through a â€œlens of fearâ€”as Worthington so calls it. She is suggesting that we replace our current neighborhoods and existing housing with higher density based on a theory/practice that has never been worked in a real-world situation so others can move in and we can right wrongs of the past. Worthington and staff are asking those of us that have moved to our neighborhoods, put down roots for years, improved our homes/land and connected with the community to allow for bulldozing our homes to make way for greater density all on the premise of solving housing affordability for others? Are you serious? Surely our city planners have better tools in the toolbox than an unproven theory? How about straight rent control, what about investing disproportionately in communities that lacked it in the past, greater access to home loans for those that did not have access to them due to discriminatory polices of yesteryear, or how aboutâ€”as our city council representative (Linnea) suggested alreadyâ€”to up zone in places that are prepared to up zone. Seems reasonable rather than radical.</p> <p>I can get behind policies that help others now have the same opportunity I hadâ€”moving to a location they desire, near their work place at an affordable price. I will not advocate for allowing the city to sign my closing documents. I encourage our elected officials and civil servants to go back to the drawing board to seek a more incremental and practical growth plan rather than one that is reckless and unproven. I do not support this draft/plan.</p>	7/23/2018
7620	5	/policies/visual-quality-of-new-development/	Not really sure what E means. But this sounds totally reasonable overall.	7/23/2018
7621	46	/policies/healthy-housing/	Yes to this policy!	7/23/2018
7622	11	/policies/skyways/	I hate the skyway system, honestly. I grew up in Denver, which has the 16th Street Mall which is very similar to Nicollet Mall. It's ASTOUNDING how different the two malls are, though, in their level of street/pedestrian activity, and my feeling is that the primary difference is that we have all of our businesses up in the skyway, rather than at mall level. So, I definitely support all measures that would help better connect the skyway to the street level and vice-versa, but this doesn't go nearly far enough and I personally feel that we will never have the vibrant downtown we want until we dramatically reduce skyway-level retail.	7/23/2018

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7623	22	/policies/downtown-transportation/	<p>I'm really glad this policy is here. There's a lot of good stuff - I like the pieces about activating the streetscape.</p> <p>I'd like it to be clearer what "Manage the supply and design of parking downtown in a manner consistent with objectives for walking, bicycling, and transit users" means. There's an enormous overabundance of parking downtown right now. I hope that "managing the supply" means literally reducing the amount available. I'd like to see some examples of parking design that is "consistent with objectives for walking, bicycling, and transit users." That's a hard gap to bridge effectively and I think this policy needs more evidence that we are capable of doing it.</p> <p>We need a plan to keep private cars off of Nicollet Mall. Truthfully, I think Nicollet Mall should be just the beginning - like hell yeah, let's extend Nicollet Mall to Lake St and build another one on Hennepin from Marcy Holmes to 36th St - but we have what we have, and right now there are simply way too many private car drivers barreling down the mall like it's any other street. It's dangerous and it slows down buses. On that same subject, the status quo of bus vs bike mixing on Nicollet is not great. I personally don't think the right solution is taking the buses off the mall, but I'd like to see some creative thought about how the modes we want to encourage share limited space. (Hey let's dream big and build a transit tunnel like lots of our peer cities!)</p> <p>Action step E is confusing to me: "Ensure that downtown streets are urban in nature, and that streets serving freeway connections reflect the multimodal networks that exist downtown." This sounds like an oxymoron. A street that serves a freeway connection is literally definitively not urban in nature and cannot reflect a multimodal transportation network.</p>	7/23/2018
7624	78	/policies/park-design-and-programming/	<p>It is hard to figure out exactly where this comment belongs: I think the City really needs to work toward creation of a greenway like the Midtown Greenway in North Minneapolis. This would serve many different goals and policies. The Midtown Greenway has been an important locus of development, both residential and commercial, and could bring that to North Minneapolis. It would make quality park space available to a part of the city that does not have nearly as much of it as does South Minneapolis. It would facilitate more trips by bicycle and walking. It would contribute to public health.</p>	7/23/2018
7625	0.1	/topics/land-use-built-form/	<p>The terms "single-family" and "multi-family" should be replaced with "single-unit" and "multi-unit", respectively, throughout the document and going forward when referring to built structures. The use of the term "family" in this context is unclear, confusing, and potentially discriminatory.</p>	7/23/2018
7626	4	/policies/access-to-commercial-goods-and-service	<p>Abolish commercial nodes, and rebuild our commercial districts. Downtown shouldn't need a corridor, the entire downtown core should be open for retail and encourage it to be built on every street.</p> <p>Re-establish the former commercial areas of North and Northeast Minneapolis, where former commercial building have been converted to primarily residential.</p>	7/23/2018
7627	42	/policies/expand-homeownership/	<p>It seems blatantly contradictory to claim the city will support wealth-building housing models, of which home ownership is the primary (perhaps only) recognized model, by rezoning the entire city for multiunit dwellings. Multiunit dwellings will transfer wealth to developers and the rentier class, because they will undoubtedly be nearly universally rental properties. If the city planners have any evidence that increased rental properties lead to wealth-building in the target communities and demographics, please show us. I believe it wasn't shown because they know it doesn't exist. That is the antithesis of a planning to deliver the stated objectives.</p>	7/23/2018
7628	38	/policies/affordable-housing-near-transit-and-job	<p>more #fourplexes please</p>	7/23/2018
7629	33	/policies/affordable-housing-production/	<p>more #fourplexes please</p>	7/23/2018
7630	42	/policies/expand-homeownership/	<p>I'm all for homeownership, but its not a right. I would be happy to help assist low income folks have access to rentals.</p>	7/23/2018
7631	35	/policies/innovative-housing-types/	<p>#fourplexes!</p>	7/23/2018
7632	58	/policies/business-districts-and-corridors/	<p>For action step "a," I appreciate the effort to reinvest in existing buildings. Please consider a focus on historic properties.</p> <p>For action step "c," consider urban main streets (https://www.mainstreet.org/)</p>	7/23/2018
7633	0.1	/topics/land-use-built-form/	<p>Uptown's zoning in this policy seems to be lacking the density it requires for a sustainable area. The main transit are only transit 10? That seems to be woefully undersized for the proximity to downtown and should be upsized.</p>	7/23/2018
7634	1	/policies/access-to-housing/	<p>#fourplexes and abolish zoning as your next step. Minneapolis for Paris-style density imho...</p>	7/23/2018

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7635	68	/policies/energy-efficient-buildings/	Add an action step that institutes training and employment for youth in low-tech retrofit projects - such as covering windows with plastic and caulking leaks in homes - as a neighborhood project overseen by existing or newly formed community non-profits. This will imbue the young participants with knowledge and intention for their own future homes and help older homeowners reduce their heating costs while helping to reduce carbon emissions. It might also inspire the youth to engage in more sophisticated energy-efficiency training.	7/23/2018
7636	59	/policies/downtown/	For action step "f" is it really just "promote" strategies? Research. Develop. Implement.	7/23/2018
7637	0.1	/topics/land-use-built-form/	<p>This city desperately needs housing, density, and good transit. The proposed 2040 plan is not perfect but makes excellent progress.</p> <p>This city has for too long been unwilling to build the housing we need. We have a considerable deficit in home growth. Our housing is too expensive. The least we can do is set our zoning in a way that makes a dent.</p> <p>As a fifth-generation Minneapolitan, as someone with a master's degree in Public Policy, as a firm believer in equity and community, please do not listen to those who would pull the ladder up after themselves. No one's neighborhoods are being bulldozed, but many people need a home they can afford.</p> <p>I'll leave it there, but I'll end by saying that I support Neighbors for more Neighbors. Please listen to those of us who will inherit this city - not those who have already benefited so much.</p> <p>Sincerely yours,</p> <p>Regal Johnson 1325 W 27th st. #113</p>	7/23/2018
7638	0.1	/topics/land-use-built-form/	<p>This city desperately needs housing, density, and good transit. The proposed 2040 plan is not perfect but makes excellent progress.</p> <p>This city has for too long been unwilling to build the housing we need. We have a considerable deficit in home growth. Our housing is too expensive. The least we can do is set our zoning in a way that makes a dent.</p> <p>As a fifth-generation Minneapolitan, as someone with a master's degree in Public Policy, as a firm believer in equity and community, please do not listen to those who would pull the ladder up after themselves. No one's neighborhoods are being bulldozed, but many people need a home they can afford.</p> <p>I'll leave it there, but I'll end by saying that I support Neighbors for more Neighbors. Please listen to those of us who will inherit this city - not those who have already benefited so much.</p> <p>Sincerely yours,</p> <p>Regal Johnson 1325 W 27th st. #113</p>	7/23/2018
7639	6	/policies/pedestrian-oriented-building-and-site-de	I support eliminating off-street parking minimums. There is an inherent trade-off between the benefits/amenities of density and the ability to easily and cheaply store your car. People who want the latter should live in less-dense areas, or be prepared to pay for car storage, rather than expecting to have their cake and eat it too.	7/23/2018

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7640	7	/policies/public-realm/	<p>One of the things I like most about Minneapolis -- truly, one of the reasons I'm such a rabid fan of this city -- is the amount of public space we have. We must keep this and I am not a fan of what I've seen for public/private partnerships so far. Let's not go down the degraded public space rabbit hole. I'd rather my taxes go to supporting true public spaces and not the stupid US Bank Stadium.</p> <p>There's a missing equity piece here too. My black friends are bothered by police at parks and that is unacceptable. And I am never bothered because I'm a relatively well-off white woman; if I didn't listen to them/they weren't fully honest with me, I'd have no idea how ridiculous MPD is in those public spaces. So can you add a public space goal that makes a priority of making public spaces truly accessible to the public (all members!)? I'm tired of people I care about not feeling safe because of our police. If we can't figure this out, our public spaces are not for all of Minneapolis.</p>	7/23/2018
7641	0.1	/topics/land-use-built-form/	<p>As a Minneapolis resident I strongly oppose the classification of West 21st street through Kenwood as Corridor 4, and the blocks adjacent to that area as Interior 3. Allowing 3 and 4 story multi unit buildings on these small and quiet neighborhood streets will be detrimental to the this neighborhood and likely most others experiencing the same zoning changes. Existing 2,3,& 4 unit buildings in the area already fill the streets with parked cars. The likely outcome will be real estate developers building shoddy complexes to maximize returns followed by inhabitants maintaining current trend levels of public transit usage along the new corridors. As an every day MetroTransit #114 rider from Uptown to the U of M from 2005-2011, I fully support public transit. However a major problem in Minneapolis public transit is frequency and ride duration, not proximity to routes. Very few routes run often and as express routes like the #114. Most people do not have a problem walking 5-10 blocks provided a bus comes often and get's them where they need to be quickly.</p> <p>Thank you,</p> <p>Luke Franklin 2441 W 22nd St. Minneapolis, MN 55405</p>	7/23/2018
7642	5	/policies/visual-quality-of-new-development/	<p>Encourage buildings to be as close in proximity to each other. Infill development should not create a large gap between previous buildings. This breaks up the continued visuals of the street.</p>	7/23/2018
7643	0.1	/topics/land-use-built-form/	<p>As a Minneapolis resident I strongly oppose the classification of West 21st street through Kenwood as Corridor 4, and the blocks adjacent to that area as Interior 3. Allowing 3 and 4 story multi unit buildings on these small and quiet neighborhood streets will be detrimental to the this neighborhood and likely most others experiencing the same zoning changes. Existing 2,3,& 4 unit buildings in the area already fill the streets with parked cars. The likely outcome will be real estate developers building shoddy complexes to maximize returns followed by inhabitants maintaining current trend levels of public transit usage along the new corridors. As an every day MetroTransit #114 rider from Uptown to the U of M from 2005-2011, I fully support public transit. However a major problem in Minneapolis public transit is frequency and ride duration, not proximity to routes. Very few routes run often and as express routes like the #114. Most people do not have a problem walking 5-10 blocks provided a bus comes often and get's them where they need to be quickly.</p> <p>Thank you,</p> <p>Luke Franklin 2441 W 22nd St. Minneapolis, MN 55405</p>	7/23/2018
7644	58	/policies/business-districts-and-corridors/	<p>On point F: maintaining affordable commercial rent should be focused specifically on areas where commercial activity is insufficient to activate the street (especially in areas that could bridge corridors) and "commercial deserts" (areas with no commerce within walking distance).</p> <p>This is especially important for elderly people, who rely on occasional storefronts for basic restroom needs.</p>	7/23/2018

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7645	60	/policies/intrinsic-value-of-properties/	<p>Archaeology must be brought into this. Sometimes the properties are not visible, but they still have intrinsic value.</p> <p>How do we recognize and promote (and thereby protect) properties that do not look historic? In other words, those that are significant for the people who lived/worked there or where an important event happened. That intrinsic value is not well understood by HPC members, much less the general public.</p>	7/23/2018
7646	34	/policies/affordable-housing-preservation/	<p>"Affordable" is a poor term to use in an era of a seller's market, sellers receiving bids exceeding the asking and at record prices and a tight rental market for units priced \$1500 to \$3,500 per month. A better description would be " a percentage of individuals cannot afford current price/rental levels." But this has always been the case. While exceptions for the elderly and disabled may be appropriate, others need to get the education and jobs, a separate program, to support the price/rental cost of the housing they seek in Minneapolis.</p>	7/23/2018
7647	23	/policies/coordinated-development-strategy/	<p>Okay this is a really great policy, but it's not specific enough. We need to name this: white neighborhoods are doing great, and neighborhoods with prominent populations of color are much more likely to not be doing great. We have to be explicit and honest if we want to fix it. It's not subjective to say in no uncertain terms that white people have a very different experience of Minneapolis than people of color.</p>	7/23/2018
7648	4	/policies/access-to-commercial-goods-and-service	<p>I can imagine this is an important issue in lower income areas. I read and see that minority neighborhoods have a food desert, i.e., they have no large and inexpensive grocery stores. Therefore, I think your ideas apply to some parts of the city. I live in a more affluent neighborhood where I think your approach will have a very limited impact or success. In terms of groceries I will always use a car to drive several miles to a food coop (Linden Hills in Mpls or Lakewinds in Richfield) as a local grocery is not going to have the organic produce and selection that I desire. Furthermore, I just can't imagine that people are going to give up using cars to do their shopping when the winters are too dangerous to walk or bike to the store because of ice and snow on the sidewalks. Furthermore, women are not going to feel safe walking to a local shop at night. Many people are going to insist on driving to the big box stores outside the city to save money. Each household is going to always have one or two cars even if they often use public transportation and their feet. Therefore, there is no way of getting around the parking problem associated with increasing the population density in Minneapolis. Maybe some sort of technology will solve the problem. Maybe we can subsidize something like Uber so everyone has access to individualized "public transportation" and thus give up one of their cars.</p>	7/23/2018
7649	6	/policies/pedestrian-oriented-building-and-site-de	<p>Ensure that benches, recycling bins, trash bins, bike racks, drinking fountains and public restrooms throughout our activity districts.</p>	7/23/2018
7650	61	/policies/environmental-justice/	<p>Where is an action step about helping the entire community understand these disparities exist and must end?</p>	7/23/2018
7651	63	/policies/food-access/	<p>None of the action steps address access to culturally appropriate food.</p>	7/23/2018
7652	24	/policies/shared-mobility/	<p>Yes girl!!!! I love this! Let's have a public fleet of shared dockless bikes, e-bikes, and e-scooters! Soon!</p>	7/23/2018
7653	0.1	/topics/land-use-built-form/	<p>As a Minneapolis resident I strongly oppose the classification of West 21st street through Kenwood as Corridor 4, and the blocks adjacent to that area as Interior 3. Allowing 3 and 4 story multi unit buildings on these small and quiet neighborhood streets will be detrimental to the this neighborhood and likely most others experiencing the same zoning changes. Existing 2,3,& 4 unit buildings in the area already fill the streets with parked cars. The likely outcome will be real estate developers building shoddy complexes to maximize returns followed by inhabitants maintaining current trend levels of public transit usage along the new corridors. As an every day MetroTransit #114 rider from Uptown to the U of M from 2005-2011, I fully support public transit. However a major problem in Minneapolis public transit is frequency and ride duration, not proximity to routes. Very few routes run often and as express routes like the #114. Most people do not have a problem walking 5-10 blocks provided a bus comes often and get's them where they need to be quickly.</p> <p>Thank you,</p> <p>Luke Franklin 2441 W 22nd St. Minneapolis, MN 55405</p>	7/23/2018
7654	24	/policies/shared-mobility/	<p>Yes girl!!!!!!!! I love it!!! Let's have a public fleet of shared dockless bikes, e-bikes, and e-scooters! Soon!</p>	7/23/2018

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7655	8	/policies/public-safety-through-environmental-de	As long as the sight lines don't mean getting rid of the awesome tree canopies over the streets, this is fine. The streetlights never work enough on my block and I often have to use my phone's flashlight to get to my house without tripping at night. I'd be happy to have more light.	7/23/2018
7656	1	/policies/access-to-housing/	-the drive to increase housing supply is noble but contributing to real estate bubble that when it corrects will worsen housing inequality - growth should be *sustainable*, not just so focused on increasing supply to meet the projected population increase	7/23/2018
7657	1	/policies/access-to-housing/	Strongly oppose zoning changes to allow multi-unit apartment buildings in neighborhoods zoned R-1 single-family homes. Such a policy is ill-conceived and poorly researched that only weakens the city's strongest neighborhoods. Would open the door for continual litigation among residents, developers, and city government. Land availability is not the main issue; there are many available lots and potential "tear-downs" along major transit corridors, near the Mississippi River, and former parcels zoned light industrial that could host apartment buildings. Density can also be achieved by building in areas already designated zoned for multi-unit dwellings. Introducing apartment buildings in Minneapolis' single-family neighborhoods will drive out many of the city's long-term residents who invested in good faith in their homes and neighborhoods and will ultimately reduce property values (tax base). Strongly oppose zoning change to allow six-story apartment buildings along minor bus routes. Most of these routes currently have single-family homes and some two story duplexes and apartments. Six-story apartment buildings would adversely affect these neighborhoods. Say yes to residents, no to greedy developers.	7/23/2018
7658	7	/policies/public-realm/	Ensure that new trees that are durable and strong enough to withstand our elements are apart of all new developments. Renovation or new construction.	7/23/2018
7659	68	/policies/energy-efficient-buildings/	I wish I understood this better. It's really hard as a homeowner to figure out what I can do on this -- I tried looking at solar panels on the roof, but apparently my roof is too shaded. I guess just make sure to let people know what our options are and what we can do to help lessen our footprints in any way possible.	7/23/2018
7660	9	/policies/open-spaces-in-new-development/	Yes, please!	7/23/2018
7661	1	/policies/access-to-housing/	I think it is a great goal that people should be able to live without a car, however our transit system is SO FAR from being able to support this that increasing the density without FIRST improving the transit system will result in even worse gridlock than we currently experience. The first priority focus should be on improving transit.	7/23/2018
7662	1	/policies/access-to-housing/	I am so ashamed that my neighbors have hijacked this topic to preserve an historically racist and abusive tradition of making BIPOCs and the poor bear most all the brunt of housing problems while locking them out of white, single family neighborhoods. The recent city council release only shows that white homeowners expect their interests to be served to the detriment of all others, which they will be unless the plan is kept ambitious. Please do not let our darkest corners of history rule the future, I beg for equitable housing development to be pushed for in all areas, including our redlined sfh wards. We need to stop this insanity before it causes any more harm.	7/23/2018
7663	1	/policies/access-to-housing/	My wife and I are 35 years old, live in the Armatage neighborhood, and own a home. We love it here, and welcome change to allow more diversity. However, we also are skeptical that blanket upzoning across all of our neighborhood (we also hate the mcmansions) without limitations or requirements will not be the right step. We want anyone living in the neighborhood to be vested in where they live, so if you want to own a triplex or fourplex, you need to also live in the home. We have both been renters, and its no surprise that we cared less for the place when we lived there. We are also very concerned about parking in newly created fourplexes or larger. Its irresponsible not to require additional parking with the long winters we have. Its hard enough moving cars around every other day when there is a snow emergency. We are also concerned that there is not a main bullet point or topic related to transportation. You will reduce cars by allowing for more transportation options, ie. light rail, subway, etc. We were generally for the whole goal of the 2040 plan, but there is way too much ambiguity and vagueness. You can't come out and state that the largest cities in the country haven't figured this out, but you then come back and state so much guesswork about the success of this.	7/23/2018
7664	25	/policies/innovations-in-transportation-and-infras	This is good, we need to be seriously thoughtful about this and adopt a healthy skepticism of autonomous and electric car technology. I really don't like the action step H. I don't want my city government promoting itself to tech CEOs who don't actually have any transportation planning experience when we already have transportation solutions we know work (i.e. bus lanes, rail bias, protected bike infrastructure, wide sidewalks, dense housing, and attractive streetscapes).	7/23/2018

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7665	0.1	/topics/land-use-built-form/	Signs are going up. Both Democrats, Republicans and Bernie supporters are mad. If you make the single family neighborhoods less desirable, people will leave and others won't come. Minneapolis will be degentrified and become unrecognizable. As soon as you start building, existing homes are worth less. Today's battle over taxes will get much worse People have already started talking to about voting with their feet. Is this your objective, creating more opportunities for developers and multi-family housing?	7/23/2018
7666	76	/policies/new-parks/	Please make sure to plant large shade trees as soon as possible in these new parks - they take a long time to grow, and are wonderful things to have in our more established parks!	7/23/2018
7667	10	/policies/street-grid/	Yes to all of this and please keep working on the Kmart site!!! (There aren't enough exclamation points for my feelings about that). Related: the greenway exit at Nicollet is terrifying. Dead end, no people, slow climb up the hill. At night, I go way past my exit (and house) to Bryant so at least there are people and bikes and cars around.	7/23/2018
7668	6	/policies/pedestrian-oriented-building-and-site-de	Eliminate off-street parking minimums throughout the City & Discourage the establishment of and minimize the size of surface parking lots. These are absolutely the right policies we need for our city. I believe though that they need to go a step further - please eliminate off-street parking minimums and institute parking maximums citywide. If we are serious about addressing climate change and reducing our emissions we need to slash emissions related to transportation. Fewer Parking Space means less cars which leads to less air pollution. Additionally, the Comp Plan should ban the construction of new surface parking lots in the city. They negatively contribute to the urban heat island and issues with stormwater runoff. They negatively impact our tax base as well. There is plenty of on-street parking currently and parking meter zones and prices should be expanded accordingly. I also highly recommend instituting a maximum number of curb cuts allowed city-wide. They negatively impact the pedestrian environment and create more conflict points. Property owners should have to pay an annual fee for their curb cut which should then be used to fund improvements in pedestrian safety - Leading Pedestrian Intervals citywide, eliminate the sidewalk gaps, improve ADA access, expand sidewalks in overcrowded areas, install permeable surfaces to control stormwater runoff.	7/23/2018
7669	64	/policies/food-businesses/	Where do community support agriculture business fit?	7/23/2018
7670	33	/policies/affordable-housing-production/	Everyone is for more affordable housing but I don't see anything in the 2040 plan that lays out a path for more affordable housing. Leaving it up to the developers we'll only get apartment towers for the wealthy like I see in downtown near the waterfront and football stadium. I think this plan's call for rezoning and calling for more multi-family dwellings is just a green light for developers to go wild and build lots of units that no one can afford. Single family homes will be shaded out by apartment towers in neighborhoods where 6 story apartments are totally inappropriate, destroying the appearance of the neighborhood, the neighborhood environment and lower property values.	7/23/2018
7671	11	/policies/skyways/	Get better signage (I know this is on there, but It can't be reiterated enough). It is so easy to get lost in the skyways.	7/23/2018
7672	66	/policies/air-quality/	How about working with state and federal representatives to affect positive change in Washington?	7/23/2018
7673	1	/policies/access-to-housing/	We need more homes, all shapes and sizes, for all our neighbors. Make those "all are welcome" signs real by welcoming more neighbors. The opportunity and amenities that I have, I want them for other people, too, and want to share. However, racist redlining policies of the past are still a major barrier to folks looking to access some of our amazing neighborhoods. I FULLY support fourplexes in all neighborhoods as their height, and massing are frequently comparable to luxury mansions except they provide more opportunity for more people. We have duplexes, triplexes and 6-plexes all over the city and it works just fine occurring in some of the more exclusive areas of the city.	7/23/2018
7674	20	/policies/transit/	Action: Partner with Metro Transit and other transit providers to provide reliable service in Minneapolis through transit advantages, including priority transit lanes. The plan needs to go further and codify that bus and transit only lanes will be a priority. In many corridors (Hennepin, Frankling, Cedar, etc.) buses are a very small percentage of vehicles but carry 50% if not more of the number of people traveling in the corridor. Bus-only lanes speed things up and get people out of their cars. This reduces congestion, air pollution and helps support a vibrant mass transit system.	7/23/2018

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7675	40	/policies/homelessness/	Add "e": Support and financially assist in relocation of those seeking housing, such as with family and friends who may not live either in Minneapolis or Minnesota.	7/23/2018
7676	67	/policies/climate-resilient-communities/	Action step "b" collaborating to do what?	7/23/2018
7677	80	/policies/development-near-metro-stations/	Demonizing automobiles is counter-productive and divisive and feels politically motivated. Instead, expand parking opportunities downtown, neighborhood business nodes and near parks, lakes, and parkways. Reduce number of unused on-street bicycle paths that cause traffic back-ups. Support extension of light-rail Metro line to North and NE Minneapolis. Support pedestrian improvements and safety.	7/23/2018
7678	10	/policies/street-grid/	Ensure that freeways are starting to be capped or removed by 2040	7/23/2018
7679	26	/policies/vision-zero/	I'm so thankful to see this in the plan. I like that you highlight design speed, perceived safety, and enforcement. I'd appreciate including some of the language in here we have in other policies about the need to disincentivize private car use. Additionally, what can we do to coordinate with other regional cities on this? Our own efforts are good, but it needs to be regionwide ultimately.	7/23/2018
7680	12	/policies/lighting/	It gets really dark in South Minneapolis. Lighting could definitely be improved and I still frequently run into what I jokingly call "safety lights" - lights that turn off when you get close to them. No idea why this happens, but it does with frequency!	7/23/2018
7681	77	/policies/park-access/	I'd love to see more projects like the North Minneapolis Greenway demonstration project implemented. It showcased some great designs that made it much easier for people to get to the parks that it was meant to connect. In addition, I'd like to see an increased focus on clearing sidewalks and paths within park in the winter. Without this, those parks are not accessible for 3 - 5 months per year. There should be an Action Step that describes this.	7/23/2018
7682	14	/policies/tree-canopy-and-urban-forest/	I am 100% in agreement that we need to preserve and increase the number of trees in the city. I am very concerned that the recommended zoning changes encouraging larger multi-unit dwellings will be at cross purposes as developers use every square foot of the lot possible for building. This reduces the area for trees and other green space within the community.	7/23/2018
7683	38	/policies/affordable-housing-near-transit-and-job	Support additional affordable housing near transit stations within existing zoning laws.	7/23/2018
7684	26	/policies/vision-zero/	I'm so thankful to see this in the plan. I like that you highlight design speed, perceived safety, and enforcement. I'd appreciate including some of the language in here we have in other policies about the need to disincentivize private car use. Additionally, what can we do to coordinate with other regional cities on this? Our own efforts are good, but it needs to be regionwide ultimately. Let's talk about removing freeways, for example. That's something other American cities are doing. We can do that. That would help.	7/23/2018
7685	1	/policies/access-to-housing/	I have seen this plan of allowing 3-unit to 6-unit apartments mixed into single family areas and it was a disaster for the neighborhood. I moved to Los Angeles in the early 80's where this zoning plan was instituted. I lived in an area of single family, affordable, small homes and when the zoning changed, developers tore down these charming homes at an alarming rate. At times, 2-3 homes were torn town a week in the same block. Developers built these apartments, with no off-street parking and they were all done with profit in mind, meaning they were done cheaply and with zero aesthetic. People began selling their homes because the new neighborhood was untenable and others who stayed found their homes sandwiched between two apartment buildings. This did not create affordable housing. Sure it increased the density but it became a nightmare for families and as property values plummeted, it altered the tax base for the city. In addition, I have attended city council planning and building meetings for various building & permitting requests and have been shocked by the lack of due diligence exhibited by the city council members on those committees. If they can't be bothered to research or know the facts of issues they are responsible for in their committee, I have absolutely no faith they will do it for something as long lasting as this plan. Finally, to actually think eliminating parking will force people to use public transportation, walk or bike is absurd. All it does is force people to use Uber and Lyft to avoid parking challenges, yet this increases the carbon footprint of an area. The transit being planned like the SWLRT is going to run through the Kenwood corridor where there are no people! Our transit infrastructure and plan is woefully inadequate and not designed to be sustainable, affordable to build or use.	7/23/2018
7686	27	/policies/transportation-partnerships/	This is a really important and good policy, but it's complicated to understand!! How can this be revised so that a regular resident would know what it means?	7/23/2018

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7687	53	/policies/quality-of-life/	I think quality of life and high density populations are generally incompatible. You can get away with high density living and still have a high quality of life in cities like New York with all its cultural amenities or San Francisco with its natural beauty but Minneapolis doesn't have those advantages.	7/23/2018
7688	5	/policies/visual-quality-of-new-development/	consider adding the following action step: require architectural design cohesion in new structures when over 90% of buildings on block were built within 10 years of each other or if in historic district.	7/23/2018
7689	13	/policies/landscaping/	I'm not sure if the freeway soundwalls are included in this, but the ones by us (35/36th street exit) are utter trash in terms of looks. It's full of garbage, but why wouldn't it be? Its landscaping goal is "weeds." I'm not sure what is sustainable, but it would be nice to figure out a way for these areas to not look horrible.	7/23/2018
7690	0.1	/topics/land-use-built-form/	I live on a block of 13 residential buildings near the freeway wall in Prospect Park. Duplexes, 4plex, a small apartment building, and single family houses comprise the housing stock. The character and scale of housing makes the block livable. I have concerns about allowing 4plexes on every city lot. I also have concerns about high-rise and high density on University Avenue at the 'top' of the historic core of the neighborhood, between Malcolm and Bedford streets. The high density housing that's been built on the North side of University is an architectural blight so far, and it appears it's about to spread to the South side as well. I think neighbors need to be informed and heard before more hideous, generic high rises create an ugly urban canyon on University Ave. Height of buildings is an issue impacting the charm and character of the Prospect Park section of University Ave.	7/23/2018
7691	20	/policies/transit/	In Action Step d. what does "reliable" service mean? The nicest part of riding light rail is that you don't have to wait very long for the next train. If this could be accomplished with buses, more people would ride the bus. Frequency is key.	7/23/2018
7692	11	/policies/skyways/	Could less-used routes increase the frequency of the buses by using smaller buses running more frequently? Jitneys have been popular in a lot of smaller cities and I have always felt they have a place in a bigger system, too.	7/23/2018
7693	0.1	/topics/land-use-built-form/	Don't allow skyways to cross over Hennepin Ave to attempt to restore the historical views	7/23/2018
7694	2	/policies/access-to-employment/	I understand that these zones were intended as a step up to more equitable land use, but in so many places the choice to do so only reinforces our redlining history. Corridor zoning only a single block's distance from major streets and no gradation? No pressure on rich neighborhoods while poorer and predominantly colored neighborhoods continue to be crowded? We can do better than this, even if that means dragging a bunch of racists into the future kicking and screaming with us. Because they're our neighbors too, and they keep complaining about how their property taxes are too high. You know what helps with that? More housing EVERYWHERE.	7/23/2018
7695	17	/policies/complete-streets/	Worthy goal, though restricting large medical, educational and cultural institutions to current footprint is unrealistic and may in fact be outside city jurisdiction. Opens door for continual litigation.	7/23/2018
7696	14	/policies/tree-canopy-and-urban-forest/	Guys, we are a winter state. How do you prioritize walking and biking as Option A and B? I actually run and bike a lot, but the winter is totally brutal, and I work 20 minutes away by car. Give me a lightrail or subway to the western part of the city and I'm in. I don't have time for bus changes on my way to work. If you can give me those things, I'm all for more density.	7/23/2018
7697	88	/policies/public-services-policy/	Yes. Maintain the tree canopy! And education / training for people like me that own a house and know nothing about anything!	7/23/2018
7698	91	/policies/heritage-preservation-outreach/	However, it would be nice if our sewer lines weren't from the stone age. My healthy tree roots healthily block my sewer line every 10 months. But that comment probably belongs in a different infrastructure category.	7/23/2018
7699	70	/policies/ecology-and-habitat/	I'd like to see the city utilize technology more heavily in order to engage residents. Most of the community engagement events that I have been to have skewed heavily towards people that are 55+, presumably because they don't have small children at home that they have to take care of, and because they work 9-5 jobs. This sort of engagement process is undemocratic. The city should meet people where they are at as much as possible in order to engage with them. One efficient way of doing so might be through the increased use of technology.	7/23/2018
7700	14	/policies/tree-canopy-and-urban-forest/	Action Step c: can this also be used to expand designations or create a new preservation program for intangible heritage?	7/23/2018
7701	92	/policies/identify-and-evaluate-historic-resources/	I agree with this policy, but if you implement all the up zoning that you hope to implement, we won't have a natural habitat left. This plan endangers the nature that we are so lucky to have in our city.	7/23/2018
7702	19	/policies/bicycling/	More fruit trees!	7/23/2018
			I wholeheartedly support a strategic work plan for the HPC.	7/23/2018
			How do you plan to encourage this in the winter?	7/23/2018

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7703	89	/policies/technology-in-the-city-enterprise/	I'd like to see the city utilize technology more heavily in order to engage residents. Most of the community engagement events that I have been to have skewed heavily towards people that are 55+, presumably because they don't have small children at home that they have to take care of, and because they work 9-5 jobs. This sort of engagement process is undemocratic. The city should meet people where they are at as much as possible in order to engage with them. One efficient way of doing so might be through the increased use of technology.	7/23/2018
7704	28	/policies/msp-airport/	There's no such thing as an environmentally sound airport! "Nation's greenest airport" is about as helpful a distinction as "ocean's driest whale." The only way to actually accomplish this in a way that makes any real difference would be to replace nearly every flight out of MSP with a passenger rail trip.	7/23/2018
7705	74	/policies/integration-of-water-management-into-	If salt (for sidewalks and whatnot) is a variable in this, homeowner/land owner education would be helpful. I hate using salt, but I also don't want people to sue me for slipping on ice.	7/23/2018
7706	54	/policies/supporting-economic-growth/	At some point in our future we're going to have to accept that the planet can not sustain having more people. When that time comes we're going to have to give up on this corporate need for more consumers and employees in order to have growth to make investors happy. Why can't we consider ways to have a sustainable population rather than always think about growth. Do we have to wait until we nearly walk of the cliff in terms of environmental degradation.	7/23/2018
7707	19	/policies/bicycling/	I wish Protected Bike Lanes were Curb-Protected, and not Sidewalk level. I find The Washington Avenue "PBL" very distracting, and frankly, more unsafe than it was before. Pedestrians are frequently wandering around it, and if they wander into me, I could fall off the curb, into the street, and then be killed by a vehicle. I do not find that to be acceptable.	7/23/2018
7708	93	/policies/stewarding-historic-properties/	The city has a responsibility to steward the historic properties it owns as well.	7/23/2018
7709	72	/policies/sustainable-water-system-management/	Great policy. The up zoning on steroids puts our water systems at risk. The 2 goals seem to be at odds.	7/23/2018
7710	95	/policies/heritage-preservation-financial-incentive	What does action step "b" mean?	7/23/2018
7711	1	/policies/access-to-housing/	There will undoubtedly be debate on the density question. I would like to raise the issue of senior living - affordable, flexible to meet varying needs including Alzheimer's.	7/23/2018
7712	33	/policies/affordable-housing-production/	How will more density make housing more affordable? Why will mixing rental and owner occupied housing do anything but lower property value and decrease area quality. Some renters seem to have little regard for taking care of rentals and maintaining the areas where they live. Will taxes be raised to build housing? Should lower income people move to suburbs with lower cost housing?	7/23/2018
7713	59	/policies/downtown/	a. Disagree 100%. What downtown needs most is additional residential real estate (town houses and condos). Downtown still has a day-time/evening population imbalance that creates huge traffic and results in most restaurants shuttering at 5pm. Focusing on the growth of office space downtown will only make this imbalance worse. b. This sounds like pork-barrel spending. Retailers cannot operate profitably when they only have customers during lunch hour. They need a distribution of customers throughout the day. One thing and one thing only will draw retailers to downtown: a larger residential population. d. Downtown has great green spaces in Loring Park, the river, and the Cedar Lake Trail. The focus should be on making them feel safe later into the day by allowing food & wine concessions. There are currently no food/drink vendors operating in any of them. As a result, Loring Park and the Cedar Lake Trail both feel deserted & dangerous after dark. f. Too vague. Traffic is the number one killer in downtown Minneapolis. Promoting public safety means eliminating lanes and reducing lane width. h. Public signage is super-important, as it is currently VERY difficult for tourists to find entrances to the skyway system. Entrances to Cedar Lake Trail are also very difficult to find.	7/23/2018

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7714	11	/policies/skyways/	i love the skyways and feel they are unfairly blamed for "lack of street-level vibrancy" downtown	7/23/2018
7715	4	/policies/access-to-commercial-goods-and-service	Bricks-and-mortar commercial properties will decline in future years due to ever increasing online shopping and same-day delivery of goods and services. This proposal is outdated thinking. Instead, encourage grocery store delivery services and encourage development only in food deserts. Let the market determine what is a viable business within existing commercially zoned properties. The ongoing Lake Street K-Mart debacle is strong evidence for keeping government out of business development.	7/23/2018
7716	97	/policies/heritage-preservation-legislative-advoca	I'm thinking you all ran out of steam on this one. :-) What does it mean? Should it be incorporated into another policy instead of having one incomprehensible action step?	7/23/2018
7717	74	/policies/integration-of-water-management-into-	If you have a way of managing storm water run off with all the additional hardscape this "plan" will add to our city, kudos to you. But by your own admission, this is a bit of an experiment and I don't trust that you can pull it off.	7/23/2018
7718	58	/policies/business-districts-and-corridors/	Worthy goals, but not really the role of city government.	7/23/2018
7719	59	/policies/downtown/	Disallow offices and coworking spaces, these are not active uses. Retail should be encouraged or required in the entire downtown core. We have enough transportation and activity on every street to allow this to flourish.	7/23/2018
7720	0.1	/topics/land-use-built-form/	In general, the map for build form is good. I would like to see more density in west and north Minneapolis. The proposed build form still looks a little too like the redlining of the past, and to finally eradicate that from our zoning history southwest Minneapolis is going to have to be zoned for at least interior two if not interior three to allow for more housing options in an area historically zoned only for white people. The land use map is a hot mess though. Far too much of the city is proposed to be zoned urban neighborhood, which does not seem very urban from its definition. We need to completely abandon the idea of "commercial corridors" as they only allow a very small amount of commercial activity and limits commercial space resulting in higher commercial rents. These higher rents make it difficult for small businesses to get developed in the city, more so ones created by people of color or other minorities, because they often have other barriers to entry into the commercial market be it having to overcome racism in the loans industry for the businesses or really just life in general. If the city is serious about looking at this plan through a racial lens, then most of the city needs to be zoned for mixed use. I would suggest either corridor or community mixed use. This would help the city meet its racial equity, walkability, transit, climate, and other goals at the city has in this plan.	7/23/2018
7721	1	/policies/access-to-housing/	I live in East Harriet where I see a variety of apartment buildings and duplexes mixed with single family homes. I think this mix works well, but I have a suggestion for spreading this type of mixed multifamily housing - I believe it should be close to amenities - commercial areas and transit lines. I base this on having lived in a European city for 10 years where I could walk 3 blocks to a commercial node and conduct all my business there and see my neighbors regularly. My kids walked or biked on a protected bike path approximately 5 blocks to their school. I had elderly neighbors in that neighborhood who could get their exercise and socialize by heading out the local shops every day. As for allowing the spread of multi-family house, I believe it makes sense to let it spread slowly. So instead of allowing it anywhere in the city immediately, for the first decade allow it to spread one block from transit lines or existing commercial nodes. The next decade let it spread one more block radius, etc. That gives people time to adjust and will allow the city to see what happens with developers reacting to the new regulations. Another thing I am concerned about going forward is the ability of younger people to afford to buy in the city. I am a renter, but I also owned for 12 years and I felt more invested in the area where I owned. As a renter, I don't feel like I belong on city advisory panels, etc. I would like the city to promote ownership of duplexes, etc. I am afraid that given concentrations of wealth, that we could end up with developers owning blocks of duplexes, etc. and young people never being able to save enough to purchase a home, be it a single family house, a condo, a duplex, or an apartment. I would like the city to adopt policies that favor owner occupancy over developer owned properties.	7/23/2018
7722	33	/policies/affordable-housing-production/	New construction is never going to be affordable to low-income people unless subsidized. Even subsidized new construction "low income housing" rents for more money than perfectly nice older market rate apartments and houses. Rather than subsidizing new construction (which will never have enough funding to meet the need) the city should focus its efforts on preserving the existing naturally occurring affordable housing by encouraging (possibly incentivizing) landlords to keep their units well maintained but still affordable - this means performing proper maintenance, but not doing upgrades to try to transform their buildings into "luxury" housing. The city should also continue to encourage construction of market rate (not "luxury") new construction to relieve pressure in the overall rental housing market.	7/23/2018
7723	19	/policies/bicycling/	We need to be building way more protected bike lanes. They're the best option to make people of all ages feel safe. I recently wrote about this here: https://thefrugalengineer.com/2018/07/10/bike-commuting-in-the-twin-cities/	7/23/2018
7724	74	/policies/integration-of-water-management-into-	where does "use less/no roadway salt" show up? it needs to be in there	7/23/2018

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7725	68	/policies/energy-efficient-buildings/	I am thrilled at the addition of these elements. If you don't plan for it - it just won't happen nor will we be ready for disaster.	7/23/2018
7726	0.1	/topics/land-use-built-form/	<p>Even your own administrator, Heather Worthington, admits that this plan will do nothing to help affordable housing.</p> <p>Don't kill off the only form of wealth creation (investing in a single family home) that most citizens have.</p> <p>How very shortsighted you all are.</p> <p>Create good schools. Educated people create jobs. Not city governments. Creative class and STEM jobs create income that allows people to afford housing.</p> <p>You have it all backwards and your flawed plan is going to have many unintended consequences.</p>	7/23/2018
7727	75	/policies/waste-reduction/	<p>Please, please, please think about this and scrap this plan or at least greatly amend this. Listen to your citizens. Listen to your voters. Please.</p> <p>Great policy. How about discouraging tenants from dumping their waste off of the balconies of new development as we have seen happen in our neighborhood. Better yet, how about no balconies on new developments. Better yet, how about scale back this ridiculous "plan" of yours.</p>	7/23/2018
7728	0.1	/topics/land-use-built-form/	<p>Even your own administrator, Heather Worthington, admits that this plan will do nothing to help affordable housing.</p> <p>Don't kill off the only form of wealth creation (investing in a single family home) that most citizens have.</p> <p>How very shortsighted you all are.</p> <p>Create good schools. Educated people create jobs. Not city governments. Creative class and STEM jobs create income that allows people to afford housing.</p> <p>You have it all backwards and your flawed plan is going to have many unintended consequences.</p>	7/23/2018
7729	15	/policies/transportation-and-equity/	<p>Please, please, please think about this and scrap this plan or at least greatly amend this. Listen to your citizens. Listen to your voters. Please.</p> <p>MTA should consider adding express buses to busy routes (21, 16, 18, 5, etc.).</p> <p>The North side is NOT AT ALL adequately served by transit. The buses are constantly full and not frequent enough. On the south side, I'm astounded by how crammed the 5 is every time I've had to take that. Our transit doesn't meet our current needs, much less future ones. I know this is a state legislature / MTA funding issue, but it is insane that they want to starve the system.</p> <p>Getting around in Minneapolis by transit is not easy. It's not the worst, but we do struggle at times as a one car family. It's usually way simpler to get a Lyft, because of how long it takes on the buses.</p>	7/23/2018
7730	0.1	/topics/land-use-built-form/	<p>While growth appears inevitable and we laud our city's goals to plan for increased urban density, the current citywide blanket rezoning with no regulation on developers seems likely to result in an influx of developers who will take advantage of the current zoning in ways that will threaten our unique environmental assets, will likely not address our affordable housing goals, and does NOT focus increased housing where it is most beneficial for citizens. This zoning seems to advantage developers over the interests of our citizens and the overall goals of the 2040 plan.</p> <p>Mark and Colleen Dhennin (residents of Ward 7)</p>	7/23/2018

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7731	33	/policies/affordable-housing-production/	Very concerned that the policy you are looking at will actually move people of color and low income people out of the city by making it even more unaffordable. We welcome change by an increase in diversity, however, very skeptical that this will happen. Also, you've stated yourselves that no one has gotten this right in the other big cities yet you also have no data to back up what you are proposing besides "supply and demand" and "market forces." Who is going to develop and supply the affordable housing? Market forces aim for maximum profit, and unfortunately that leaves out our most vulnerable citizens.	7/23/2018
7732	76	/policies/new-parks/	I am all for more parks. But here is a thought. Why don't you engage the community when you think about what kind of amenities they would like to have in their new parks. No more top down decisions. More transparency, more small area/neighborhood engagement. Yes to more parks. More parks, less development.	7/23/2018
7733	34	/policies/affordable-housing-preservation/	<p>You need a strong action step that reads something like this: "Create and enforce policies that require landlords to meet a high standard of building maintenance at all times." No family should have to worry about lead contamination in their housing. The landlord should be required to prevent lead exposure to residents, not just respond when it's documented! Affordable housing should be supported by a community that respects and cares for the people who live there - not exploited by uncaring absent landlords.</p> <p>The City needs to confront the problem of lead contamination much more aggressively, and housing policy is a good place to start. Invest in it and require building owners and managers to do the same.</p>	7/23/2018
7734	63	/policies/food-access/	As long as food is safe, deciding what constitutes "healthy" and "unhealthy" food choices is not the role of government. Opens the door for continual litigation.	7/23/2018
7735	77	/policies/park-access/	<p>--Maintenance funding of parks is not adequate, for example Tower Hill Park is overgrown in Buckthorn and invasive Honeysuckle and it obscures views from Tower Hill even in Winter without leaves on the trees to all directions except straight West.</p> <p>-Trai</p>	7/23/2018
7736	34	/policies/affordable-housing-preservation/	We have some ugly large apartment buildings that I would not miss - Cedar Riverside for instance. But we also have many beautifully made older brick apartment buildings that I would like to see preserved. I think many of the new buildings going up are not very attractive externally and I am concerned that we will find out that new materials contain toxins. Like all the new homes built with sheetrock that contained mold a few years ago. And the offgassing of new carpets. I would like the city to promote maintenance of well made older apartment buildings and to not just let developers rip everything down and build something less well made instead.	7/23/2018
7737	16	/policies/environmental-impacts-of-transportation/	<p>Is "Enforce full compliance with the City's idling ordinance." going to be enforced for police?</p> <p>Also, I really do miss car2go. I know they were pulling some nonsense, but that was amazing.</p> <p>If electric vehicles/no emission vehicles are not affordable to most MPLS residents by 2040 (I imagine they won't be), I hesitate to explore fees that would fall to the lower end of the pay scale here. Tech is not moving fast enough that there will be access to old/used vehicles -- even in 2040 -- with that tech.</p>	7/23/2018
7738	1	/policies/access-to-housing/	I worry about parking on residential streets. Every neighborhood will be like Uptown where residents have to park 2 blocks away from their own homes. Is the solution to mandate buildings to provide off street parking? Will the Twin Cities require permits for residents like on the East Coast?	7/23/2018
7739	76	/policies/new-parks/	Worthy goal, but not the role of city government. By law, this falls under the sole jurisdiction of the Parks and Recreation Board.	7/23/2018
7740	77	/policies/park-access/	Give it a rest with the biking and walking. Of course the parks are accessible by walking and biking. Because the original city planners, the kind of people who actually were truly thoughtful about this city (unlike this bunch), put parks in every neighborhood. Some are larger than others. This is just a waste of space to push Bender's biking bug.	7/23/2018
7741	1	/policies/access-to-housing/	I worry about parking on residential streets. Every neighborhood will be like Uptown where residents have to park 2 blocks away from their own homes. Is the solution to mandate buildings to provide off street parking? Will the Twin Cities require permits for residents like on the East Coast?	7/23/2018
7742	17	/policies/complete-streets/	Yes, and can we ban right turns on red? I'm going to get killed just trying to walk one of these days.	7/23/2018
7743	33	/policies/affordable-housing-production/	As we've seen with the explosion of condominiums in the area, more units does not equal affordable units. What stipulations are in place to "guarantee" builders and landlords offer rents and mortgages that are in range for average families?	7/23/2018

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7744	0.1	/topics/land-use-built-form/	One of the many concerns citizens have had is with the up zoning contemplated throughout the city. Affordable housing can be more directly achieved through urban homesteading. If a lot is owned by a governmental unit sell it cheaply for a dollar and give a homesteader two to three years to build a home on the site using ngos such as habitat for humanity. The Minnesota Housing Finance Corp. could lend the money for materials and provide financial guidance through the process. In the end we would have more affordable housing, built wealth in communities that have little and provided local workers with employment during some of the stages of construction. The NRP associations all set up revolving loan programs many still have these revolving funds that could also be used in such a program. It has been done in the past successfully in Irvine Park in St. Paul and other places.	7/23/2018
7745	77	/policies/park-access/	Worthy goals, but again, not the role of city government. This falls under the sole jurisdiction of the Parks and Recreation Board.	7/23/2018
7746	43	/policies/housing-displacement/	There needs to be a LOT of expansion of these programs. The budget/efforts for this should be higher than the efforts to add more units.	7/23/2018
7747	1	/policies/access-to-housing/	I support building fourplexes in neighborhoods where density is low. I also support the building of - and inclusion of - public housing for consideration in the comprehensive plan. Additionally, housing shouldn't be subject to the open market; everyone should be able to have a place to live.	7/23/2018
7748	65	/policies/urban-agriculture-and-food-production/	Urban agricultural and higher density housing are going to often be incompatible. My family grows lots of vegetables in our yard in order to get healthy organic food for ourselves and neighbors. For some vegetables like potatoes, it's hard to find good quality organic produce in stores. So we grow potatoes. We also work hard at trying to create a poly-culture of plants in our yard to support various native bees. However, in my case urban agriculture has a good chance of being incompatible with your plan for the growth of housing. Your plan calls for a 6 story apartment behind my yard which will shade out my garden. Are developers going to have the last word in what's built or will people in the neighborhood going to be able to ask for developer's to compromise where 3 or more stories has an adverse affect on urban agriculture and other neighborhood activities?	7/23/2018
7749	48	/policies/data-driven-decisions/	We presume the zoning density maps were drawn from decisions driven by data predicting needs of affordable housing for the next generation. Care needs to be taken against driving the data towards conclusions relevant to history but unsupported by the future. Affordability like diversity always changes relative to a common denominator. Anticipating where the increased population will come from may drive decisions where the people will want to live and what they will pay. One can imagine a worst case scenario of unintended consequences for just about anything related to real estate.	7/23/2018
7750	89	/policies/technology-in-the-city-enterprise/	Comment on (d.): make vendor bid submissions public. Create a technology etocs oversight mechanism to ensure that data that is collected and/or retained is only used for the purposes stated.	7/23/2018
7751	74	/policies/integration-of-water-management-into-	Eliminate the restrictions on Boulevard Plantings. Allow and encourage Native Plants on all boulevards for better rainwater management, regardless of how tall they get. Instead of limiting green space, install speed bumps at intersections to slow cars, which are the biggest safety concern. Also allow Boulevards and public spaces to be used for public food production.	7/23/2018
7752	82	/policies/aging/	No easy solution but striving for a multi-generation solution helps everyone	7/23/2018
7753	18	/policies/walking/	I also encourage you to not forget that winter exists. What can we do to make it easier to get around in winter/or just plain doable? It's freezing and takes forever to get anywhere on foot due to built up ice/snow. I feel like that's a gaping hole in this plan, which I otherwise love. Winter. It's real. Also, what about alleys? People drive like maniacs. Is there a way to make alley entrances safer or are we just stuck with the old design forever?	7/23/2018
7754	41	/policies/tenant-protections/	I appreciate these goals. I have both owned a home for 12 years and rented for 5 in one location and 1 in another. I feel like I cannot complain about problems in my apartment for fear that my landlord will raise my rent. I also do not feel like I have the same claim to the city as an owner and I feel like I should not serve on community boards because I don't know the neighborhood as well as longer term owners, etc. I think it would be beneficial for renters to know their rights and be encouraged to feel like they have rights.	7/23/2018
7755	2	/policies/access-to-employment/	Demolition of housing stock should be strongly discouraged in the Comp Plan, especially if office space is being proposed. I encourage the city to concentrate and consolidate its office development to areas accessible to transit, like closer to Downtown.	7/23/2018
7756	17	/policies/complete-streets/	Stop demonizing automobiles. Support increasing transit options and pedestrian safety. Reduce number of underused (many) on-street bicycle paths.	7/23/2018

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7757	78	/policies/park-design-and-programming/	<p>I'm not sure why the city is planning for the park system. Last I checked, we had a park board that was independent from the city council. Is this another power grab?</p> <p>"Prioritize park facility and programming improvements that will have the most positive impact on equity outcomes."</p> <p>How about prioritize facility improvements when and where they are needed regardless of where they occur. Of course you should make sure that the parks in lower income areas are well maintained. But from I understand, the parks in lower income areas are being maintained more often than needed versus in other areas where they are seeing neglect. If a park facility does not need improvements, improve the ones that do.</p>	7/23/2018
7758	53	/policies/quality-of-life/	<p>You base this whole plan on a flawed assumption--that redlining 50+ years ago requires the city to make single family homeowners (many of whom are of color and most of whom were born long after these egregious codes were passed) pay reparations because why again? Because they invested in housing stock and made their neighborhoods nicer? Because they pay the bulk of taxes? Because they are supporting an otherwise failing school district?</p> <p>Well never mind. They just should because "they" are all white and have privilege (even though many are of color and LGBTQ etc).</p> <p>So let's wreck everything that is good about the city. Try to sneak this around them and hold no meetings anywhere near the areas that pay the taxes. Cozy up to developers. Build our tax base for short term gain and short-term redistribution. Ignore our schools. Ignore our roads. (Should be biking anyway.)</p> <p>Please listen to your constituents. Please scrap this plan and start over. There are some good ideas, but get rid of the false premise and the ignorant conclusions that result from it. Save our great city!!!!!!!!!!!!!!</p>	7/23/2018
7759	14	/policies/tree-canopy-and-urban-forest/	<p>I like the focus on the tree canopy. It is important for both aesthetic and sustainability and environmental reasons. I'd love to see more trees planted in our park system. For example, numerous trees were planted in MLK Park this year however the park could have many many more to have more of a forest type feel in the city. It would also be great to see more natural landscapes in our city rather than grass lawn.</p>	7/23/2018
7760	52	/policies/human-capital-and-a-trained-workforce/	<p>What are the specifics of this programming? Short-term job training for adults for entry-level jobs only? Registered apprenticeships with employers that include college credit and union membership? Career and technical education in high schools for young adults to enter the workforce and college and continue to gain skills to move up in a career pathway? Who is spearheading and/or delivering this programming - community based organizations, the school district, Minneapolis College, WorkForce Centers? How will this initiative connect with statewide WIOA efforts and other workforce development initiatives?</p>	7/23/2018
7761	33	/policies/affordable-housing-production/	<p>If increase height allowance on buildings please make sure there is green space - not buildings right up to sidewalk except perhaps if there are front porches and other ways for community building. I meet my neighbors when I am out gardening. Important to get to know neighbors.</p>	7/23/2018
7762	54	/policies/supporting-economic-growth/	<p>It would be useful to summarize how the City currently supports economic growth. Action steps b-d seem like some sort of task force is needed to determine the next steps, this could be a way to involve business leaders and entrepreneurs in planning for the future. I think action step e could be tied back to policies 52 and 44 more directly.</p>	7/23/2018
7763	19	/policies/bicycling/	<p>I think bikes should be licensed to bring in some revenue to help off-set the cost of maintaining all of the bike ways.</p>	7/23/2018
7764	18	/policies/walking/	<p>Worthy goals. Very expensive.</p>	7/23/2018
7765	29	/policies/creative-sector-economy/	<p>This is really important but it's not written in a way that's legible to someone who doesn't work in municipal politics.</p>	7/23/2018
7766	74	/policies/integration-of-water-management-into-	<p>Encourage flat roof construction. Subsidize green roofs on new developments.</p>	7/23/2018

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7767	19	/policies/bicycling/	<p>Love this! I appreciate the open streets times too. I wonder what we can do for driver education, because, frankly, I've been nearly killed a few times on Bryant in particular (bike boulevard, naturally).</p> <p>I know some complain, but I LOVE THE BLAISDELL PROTECTED LANE! It had the side effect of slowing traffic, which was great because people would get into such serious crashes at 35/36 streets. Though about half of them are knocked down at this point and people still drive in it, they do help.</p>	7/23/2018
7768	33	/policies/affordable-housing-production/	<p>Yes, we should promote a diversity of housing options however it is reckless and irresponsible to open up all single family residences to multi-family housing. What the city is proposing is untested and unproven to accomplish the desired outcome. It would be more responsible to test the hypothesis in a controlled setting before unleashing this policy city-wide.</p>	7/23/2018
7769	31	/policies/creative-workers/	<p>Basic income!!!</p>	7/23/2018
7770	10	/policies/street-grid/	<p>This is a short sighted goal and should be changed to creation of super blocks that have pedestrian and emergency vehicle access only on the interior street and the grid surrounding the aggregation of the four block super block for traffic. This would provide an alternative to the car street sidewalk mix as currently in place and would reduce impervious surfaces and lower cost for public works repaving projects. The example of this in Minneapolis is Milwaukee Avenue.</p>	7/23/2018
7771	0.1	/topics/land-use-built-form/	<p>I am strongly opposed to many of the areas slotted for corridor 4. It shows significant discrimination against those who were not wealthy enough to afford a house on a quieter street but live on a bus route. Putting 4-story buildings in these neighborhoods will destroy the look and adding that kind of density will destroy the community of the block. 4-stories is too tall!!</p>	7/23/2018
7772	1	/policies/access-to-housing/	<p>Re-zoning areas in those neighborhoods furthest from downtown to allow 2-4 unit structures is a boon for developers. If there is no control over the end product, affordable housing being one of the goals, this is not the path to take. I do not see a correlation between multifamily buildings and affordability. The developers and builders are in it for a profit pure and simple. This zoning change has to narrowed down with strict guidelines with what can be built and where.</p>	7/23/2018
7773	0.1	/topics/land-use-built-form/	<p>I am strongly opposed to many of the areas slotted for corridor 4. It shows significant discrimination against those who were not wealthy enough to afford a house on a quieter street but live on a bus route. Putting 4-story buildings in these neighborhoods will destroy the look and adding that kind of density will destroy the community of the block. 4-stories is too tall!!</p>	7/23/2018
7774	43	/policies/housing-displacement/	<p>If the city is serious a about letter B, Develop and implement policies and programs that support the preservation and rehabilitation of naturally occurring affordable housing to prevent the displacement of existing residents.</p> <p>then please provide action steps over how this would be done and what types of policies and programs would preserve naturally occurring affordable housing to keep people in their homes. With all the up-zoning and large scale development this plan welcomes, how pray tell, would people already in affordable housing be prioritized and kept in those homes when the rents/property taxes all around them are increased?</p>	7/23/2018
7775	33	/policies/affordable-housing-production/	<p>Keeping people from being displaced ought to be a non-negotiable, overarching goal that tremendous resources are afforded to.</p>	7/23/2018
7776	19	/policies/bicycling/	<p>Yes! Great! Half the problem is that renters don't have MONEY! Let's figure out how to get more literal MONEY to RENTERS</p>	7/23/2018
7777	61	/policies/environmental-justice/	<p>Completely unrealistic given six months of cold and snow. Reduce number of underused (many) on-street bicycle paths. Enforce traffic laws to ALL users of public streets and paths. Enlarge traffic control signs on bicycle paths.</p>	7/23/2018
7778	0.1	/topics/land-use-built-form/	<p>Should begin phasing out major industry along the Mississippi River through North Minneapolis. It has negative effects on the infrastructure and air quality of the area. The space could be better utilized for homes or parks.</p>	7/23/2018
7779	20	/policies/transit/	<p>I am strongly opposed to many of the areas slotted for corridor 4. It shows significant discrimination against those who were not wealthy enough to afford a house on a quieter street but live on a bus route. Putting 4-story buildings in these neighborhoods will destroy the look and adding that kind of density will destroy the community of the block. 4-stories is too tall!!</p>	7/23/2018
			<p>Support expansion of light-rail Metro lines to North and NE Minneapolis.</p>	7/23/2018

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7780	1	/policies/access-to-housing/	<p>I have lived in, next to, and near multifamily housing for my entire adult life in Minneapolis, in several different neighborhoods (including Linden Hills, despite the, let's call it "motivated reasoning" of some residents there who like to believe that such housing does not exist). It is simply untrue that residents of multifamily housing are different or worse than single family home residents. Please do not believe the hype.</p> <p>Separately: the draft plan makes a serious contribution to environmental sustainability in lots of ways, not least permitting more density throughout the city. The environmental benefits have been lost in the shouting, but they will be perhaps the plan's most important contribution. We will owe a great many apologies to the next generations for our carelessness and negligence regarding the environment. Please do not be cowed into backing down by those who prefer to think only of themselves.</p>	7/23/2018
7781	34	/policies/affordable-housing-preservation/	This does not go nearly far enough, we need much more robust protections.	7/23/2018
7782	20	/policies/transit/	<p>YES please to bus shelter, heating, lights. Though also consider making it easy to get out of a bus shelter (more than one entrance/exit). I had a friend get trapped in and assaulted at one near Lake/Nicollet because he got cornered and couldn't flee.</p> <p>I'd also add that what is missing here is equity. How can bus service be more equitable.</p> <p>I don't understand G. How does MnPASS help anything?</p>	7/23/2018
7783	61	/policies/environmental-justice/	Establish a mechanism to ensure that costs of cleanup are not borne by those living in contaminated areas--renters usually bear the costs through increased rent when landlords are compelled to improve conditions, whether by being directly instructed to clean up or by being forced to pay higher property tax base rates or levies.	7/23/2018
7784	42	/policies/expand-homeownership/	This plan is anti-renter and should do more to support renters increasing their stake in the community by having the opportunity to own their home. Action Step f. all leases should be required to include an option to purchase the apartment/house/property if desired. At the very least, apartment ownership should be heavily incentivized. Action Step g. all property owners leasing apartments in the city will be required to occupy a physical location within the city limits. (stop the money being sucked out of the city! at least hang on to some property tax even if all the rent is being sent elsewhere!) Action Step h. all leases will be required to follow Honest and Fair Disclosure policies, including, similar to credit card statements, how many years it would take to purchase a similar value property if rent was building toward equity.	7/23/2018
7785	35	/policies/innovative-housing-types/	More more more of this, more specific, more robust, more broad. This is a crisis, we need immediate and massive intervention!	7/23/2018
7786	75	/policies/waste-reduction/	I'm not sure how you'll get to zero waste but I'm glad the city is trying. I'm grateful for the city's current recycling and composting program. It seems like our family hardly has anything in our black waste bin on pick up day. Maybe it's only a matter of getting a greater participation rate in recycling and composting.	7/23/2018
7787	80	/policies/development-near-metro-stations/	<p>This policy makes sense, but I disagree with a few things.</p> <p>"Require a minimum level of development near METRO stations to ensure that land is used efficiently near major transit investments". Nope. You have stated that you can not dictate where development occurs, and this will hold true of this as well. Also, to over develop any area is not healthy for that area. It is like too many rats in a small cage. They may start eating each other.</p> <p>"Minimize the impact of automobiles near METRO stations by tucking parking behind and under buildings, by sharing parking among area uses, by prohibiting the establishment of auto-oriented uses, and by prohibiting the establishment of park-and-ride facilities." Prohibit park and ride facilities? That is crazy making. You want people to carpool, but you don't want them to have a place to meet up? What about people coming into the city from disparate locations, but wanting to carpool into the downtown area. Fool hardy and excessive.</p>	7/23/2018
7788	18	/policies/walking/	Prompt removal of snow and ice from sidewalks citywide is essential for pedestrian safety.	7/23/2018
7789	24	/policies/shared-mobility/	Support as long as the city stops demonizing the automobile. Ban electric scooters on city streets and sidewalks.	7/23/2018
7790	37	/policies/mixed-income-housing/	Yes!!!!!!!!!!!!!! End single family zoning!!!! Make it illegal to ever ever ever build anything like Ward 13 ever again!!!!!!!!!!!!!!	7/23/2018

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7791	76	/policies/new-parks/	What I want is a city with more density, but also increased green space to keep livable. No one wants to live in a hot sink of impermeable concrete. The economic incentives for developers are substantial and will drive conversion of single family homes into multiple family properties. Without a similar incentive for parks, we will end up with too many people overusing resources. Developers need to contribute a fixed percentage of the price of new construction into a city wide fund, because that's the only way to take back single family lots to add greenspace to a neighborhood which will be all paved up. (speaking as someone who lived in a 4-plex in Seattle).	7/23/2018
7792	38	/policies/affordable-housing-near-transit-and-job	Add entertainment centers to this mix IMO	7/23/2018
7793	60	/policies/intrinsic-value-of-properties/	There should also be something about the Intrinsic Value of Hills and Steps. Minneapolis has very few hills, and none of them have any steps, which is a real waste. From Rome's Spanish Steps to SF's 16th Ave Tiled Steps to LA's Bunker Hill Steps, hills and steps go together for great _placemaking_	7/23/2018
7794	3	/policies/production-and-processing/	Our residents will be inclined toward residential uses without realizing the many problems with exiling industry to the hinterlands. It is critical to retain jobs of many pay scales in the city in order to sustain a diverse demographic. I don't believe the 2040 plan incorporates enough production zones and unfortunately there is a limited constituency for this use. It is up to the council to fight to preserve them.	7/23/2018
7795	40	/policies/homelessness/	Not just affordable housing, SOCIAL housing!	7/23/2018
7796	15	/policies/transportation-and-equity/	We support Minneapolis working to ensure that we have a transportation network that is equitable and functional, including through the winter, for all its residents, in particular those who are car-free, transit-dependent, and/or disabled. We strongly recommend that winter be included as an integral part of understanding transportation equity and implementing any strategy. We support an equity-based transportation funding algorithm, with prioritization and increased funding to historically unfunded and underfunded modes that serve low income communities, communities of color, and disabled residents. c. We support tracking these measurements, and hope that they are robust enough to include modeshare among those who are wealthy or have multiple transportation options as a measure of the fitness of our transportation network. We encourage the city to develop metrics to make sure that community members can easily and safely access any part of the city without car-dependency, regardless of time of day or season/weather; we believe that this needs to include access to/from/between racially concentrated areas of wealth as well as racially concentrated areas of poverty. Additionally, we request that the city explore and analyze how current and historic transportation choices and networks influence transportation choices and equity. For example, where are there "pinch points" between parts of the city for different modes and how do these impact mode choice and/or cross-community access? How do highways or arterials serve as functional barriers between areas and how does the status quo replicate the segregation impacts of these barriers? ~ Julia Curran, in discussion with other members of the Pedestrian Advisory Committee	7/23/2018
7797	21	/policies/freight/	Freight rail infrastructure seems in really poor condition in at least some parts of Minneapolis. The bridge over 15th Street near Van Cleve Park is atrocious and seems to get hit by semis at least once per year. Can we look at safety? And yes to not expanding freight.	7/23/2018
7798	55	/policies/business-innovation-and-expansion/	Action step d seems like it is out of the scope of typical city services, how would this be achieved. Would the City host some sort of annual forum for entrepreneurs and investors? Maybe there is a non-profit that could be partnered with in this area.	7/23/2018
7799	0.1	/topics/land-use-built-form/	My neighbors don't want our 'hood bulldozed. I understand. The built form maps and land use maps were poorly framed and rolled out. I won't pile on to that argument. However, I will say I'm extremely disappointed to see the entire Wedge turned into multifamily housing and competing built forms on facing blocks (see Holmes, Garfield, Colfax, Girard, and others south of Lake). Transitions are great, but need to consider what's happening on both sides of the parcel. I hope my neighbors in their single-family residence will enjoy looking at a 3-story apartment building when our little foursquare disappears.	7/23/2018
7800	25	/policies/innovations-in-transportation-and-infras	Ban drone deliveries.	7/23/2018

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7801	1	/policies/access-to-housing/	With no caveats that all this explosion of housing be affordable housing, this will be a real race to the bottom. Shame on you, Mayor Frey. You ran SPECIFICALLY on affordable housing and campaigned at my apartment stating that you will stop at nothing until we can get after the issue of un-affordable housing and getting people into stable housing and then you back a plan that completely bends over to accommodate developers of large scale housing. You know when they are given free reign develop consistently develop "luxury apartments" and other buildings that present serious barriers for poor or moderate-income people to reside in.	7/23/2018
7802	1	/policies/access-to-housing/	I wholeheartedly disagree with the idea of allowing multi-unit dwellings in neighborhoods that are predominantly single family homes. It's a blank check for developers to buy up homes in established neighborhoods and fill every inch of them with a fourplex in order to maximize their profit margin. I bought a home in a neighborhood of single family homes because that is the type of neighborhood I desire. If I wanted to live in an area of fourplexes, I would have looked for one. When every decision of the city council seems to favor the profit margin of developers, it makes people question what the motivations of the council. I am only one homeowner who loves her home and neighborhood but I believe that my concerns are representative of many who will be	7/23/2018
7803	0.1	/topics/land-use-built-form/	affected by the density portions of the Plan. More careful consideration of homeowners and their input would help the Plan be successful. We have lived in our 47th St and Bryant Ave S home for 44 years. We moved to the city because we found a home that was AFFORDABLE, it was close to my husband's teaching job and convenient to my job. Even then it was a little community within the city with a small grocery store, hardware store, coffee shop, bakery and restaurant " coming from a small town, we loved it. We are the "oldest" residents on our block. Our home is 100 years young, we have lovingly cared for it, always considering its character when making renovations for our family's comfort. We have never made renovations for the purpose of selling our home. Our plan is to grow old here, in the comfortable home we've created, near the lake we love to walk and run around and in the little community we love. We have no interest in selling our home to a developer! Our neighborhood has NATURALLY gone through many changes. When we moved in there were many elderly neighbors, and a few young families, then it changed to more young families and fewer elderly. Currently, it is a mix of young, old, married, single, multiple races, straight and gay " this has happened without any help from the city! We've always been a bus (and airplane) route which made our street too busy for our children to cross. They played with the children across the alley and were able to run back and forth without fear of traffic. Where will children play on densely populated streets filled with apartment buildings with NO yards? How many FAMILIES will WANT to live in apartments buildings? I cannot imagine our street as the 2040 Plan proposes! Bryant has always been a busy street. It is UNSAFE now when there are cars parked on both sides and busses, bicycles and cars flying down the hill headed north. I can't imagine what the density of the 2040 Plan will change it into. Where would tenants in these multifamily buildings PARK? I do not believe that people will abandon their cars. What studies confirm that idea? WHAT INFRASTRUCTURE CHANGES ARE PLANNED TO ACCOMMODATE THE ISSUES THAT INCREASED DENSITY WILL DEMAND: PARKING, SCHOOLS, GREEN SPACES, WALKABILITY, POLLUTION? Lastly, who's doing the math? A developer will not be able to purchase homes in my neighborhood, tear them down and build apartment buildings that will charge affordable rental rates. DEVELOPERS ARE IN BUSINESS TO MAKE MONEY! WILL THE CITY OF MINNEAPOLIS SUBSIDIZE THESE DEVELOPERS OR TENANTS? WHO WILL PAY FOR IT? HOW IS THAT GOOD FOR OUR CITY? When visitors come to Minneapolis, they are surprised that we have a beautiful, green, vibrant city. Mostly they are impressed with our neighborhoods! OUR NEIGHBORHOODS ARE THE REASON WHY PEOPLE MOVE TO THE CITY INSTEAD OF THE SUBURBS. NOT EVERYONE WANTS TO LIVE IN AN APARTMENT. NOT EVERYONE WANTS TO BE WITHOUT A CAR. BUT, EVERYONE WANTS TO LIVE IN A CITY THAT THEY ARE PROUD TO CALL HOME! PLEASE RECONSIDER AND REWORK THIS PLAN FOR THE GOOD OF OUR NEIGHBORHOODS.	7/23/2018
7804	1	/policies/access-to-housing/	I am strongly opposed to many of the areas slotted for corridor 4. It shows significant discrimination against those who were not wealthy enough to afford a house on a quieter street but live on a bus route. Putting 4-story buildings in these neighborhoods will destroy the look and adding that kind of density will destroy the community of the block. 4-stories is too tall!!	7/23/2018
7805	15	/policies/transportation-and-equity/	I fully support his policy. I am very pleased by steps the City has made in the last few years to begin realizing the vision presented in this policy, and look forward to continued progress on this front.	7/23/2018
7806	11	/policies/skyways/	Skyways are an architectural and social scourge. Ban all new skyways and eliminate existing skyways by 2040.	7/23/2018
7807	18	/policies/walking/	I like the idea of encouraging walking and the improvements listed in this policy 18.	7/23/2018
7808	51	/policies/healthy-pre-k-development/	UNIVERSAL PRE-K. IT IS TIME IN MPLS!	7/23/2018

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			Honestly, I'm really unclear on what A-F are saying here.	
7809	23	/policies/coordinated-development-strategy/	It sounds like you want to look at what's happening across the city and make sure investment is going to where it's needed and not just to squeaky wheels? If so, that makes sense.	7/23/2018
7810	41	/policies/tenant-protections/	If F includes moving the Kmart to one side of the street so Nicollet can open again, I say Hallelujah.	7/23/2018
7811	0.1	/topics/land-use-built-form/	Put Stephen Frenz in fucking prison	7/23/2018
7812	42	/policies/expand-homeownership/	I am strongly opposed to many of the areas slotted for corridor 4. It shows significant discrimination against those who were not wealthy enough to afford a house on a quieter street but live on a bus route. Putting 4-story buildings in these neighborhoods will destroy the look and adding that kind of density will destroy the community of the block. 4-stories is too tall!!	7/23/2018
7813	1	/policies/access-to-housing/	I seriously question our emphasis on land ownership as a measure of success. It isn't a good metric! We need social housing!	7/23/2018
7814	37	/policies/mixed-income-housing/	I support the plan for more housing. I support allowing 4-plexes through all residential areas and building more density along major transit lines. But there should also be efforts to improve air quality along these transit routes by limiting access of personal vehicles, prioritizing public transit and biking. Compromises with commercial shipping/business will need to be made.	7/23/2018
7815	43	/policies/housing-displacement/	Some neighborhood interiors should be able to handle larger unites than 4-plexes.	7/23/2018
7816	37	/policies/mixed-income-housing/	I see this as essential to building strong communities. It defeats the purpose for allowing a developer to promise this, but then have that developer only build the expensive housing and sell the contract to a secondary, sometimes insolvent developer and then the affordable housing never gets built.	7/23/2018
7817	1	/policies/access-to-housing/	In North Minneapolis, there are lots of unoccupied homes and empty lots. Figure out a way to encourage the development of these unoccupied lots into additional housing (both rental or home ownership) instead of raising rent on current residents.	7/23/2018
7818	1	/policies/access-to-housing/	At the same time, acknowledge that as neighborhoods improve, all rents will go up - it is a natural side effect of making a neighborhood more desirable. Making the neighborhood more desirable will improve quality of life for current residents. Many of the things that they desire - better parks, better access to grocery stores, better access to transit, better jobs, less crime - will improve as more people want to live there, but will also cause more people to want to live there, raising the rent for everyone. Don't limit progress in North Minneapolis just to keep rents artificially low.	7/23/2018
			In parts of South and Southwest Minneapolis, some smaller, lower cost houses are being replaced by large, multi-million dollar houses. While the houses being torn down don't qualify as "affordable" as defined by these policies, it still should be a concern for the city that houses once affordable for middle class working families are being torn down and replaced with houses only affordable to the upper-class. Edina could be looked to as an example of what's to come if the city doesn't do anything. The city should discourage the tear-down trend, possibly by charging significantly larger permit fees for tearing down an livable house instead of building on an empty lot.	7/23/2018
			I see this as essential to building strong communities. It defeats the purpose for allowing a developer to promise this, but then have that developer only build the expensive housing and sell the contract to a secondary, sometimes insolvent developer and then the affordable housing never gets built.	7/23/2018
			I support the plan for more housing. I support allowing 4-plexes through all residential areas and building more density along major transit lines. But there should also be efforts to improve air quality along these transit routes by limiting access of personal vehicles, prioritizing public transit and biking. Compromises with commercial shipping/business will need to be made.	7/23/2018
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			Some neighborhood interiors should be able to handle larger unites than 4-plexes.	7/23/2018

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7819	6	/policies/pedestrian-oriented-building-and-site-de	San Francisco allows and encourages developers to build tall ceilings in their storefronts so as to create an inviting and lofty atmosphere that will activate and encourage street life.	7/23/2018
7820	1	/policies/access-to-housing/	I support the push to increase housing supply by allowing more than single family in much of the city. In addition, I'd like to see that higher density development is allowed on more than just the street that the high frequency transit routes run on. Adjacent streets should also be given the ability to build more units. The vision being that the neighborhood grows dense enough that most of the residents' needs can be economically provided within walking distance.	7/23/2018
7821	89	/policies/technology-in-the-city-enterprise/	The city infrastructure needs constant upgrading the plan fails to suggest how the greater storm water surges and sanitary sewer upgrades will occur within the plan. The city's current capacity for physical and services ranging from parks to water is underfunded and greatly deferred. Until we have greater civic capacity we cannot build or suggest greater density through policies that cannot be maintained.	7/23/2018
7822	1	/policies/access-to-housing/	When adding units/density to the streetscape, consider how the street will look. For example, Old Highland with large late 1800s, early 1900s houses didn't mix well with 1960s split level ramblers.	7/23/2018
7823	19	/policies/bicycling/	As a regular bike commuter, I really appreciate the steps that have been taken in a few areas of the city to create truly protected bicycle lanes, which are shielded from traffic by a physical barrier. This type of infrastructure really helps people feel safer on their bicycles. One problem with the current set-up (which seems to be plastic posts) is that vehicles do sometimes pull in between them and stop (or even park). A shorter spacing between posts would prevent this. In most other cities I have seen these in the barriers are more substantial, ranging from a curb to a large concrete slab, making it impossible for cars to enter.	7/23/2018
7824	52	/policies/human-capital-and-a-trained-workforce/	This all sounds like good ideas to get to living wages for all. But the devil is in the details. How can the city influence business and economics to attain living wages for all? I'm all for investing in human capital but this sounds like programs that cost money - taxes.	7/23/2018
7825	24	/policies/shared-mobility/	When I think about mobility and aging, I don't think we have a great plan. In my wishing place, I wish bike shares included recumbents, which are way easier for aging people (or people with back/neck injuries). I love what we have, but a lot of it does require a base level of "health" and a base level of savviness with technology (NiceRide, for example; or Hour Car). I love these things, but they do seem to disproportionately benefit people just like me -- I have a bike, just use Nice Ride in a pinch or on campus; I am super adept with tech and have no problem figuring things out.	7/23/2018
7826	76	/policies/new-parks/	But in 2040, my body is going to be aging and I'm not so sure that our current model of targeting 18-50 year olds is going to hack it. city should purchase remainder of private property adjacent to Mueller park in lowry hill east and make entire block a park	7/23/2018
7827	0.1	/topics/land-use-built-form/	Thank you for making a long term plan. The Land Use seems fine. The policy for allowing multi story buildings needs work. Too high for residential areas. I was told that zoning is a distant step, that I shouldn't worry about it. But it makes all of the difference: much of the new multi story buildings are built to the sidewalk, almost zero set backs, cheap and ugly construction. I'm concerned about neighborhood livability, environmental considerations, and I don't believe that the current plan will result in more affordable housing.	7/23/2018
7828	88	/policies/public-services-policy/	Give less decision making abilities/powers to neighborhood associations. City must make more of an effort to reach out to citizens throughout each neighborhood.	7/23/2018
7829	1	/policies/access-to-housing/	The proposal to allow small scale residential properties that allow up to for residential units is not doing neighborhoods with one unit dwellings any kind of a favor. That will pull down the value of existing housing and that will damage the residents living there now. This is a bad plan. I am a homeowner in North Minneapolis and strenuously object to this proposal regarding housing mix. Discard this plan and start over. The notion that millennials aren't interested in home ownership is a fallacy. Our milkenial daughter and 5 friends of hers (that I can think of offhand) have purchased houses in Minneapolis over the last 10 years, most of them within the last 5 years. This plan is built on false assumptions, thus lacks validity and should not be carried forward with hopes for meting the stated goals. Again, please abandon the plan and start over.	7/23/2018
7830	50	/policies/access-to-technology/	A key way to access technology is for the technology in question to be FLOSS, Free/Libre Open Source Software: so that every resident of Minneapolis has the freedom to view, change, and share the software powering the technology around them. This is also key to innovation so that new things can be built on existing technology. Minneapolis city government should have a commitment to prefer Free/Libre Open Source Software in purchasing and to require all software development it funds to be released with a Free/Libre Open Source Software license.	7/23/2018

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7831	19	/policies/bicycling/	Please don't sacrifice maintenance of the critical existing corridors (greenway, kenilworth, victory memorial, etc.) to the benefit of new partitioned lanes on existing roadways. The heart of biking in our city are these dedicated paths and without them ridership will decline.	7/23/2018
7832	57	/policies/cluster-strategy/	Wow this is just a jumble of words like 2% of people will understand I gotta say. The extremely complex language used in a lot of this draft plan is seriously an accessibility issue.	7/23/2018
7833	38	/policies/affordable-housing-near-transit-and-job	I think affordability will be an important part of the mix, acknowledging that all price points should be available along high-frequency corridors. I would hate to see only expensive, market rate options at these locations, which are ideal for people without a car.	7/23/2018
7834	81	/policies/social-connectedness/	<p>Okay, this is a great policy. But when you mention Open Streets Minneapolis? That is exclusionary to people who are older or who have physical limitations. It is geared toward young, able bodied people. Just like the majority of this plan. And when you want to expand the use of social media? Again, excludes people who can not afford to be connected, older people who are not well versed in the new technology. You are don't even know that you are missing these groups.</p> <p>Also, if you have as much development as you hope to in the plan, people will be more isolated, and less engaged. There will be less green space, fewer leisurely walks in neighborhoods. So you must scale it back and preserve neighborhoods.</p> <p>An older woman (in her 60's) lives in the mosaic building, but doesn't engage with any of the others in her building as they are all younger than her and many of them transient. Is this what you want?</p>	7/23/2018
7835	58	/policies/business-districts-and-corridors/	Continue to fully fund neighborhood organizations. Continue with small area plans and adhere to them. Engage locals in local decisions.	7/23/2018
7836	40	/policies/homelessness/	We need commercial to be allowed by right in neighborhood interiors!	7/23/2018
7837	61	/policies/environmental-justice/	How does this differ in any way from what you have been saying you have been doing for the last 20 years? How about the millions of dollars spent by Heading Home Hennepin for 10 years, while homelessness actually increased? Most of that money was spent on the administrators, of course. Very little money goes directly to the actual homeless population. I guess they need better, more expensive, lobbyists.	7/23/2018
7838	0.1	/topics/land-use-built-form/	Move HERC out of the city!	7/23/2018
7839	63	/policies/food-access/	I don't think that four units on a residential lot should be allowed as specified for Interior 2. There need to be restrictions.	7/23/2018
7840	28	/policies/msp-airport/	Thank you for this! I live in Stevens Square, which is a food desert. I'm so glad to see the city taking action on this.	7/23/2018
7841	25	/policies/innovations-in-transportation-and-infras	<p>Due to the proximity of the airport to the city, airplane noise is a real issue in many parts of Minneapolis. But there are huge differences between the noise created by louder (and also older and more polluting) planes and quieter (newer and more fuel efficient) planes. I would love to see the city work with MAC to create incentives for airlines to use quieter cleaner planes.</p> <p>E is terrifying. But moving on--</p> <p>I strongly disagree with H unless heavily regulated. The SV tech industry is reckless and while I get the whole "wanting to be an innovation hub" thing, I don't think we should make ourselves suckers. Whether it's driverless cars or surveillance technology, we need to think critically about whatever novel activities we allow and when.</p> <p>I look forward to getting ahead of the ball on regulations/policies around automation/drones/etc. But until someone can automatically haul my bikes up to the North Shore or my kayak to the lake, I'm dubious that we're going to be living in a Jetsons-style future.</p>	7/23/2018
7842	56	/policies/supporting-small-businesses/	There should be additional support for the launch and growth of worker cooperatives. Worker-cooperatives have a better survival rate than other businesses of similar size and moreover keep good jobs in Minneapolis.	7/23/2018

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7843	94	/policies/heritage-preservation-regulation/	I am perplexed why this is even a policy based on the actions of the current council. The St. Anthony Main area is one of the most historic areas of Minneapolis and you have bent over backwards to grant variances in this neighborhood to the benefit of developers and their shareholders. The Alatus building at 200 Central is a prime example of granting a variance not for an extra 30 feet of height, but an extra 400 feet of height. I am confused about the investment of time by the city on the comprehensive plan. In 2016, the city drastically amended the 2009 plan to allow for much greater densities to allow for development such as the Alatus building at 200 Central and then the council granted a huge variance. Why even waste the time of drafting the 2040 plan when your successors will likely grant a variance exceeding whatever recommendations you agree on, as you have done with the prior work of others?	7/23/2018
7844	80	/policies/development-near-metro-stations/	Yeah! No more cars near transit!!	7/23/2018
7845	0.1	/topics/land-use-built-form/	Encourage high density development on streets in a linear fashion, instead of following just transit corridors. That way, the transit system will be easier to navigate.	7/23/2018
7846	49	/policies/educational-and-economic-access/	Ensure access to high quality public education in safe, healthy schools easily accessible by walking biking and public transit	7/23/2018
7847	56	/policies/supporting-small-businesses/	I think the idea of increasing participation of small businesses in City procurement is a great idea. For action step b would those priorities be in the procurement process, like an adjusted criteria system to provide increased opportunities to businesses of certain demographics. As someone who works at a small business in the creative sector I find the idea of niche-based programs interesting but I'm not sure what that would look like. Perhaps the city could partner with professional organizations from different industries to develop programming. I think this could be more directly tied into the idea of job training and mentorship discussed in policies 31, 40, and 44. The hardest thing about this plan is how ideas are scattered throughout it.	7/23/2018
7848	40	/policies/homelessness/	Worthy goals, but most homelessness is the result of mental illness and substance abuse and addiction. With a booming economy, joblessness is not the primary cause of homelessness. The city should focus on addressing the underlying causes. Joblessness is a choice for many. Ban curbside panhandling and direct individuals to treatment centers.	7/23/2018
7849	82	/policies/aging/	Safe housing for seniors is often the houses they have spent their lives in. You need to make sure that you don't tax them out of their homes. You also have to make sure that we have a work force that can go into their homes and work with them. Create senior centers for day activities. This can be done in the parks, this can be done in separate senior centers. Transportation for seniors will include the use of personal vehicles. If you continue to wage war on cars, you are waging war on seniors who are unable to walk, bike and have difficulty with public transportation.	7/23/2018
7850	0.1	/topics/land-use-built-form/	Eliminate the Interior 1 category. Allow 3-story construction by right everywhere across the City, and eliminate all setback requirements. If it is privately owned land, allow the owners to do what ever they want, since they are the ones responsible for paying property taxes. There is no reason the only density should be on and near heavily polluted corridors, when there are still acre-sized lots throughout the city.	7/23/2018
7851	1	/policies/access-to-housing/	The proposal to allow small scale residential properties that allow up to for residential units is not doing neighborhoods with one unit dwellings any kind of a favor. That will pull down the value of existing housing and that will damage the residents living there now. This is a bad plan. I am a homeowner in North Minneapolis and strenuously object to this proposal regarding housing mix. Discard this plan and start over. The notion that millennials aren't interested in home ownership is a fallacy. Our milkenial daughter and 5 friends of hers (that I can think of offhand) have purchased houses in Minneapolis over the last 10 years, most of them within the last 5 years. This plan is built on false assumptions, thus lacks validity and should not be carried forward with hopes for meting the stated goals. Again, please abandon the plan and start over.	7/23/2018
7852	28	/policies/msp-airport/	I know people in my area are freaking out about the efficient takeoff/landing stuff as it would (or they say it would) more heavily concentrate air transit routes. So maybe we need education for that? Or a broader MAC area for window replacements?	7/23/2018
7853	10	/policies/street-grid/	Most of the gaps in the streetgrid are caused by the highways that actually "bulldozed our neighborhoods." If we want to rebuild the streetgrid then highway removal must be part of that strategy. I'd like to see a clearly outlined plan to promote interstate removal and narrowing of major traffic corridors so that people can navigate the city on many different modes. For example, removing the 3rd/4th st viaduct through the north loop would be a good start, removing the lyndale/crosstown off-ramp, or Cedar Avenue bridge over Lake Nokomis. This would be a good way to reduce the cost of highway infrastructure - reduce air, noise and water pollution. I'd also like to see the Lyndale or Hennepin 94 off-ramps removed - we can tackle the bottleneck by restoring the original street grid.	7/23/2018

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7854	1	/policies/access-to-housing/	These action steps only work if the City adopts strong oversight over developers. The City needs to be in charge of the plans, not developers. Zoning ordinances were made for a reason, and residents I know understand their value and support the concept of livability on which the ordinances are based. So far the City has failed time and time again to enforce the ordinances that exist, allowing developers all kinds of variances so that the developer can make a larger profit on the development. That is a corruption of the original intent of zoning ordinances. It has to stop. A mix of housing is fine, if the sizes and numbers of units meets already existing codes. But the Planning Commission and City Council need to respect the neighbors enough to stay within the required restrictions.	7/23/2018
7855	1	/policies/access-to-housing/	It makes no sense to take away our single family neighborhoods. I for one would end up moving out of the city because I want to raise my family in this type of setting. Increasing the density in our neighborhood would make parking even worse. Currently our emergency vehicles have problems getting through in the winter time as it is now. I worry that the neighborhoods would decline with more rental properties. People seem to have more pride in taking care of their property when they own. You would need to increase police, park facilities, schools, etc.	7/23/2018
7856	84	/policies/public-safety/	This is important and there are suggestions other people will be better at making than I am, but I want to emphasize that living around cars is a public safety issue.	7/23/2018
7857	43	/policies/housing-displacement/	Stopping or slowing gentrification is unrealistic and not the role of city government. Instead, embrace gentrification as civic improvement and expand job/housing opportunities for all income levels.	7/23/2018
7858	84	/policies/public-safety/	Excessive and deadly force seems to be a strategy amongst our police force. We must employ restorative practices and utilize non-violent strategies. I agree that first responders need to reflect the diversity of the city's residents. They need to be residents themselves and utilize their knowledge of the community and connections within the community to build trust and employ non violent methods.	7/23/2018
7859	38	/policies/affordable-housing-near-transit-and-job	Really stress the affordable in this. And pair with the first floor shopping / restaurant / etc. style use.	7/23/2018
7860	33	/policies/affordable-housing-production/	Consider a variety of affordability and market rate units in one building, rather than a whole building of one economic type of housing, such as luxury. When designing all housing, particularly affordable housing, use feng shui to help design places that will work optimally for residents. Consider a variety of configurations, locations and use universal design so resident(s) can age in place, rather than have to move as health status changes.	7/23/2018
7861	49	/policies/educational-and-economic-access/	Increasing educational access means allowing more families to liver near good schools. Increased densities in all neighborhoods would help this.	7/23/2018
7862	85	/policies/access-to-health-social-and-emergency-s	--Expand public health services and public owned hospitals --Back all efforts to get a Minnesota Single Payer health system --Back all efforts to get a Federal Single Payer health system like Medicare for all. --Review all health studies that affect c	7/23/2018
7863	0.1	/topics/land-use-built-form/	I live on a block with a very tight community, we socialize regularly, watch each kids, look out for each other. In the new plan, we would have 4-story buildings on our block. Adding this kind of density would completely change the character of our neighborhood. Mixed housing with small units is what we have now and that provides options for rental and apartment dwelling and keeps a community feel intact. However 4-story buildings is too much! If you are lucky the building may develop a community feel but the rest of neighborhood looses.	7/23/2018
7864	0.1	/topics/land-use-built-form/	I live on a block with a very tight community, we socialize regularly, watch each kids, look out for each other. In the new plan, we would have 4-story buildings on our block. Adding this kind of density would completely change the character of our neighborhood. Mixed housing with small units is what we have now and that provides options for rental and apartment dwelling and keeps a community feel intact. However 4-story buildings is too much! If you are lucky the building may develop a community feel but the rest of neighborhood looses.	7/23/2018

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7865	83	/policies/people-with-disabilities/	<p>I can only say that your emphasis on walking, biking and use of public transportation EXCLUDES people with disabilities. I should know. I have physical limitations. Walking more than a few blocks is too painful, I am unable to bike and I can't do the stairs onto the bus. So I drive.</p> <p>Also, you need to make sure that you clear snow from curb cuts so people who are on wheels or who have trouble walking can go from one block to the next safely. This MUST be done before you plow bike lanes. And it MUST be done at every corner in the city. Maybe you can assign a snow blower to every block and give them a tax credit for clearing the corners. Or maybe you allocate your money to support walking FIRST as stated in your own policies.</p>	7/23/2018
7866	8	/policies/public-safety-through-environmental-de	Sounds great!	7/23/2018
7867	0.1	/topics/land-use-built-form/	<p>I am only one homeowner who loves her home and neighborhood but I believe that my concerns are representative of many who will be affected by the density portions of the Plan. More careful consideration of homeowners and their input would help the Plan be successful. We have lived in our 47th St and Bryant Ave S home for 44 years. We moved to the city because we found a home that was AFFORDABLE, it was close to my husband's teaching job and convenient to my job. Even then it was a little community within the city with a small grocery store, hardware store, coffee shop, bakery and restaurant - coming from a small town, we loved it. We are the "oldest" residents on our block. Our home is 100 years young, we have lovingly cared for it, always considering its character when making renovations for our family's comfort. We have never made renovations for the purpose of selling our home. Our plan is to grow old here, in the comfortable home we've created, near the lake we love to walk and run around and in the little community we love. We have no interest in selling our home to a developer!</p> <p>Our neighborhood has NATURALLY gone through many changes. When we moved in there were many elderly neighbors, and a few young families, then it changed to more young families and fewer elderly. Currently, it is a mix of young, old, married, single, multiple races, straight and gay - this has happened without any help from the city!</p> <p>We've always been a bus (and airplane) route which made our street too busy for our children to cross. They played with the children across the alley and were able to run back and forth without fear of traffic. Where will children play on densely populated streets filled with apartment buildings with NO yards? How many FAMILIES will WANT to live in apartments buildings?</p> <p>I cannot imagine our street as the 2040 Plan proposes! Bryant has always been a busy street. It is UNSAFE now when there are cars parked on both sides and busses, bicycles and cars flying down the hill headed north. I can't imagine what the density of the 2040 Plan will change it into. Where would tenants in these multifamily buildings PARK? I do not believe that people will abandon their cars. What studies confirm that idea?</p> <p>WHAT INFRASTRUCTURE CHANGES ARE PLANNED TO ACCOMMODATE THE ISSUES THAT INCREASED DENSITY WILL DEMAND: PARKING, SCHOOLS, GREEN SPACES, WALKABILITY, POLLUTION?</p> <p>Lastly, who's doing the math? A developer will not be able to purchase homes in my neighborhood, tear them down and build apartment buildings that will charge affordable rental rates. DEVELOPERS ARE IN BUSINESS TO MAKE MONEY! WILL THE CITY OF MINNEAPOLIS SUBSIDIZE THESE DEVELOPERS OR TENANTS? WHO WILL PAY FOR IT? HOW IS THAT GOOD FOR OUR CITY?</p> <p>When visitors come to Minneapolis, they are surprised that we have a beautiful, green, vibrant city. Mostly they are impressed with our neighborhoods! OUR NEIGHBORHOODS ARE THE REASON WHY PEOPLE MOVE TO THE CITY INSTEAD OF THE SUBURBS. NOT EVERYONE WANTS TO LIVE IN AN APARTMENT. NOT EVERYONE WANTS TO BE WITHOUT A CAR. BUT, EVERYONE WANTS TO LIVE IN A CITY THAT THEY ARE PROUD TO CALL HOME!</p> <p>PLEASE RECONSIDER AND REWORK THIS PLAN FOR THE GOOD OF OUR NEIGHBORHOODS.</p>	7/23/2018
7868	0.1	/topics/land-use-built-form/	Fourplexes will not successfully fit on a standard lot without impacting the adjacent neighbors negatively due to the larger mass of the fourplexes, the enlarged footprints, the loss of green space and the increased amount of impervious hard surfaces. The City should have tried to show how they could have worked under various scenarios and lot sizes.	7/23/2018
7869	1	/policies/access-to-housing/	Access to housing is the most important piece of the Minneapolis 2040. Vacancy rates in Minneapolis are lower than a healthy housing market should have. Every neighborhood in the city - particularly those in South Minneapolis and around the lakes - need to accommodate more housing.	7/23/2018

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			I am for all of this, but want to note that a lot of the SW rich, white homeowners really don't get that B is critical for everyone, including us!	7/23/2018
7870	33	/policies/affordable-housing-production/	Please don't listen to the "you're going to demolish my house" people. Affordable housing! Yay!	
7871	45	/policies/leverage-housing-programs-to-benefit-c	Worthy goals. Incentivize these goals for vetted developers.	7/23/2018
7872	0.1	/topics/land-use-built-form/	Fourplexes will not successfully fit on a standard lot without impacting the adjacent neighbors negatively due to the larger mass of the fourplexes, the enlarged footprints, the loss of green space and the increased amount of impervious hard surfaces. The City should have tried to show how they could have worked under various scenarios and lot sizes.	7/23/2018
7873	2	/policies/access-to-employment/	There is going to need to be a balance between step d and increasing the footprint of Core and Transit built form districts to encourage development from outside institutions. Let's be conscious of this and encourage it.	7/23/2018
7874	86	/policies/healthy-food-in-institutions/	How about more community gardens? We can forego some of the density to have more of these. They would help people have access to healthier food and encourage more interaction among neighbors.	7/23/2018
7875	34	/policies/affordable-housing-preservation/	Configure large family housing so space can be reconfigured as persons leave home or an extended family member moves in, while a person has a health recovery, etc, or could be rented as a separate unit if not needed for extended family.	7/23/2018
7876	6	/policies/pedestrian-oriented-building-and-site-de	Two things about this policy need to be completely re-thought. First, start insisting on setback of buildings. Currently, the sidewalk on Hennepin is being widened in Uptown. However, for every development I see in downtown, every square inch of space is included in the building footprint. It looks terrible and it narrows the sidewalk. In ten years, you'll be eliminating traffic lanes and parking downtown to expand the sidewalks. Why not actually look ten years out now, and tell developers they need to set buildings back from the sidewalk? It seems like a simple answer. Secondly, while ownership of cars may change, don't count on it. 50 years ago, prognosticators predicated that by now, we would all have flying cars. We don't. So don't assume that 20 years from now everyone will be taking uber everywhere. We live in a metro area characterized by urban sprawl. People will continue to have friends and family all over the suburbs and exurbs, and won't spend an hour on the horrifically slow LRT or spend \$40 round trip to go to a friend's BBQ. By having off street parking for new construction based on the market, developers will add zero spaces in order to maximize profits.	7/23/2018
7877	47	/policies/housing-maintenance/	Worthy goals, but start with enforcing current housing codes/regulations in ALL parts of the city. Hire more inspectors if necessary.	7/23/2018
7878	47	/policies/housing-maintenance/	I am in favor of city programs that can help owners maintain the housing stock throughout the city. Funds going to rental properties should include stipulations which will help maintain the affordability of the units.	7/23/2018
7879	57	/policies/cluster-strategy/	This policy seems like it has tangible built-form implications that aren't well laid out. What would action step c look like, is this part of the idea of rezoning in corridors? It appears to be implying the City would support the purchase of adjacent parcels to clear larger areas for redevelopment, which seems to conflict with the idea of preserving existing small commercial spaces for startups and creative sector businesses. I agree that businesses work better in nodes but I think the intent of this policy just needs to be clarified.	7/23/2018

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7880	43 /policies/housing-displacement/		<p>We should implement a trigger mechanism that once a certain land value/acre is achieved in an area - it is automatically upzoned to the next zoning. This would promote incremental growth in density and help control land prices over the long term. The reason so many neighborhoods are unaffordable is because demand exceeds the existing housing supply which is constrained by the zoning allowed. If we could divide up some of these SFHs and add another unit or (up to a 4-plex) then we can accomodate population growth and reduce the cost of living in high demand neighborhoods.</p> <p>When we prevent new development in rich neighborhoods it gets pushed into poorer neighborhoods that have fewer organized networks to oppose development. Older buildings (NOAHs) gets flipped into luxury development. If we are serious about dismantling exclusionary zoning then we need to dramatically upzone and allow more housing in the very neighborhoods that have benefited from exclusionary zoning - South Minneapolis, Lakes District, etc.</p> <p>Please allow 4-plexes citywide and upzone the entire city. The city, state, and federal gov't will never be able to build enough housing quick enough to meet the demand for the number of people that want to live here. We need public and private sectors working together to dramatically build thousands of new homes to balance the housing market out. Will this solve all our problems? No, but it makes it easier when supply exceeds demand.</p> <p>Do not give into the political pressure of wealthy single family homeowners who are benefitting from exclusionary zoning. This is a majority renter city and many people who live in NOAHs and dense multi-family development haven't had their voices heard. We need more homes quickly because there are no starter homes left in the city and people want to move here.</p>	7/23/2018
7881	43 /policies/housing-displacement/		<p>When we have a housing shortage like we do in Minneapolis (as seen in our low vacancy rate), landlords have even more power over renters than they normally do. The most direct (but not only) way to fix a housing shortage and help rectify that balance of power is to build more housing.</p>	7/23/2018
7882	17 /policies/complete-streets/		<p>Very much in favor of Complete Streets. Priorities please to walk/bike/transit - and single occupancy vehicles LAST. Charge for parking at a level that encourages modes other than single occupancy.</p>	7/23/2018
7883	48 /policies/data-driven-decisions/		<p>Make ALL data housing publicly accessible. To this end, overhaul and redesign the seriously antiquated City of Minneapolis website. Such an embarrassment.</p>	7/23/2018
7884	7 /policies/public-realm/		<p>Develop more car free streets and areas.</p>	7/23/2018
7885	33 /policies/affordable-housing-production/		<p>I have lived in the city for 25 years, 22 of which have been in a house I designed and built. Four years ago, I bought a building on Nicollet for my business - an architecture firm. My investment in the city is both personal and professional. Much of the work in my firm is on buildings in the city, both commercial and residential. In all our work, we consider multiple clients - property owner, neighbors, the city and the environment - as we design solutions. We believe itâ€™s the only way to provide design solutions that are thoughtful, considerate and meaningful for everyone who has a stake in the project.</p> <p>Unfortunately, the same canâ€™t be said for many of the developers who are working in the city these days. The Minneapolis Planning Commission passed a 41 unit apartment building in my neighborhood requiring several variance even though it will negatively impact neighbors to the north in a significant way. The developer (who lives in Edina) doesnâ€™t care about the neighbors and Iâ€™m growing weary that the Planning Commission and City Council donâ€™t either.</p> <p>Two years ago, my wife and I bought the house across the alley from us (zoned R-5) to protect against the 3.5 story 4-plexes that are popping up in our neighborhood. Iâ€™m not against density - have lived in denser Boston - but I am against design solutions that emphasize one parameter heavily over others (I would never do that for my clients). In this case, the form and material quality is defined singularly by maximum profit - largest footprint for the least upfront cost. They are poor quality buildings - bad design and low quality materials - that are degrading neighborhoods.</p> <p>I am highly against the planned rezoning of neighborhoods to include multi-units on properties previously zoned as single family. I believe an organic approach to densification will be better for the city, not the flood-gate approach being presented. As a Minneapolis business owner and long time resident of the City, Iâ€™m losing trust in the the security of my investment here. If the plan goes through as presented, it will be difficult to keep my roots in Minneapolis.</p>	7/23/2018

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7886	17	/policies/complete-streets/	<p>While I agree that transit is a priority, I urge you to consider where you locate bike lanes. Placing them on busy streets slows automobile traffic and endangers bike riders. More importantly, I would like you to consider how this policy impacts families with children. I cannot walk to my child's school. If I use the bus to take her to school and take the bus on to work, I will spend HOURS on the bus. While I understand that this is reality for some people, it does not mean that it should necessarily become my reality. I have worked hard to own my vehicle and this policy utterly disregards that.</p>	7/23/2018
7887	16	/policies/environmental-impacts-of-transportation/	<p>How is it that my water, electricity, and natural gas are all metered and I pay a usage fee, but I can park my car on a public street without paying for it? This is a huge subsidy, and I'd rather drink free water and pay for parking.</p> <p>It makes sense that I'd be incentivized to be careful in my use of water, electricity, and gas. But why is that same logic not applied to car driving? Through my property taxes and assessments, I pay the same amount for City streets whether I drive on them every day and store my car on them, or not.</p> <p>Also, I think any street with more than 75% parking usage should be metered, starting tomorrow. By neglecting to do this, the City is giving away both precious public space, and losing out on an obvious revenue stream. We could use the additional revenue to lower property taxes or support parks & trails.</p> <p>I would MUCH rather people (who chose to drive) pay for parking as we park, rather than having everybody cover that cost through property taxes and assessments, totally detached from any decisions related to parking or driving.</p> <p>It's like we have capitalism for people, but socialism for cars.</p>	7/23/2018
7888	35	/policies/innovative-housing-types/	<p>I have lived in the city for 25 years, 22 of which have been in a house I designed and built. Four years ago, I bought a building on Nicollet for my business - an architecture firm. My investment in the city is both personal and professional. Much of the work in my firm is on buildings in the city, both commercial and residential. In all our work, we consider multiple clients - property owner, neighbors, the city and the environment - as we design solutions. We believe it's the only way to provide design solutions that are thoughtful, considerate and meaningful for everyone who has a stake in the project.</p> <p>Unfortunately, the same can't be said for many of the developers who are working in the city these days. The Minneapolis Planning Commission passed a 41 unit apartment building in my neighborhood requiring several variance even though it will negatively impact neighbors to the north in a significant way. The developer (who lives in Edina) doesn't care about the neighbors and I'm growing weary that the Planning Commission and City Council don't either.</p> <p>Two years ago, my wife and I bought the house across the alley from us (zoned R-5) to protect against the 3.5 story 4-plexes that are popping up in our neighborhood. I'm not against density - have lived in denser Boston - but I am against design solutions that emphasize one parameter heavily over others (I would never do that for my clients). In this case, the form and material quality is defined singularly by maximum profit - largest footprint for the least upfront cost. They are poor quality buildings - bad design and low quality materials - that are degrading neighborhoods.</p> <p>I am highly against the planned rezoning of neighborhoods to include multi-units on properties previously zoned as single family. I believe an organic approach to densification will be better for the city, not the flood-gate approach being presented. As a Minneapolis business owner and long time resident of the City, I'm losing trust in the the security of my investment here. If the plan goes through as presented, it will be difficult to keep my roots in Minneapolis.</p>	7/23/2018
7889	20	/policies/transit/	<p>In many parts of the city, currently the best transit option for commuters remains express busses. However, often these are very infrequent (for example, there are only two express busses along cedar avenue to the University of Minnesota each morning, and two each evening). This makes this transportation option significantly less appealing, since one is held to a very rigid schedule, and can be a reason to drive rather than use transit. Certainly to and from the U of M these express buses are very heavily used, and that increasing their frequency would be a good thing to consider.</p> <p>The city should also consider ways to effectively promote (meaning advertise) transit use, as many people are not aware of what the bus options are and whether or not these would be convenient for them.</p> <p>Finally, bus only lanes in areas with congestion issues are a very effective way to incentivize transit use; most people will use whatever transportation option is fastest, provided it is reasonably convenient. Minneapolis has many areas that do suffer from traffic, and very few bus-only corridors; this is a great way to increase the appeal of using public transit, without having to invest in the infrastructure required for light rail.</p>	7/23/2018

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7890	10	/policies/street-grid/	Develop car free areas and streets.	7/23/2018
7891	54	/policies/supporting-economic-growth/	To me "economic growth" is a code word for a ponzi-like scheme fostered by corporations and other commercial interests. Corporations want more people and higher population densities so that they can have more consumers and more potential employees to keep wages and benefits down. This in turn makes upper management and investors happy and contributes to an economically inequitable society. When is the Met Council and the city going to discuss and think about a sustainable economy based on zero population growth.	7/23/2018
7892	37	/policies/mixed-income-housing/	<p>I have lived in the city for 25 years, 22 of which have been in a house I designed and built. Four years ago, I bought a building on Nicollet for my business - an architecture firm. My investment in the city is both personal and professional. Much of the work in my firm is on buildings in the city, both commercial and residential. In all our work, we consider multiple clients - property owner, neighbors, the city and the environment - as we design solutions. We believe it's the only way to provide design solutions that are thoughtful, considerate and meaningful for everyone who has a stake in the project.</p> <p>Unfortunately, the same can't be said for many of the developers who are working in the city these days. The Minneapolis Planning Commission passed a 41 unit apartment building in my neighborhood requiring several variance even though it will negatively impact neighbors to the north in a significant way. The developer (who lives in Edina) doesn't care about the neighbors and I'm growing weary that the Planning Commission and City Council don't either.</p> <p>Two years ago, my wife and I bought the house across the alley from us (zoned R-5) to protect against the 3.5 story 4-plexes that are popping up in our neighborhood. I'm not against density - have lived in denser Boston - but I am against design solutions that emphasize one parameter heavily over others (I would never do that for my clients). In this case, the form and material quality is defined singularly by maximum profit - largest footprint for the least upfront cost. They are poor quality buildings - bad design and low quality materials - that are degrading neighborhoods.</p> <p>I am highly against the planned rezoning of neighborhoods to include multi-units on properties previously zoned as single family. I believe an organic approach to densification will be better for the city, not the flood-gate approach being presented. As a Minneapolis business owner and long time resident of the City, I'm losing trust in the the security of my investment here. If the plan goes through as presented, it will be difficult to keep my roots in Minneapolis.</p>	7/23/2018
7893	19	/policies/bicycling/	I fully support the action steps	7/23/2018
7894	88	/policies/public-services-policy/	<p>"Engage the public when making decisions that create, remove, or change a city service, project, or policy." You mean like you did with this plan? You did not engage the public at large on this project until the bitter end. And then, only because people found out about your shenanigans and forced you to have meetings. This is the worst kind of government. Feels like it you are taking a card from Trump's deck. All smoke and mirrors.</p> <p>Of course you need to engage the public. And by engagement, you can not hand select groups to participate while neglecting others. You can not notify by social media excluding those who do not use it. You need to notify and engage in many languages, with every tool that you have.</p>	7/23/2018
7895	48	/policies/data-driven-decisions/	Please utilize quantitative data, peer-reviewed studies, and the history of zoning & racial/class discrimination when crafting public policy and the zoning/land use code. I'd really hate to see the city give into fear-mongering and lies being spewed about how this plan will destroy the city. We need more homes now! We need 4-plexes if not a greater density allowed city-wide. If we do not accommodate the growth that is happening then the housing crisis will continue. No research points to any neighborhood that has been downzoned and remained affordable.	7/23/2018

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7896	0.1	/topics/land-use-built-form/	<p>(1) I live on France Ave S and it we see a couple buses an hour...not high frequency.</p> <p>(2) So far no one has explained how replacing small home such as those on my block and up and down France Ave, will create affordable housing. There is one new apartment building (Elements at 4525 France Ave S.) that rents 700 sq ft 1 bedrooms for upwards of \$1500. Zillow informs me I might be able to get \$1800/mo for my 3 bdr home. So where is the value to renters, particular families?</p> <p>(3) On the corner of 41st and France is a duplex that is part of the MPH scattered site plan. Tenants on both units are around the 30% income level and both families absolutely do DEPEND on their cars. While there are walkable places to get groceries, hardware, clothing, and other various necessities, those stores are way out of these families budgets and don't carry the products they want to buy. (One family is Somali and typically drives to the Karmel Mall to shop.)</p> <p>Bottom line: This is a shallow plan. It doesn't reflect the desires of anyone in this city except a certain set of housing ideologues and a group of developers. Nothing wrong with developers, but their mandate is to make money and they do that by building high rent buildings--they have to cover costs of land acquisition, land prep, labor, materials, and financing and after all that they still need a reasonable profit margin. This yields expensive housing. If you want to build affordable housing do that. Work with land trusts, and developers who specialize in affordable housing and do it, but don't confuse affordable housing with market housing.</p>	7/23/2018
7897	1	/policies/access-to-housing/	Our map of residential densities is too similar to the City's historic redlining maps. There's no reason why the wealthy neighborhoods in South Minneapolis can't include their fair share of new density.	7/23/2018
7898	1	/policies/access-to-housing/	<p>There needs to be the equivalent of a sin tax applied to properties in privileged areas. If you want your street to stay single-family, then you should have to pay more to counterbalance the imposition this places on the rest of the city.</p> <p>Upzoning the entire city is the fairest thing to do--but already there is resistance from the districts that perceive they have the most to lose. The worst case scenario is that the economically well-to-do neighborhoods are allowed to keep some sort of privileged zoning status. I think any such specially entitled neighborhood be subject to a substantial increase in property taxes. The increased revenue would help fund affordable housing in other areas of the city.</p>	7/23/2018
7899	80	/policies/development-near-metro-stations/	Adding more detail/concrete numbers or policy to "affordable housing" is the only way to make sure we achieve that goal, otherwise development will occur mainly in line with the goal of large profit margins. People will want to develop, there need to be requirements (such as minimum affordable units, not defined using AMI or market value), including incentives and subsidies to create and maintain affordable units and affordable retail space for small locally owned businesses (especially run by women, immigrants, and people of color). Transit oriented development will happen no matter what, and the city needs to pledge to invest money (not just a request to developers) in ensuring that development is equitable	7/23/2018
7900	10	/policies/street-grid/	<p>What I would most like to see is the city seriously investigate and consider opportunities to cap freeways or do away with freeways that run through our city. Freeways running through our city have had devastating effects. For example, 35W cuts through our city and cuts neighborhoods off from one another. These freeways create air and noise pollution and create hostile environments for people walking and biking over the freeways. The on and off ramps provide scary situations with speeding cars. Walking or biking over the bridges is an unpleasant experience. The freeways also severely limit our ability to freely move about our city. we have limited options for walking, biking, or driving from one side of the city to the other and that is compounded when there is construction. It would be so wonderful to be able to have a complete street grid. I believe this would create a more pleasant, safe, enticing, environment for everyone to move about the city.</p> <p>Furthermore, capping freeways could add to our land mass. We could develop more housing, parks, urban forests, edible forests, businesses, trails, etc on this land. We could increase our tax revenue by developing these areas.</p>	7/23/2018
7901	35	/policies/innovative-housing-types/	Reconsider minimum square foot requirements so smaller units allowed. Smaller units may cost less, thereby maintaining affordability.	7/23/2018
7902	93	/policies/stewarding-historic-properties/	Strongly support, though the city has been a poor steward of cultural heritage, losing many of its irreplaceable architectural treasures to unregulated development.	7/23/2018
7903	4	/policies/access-to-commercial-goods-and-service	Point E is probably the most important part here. Encouraging density draws in retail if allowed. Both increasing residential density and access retailers have to the area is important.	7/23/2018

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7904	40	/policies/homelessness/	<p>The area I live in has a pretty solid and consistent presence of homeless folks. They stand at the freeway entrances/exits (35/36th street), the Nicollet/35th Street intersection, and there's an encampment at 38th/Stevens. Many of them have clear substance abuse/mental illness challenges and I don't know what help is available for them. I'd really like to know as a city that there are things in place to get them the resources they need.</p> <p>And of course that doesn't include hidden homelessness -- couch hopping and shelters. Please also consider the needs of women/families, and LGBTQ people very explicitly in the plan.</p>	7/23/2018
7905	0.1	/topics/land-use-built-form/	<p>I am concerned about the 3 and 4 unit duplex allowed on all lots of interior 1. As a resident of one of these neighborhoods, I'm concerned about the fact that it is unlimited per block. It seems prudent to slowly allow this project type and only allow only so many per block to start and evaluate the policy after 5 years. There needs to be restrictions on this project type if it is to maintain the character of the neighborhoods (parking, setbacks,)</p>	7/23/2018
7906	1	/policies/access-to-housing/	<p>This is VERY vague. How will allowing multiple-unit buildings equate to affordable housing???? Developers will buy the lower-end, single-family homes as they become available ("starter homes" built of sturdy materials, some woods that can't be had anymore) and build these cheaply-constructed, higher-density buildings for \$275,000/unit (based on current prices). My house would sell for less than one of these units. How is this affordable?? What low-income family is going to purchase or rent in a unit that was built today?? Do you really think developers are going to build "affordable housing" (which isn't really possible with today's prices anyway) or can you see that they are businessmen, building for a profit, and will NEVER build affordable housing??</p>	7/23/2018
7907	46	/policies/healthy-housing/	<p>Good action steps! The city should also look into inspecting some of the buildings in Minneapolis that were built before 1960. These buildings are probably grandfathered into a lot of the regulations in the city and should be inspected for lead paint, lead pipes, and other carcinogens that are harmful to people. This city should create some sort of trust fund to refurbish these buildings as they may be useful but still need to be refurbished to ensue the health of the people working and living in them.</p>	7/23/2018
7908	0.1	/topics/land-use-built-form/	<p>Interior 2 should be the minimum citywide. Interior 1 does not address housing scarcity aggressively enough.</p>	7/23/2018
7909	94	/policies/heritage-preservation-regulation/	<p>Strongly support. Long overdue, but the horse has left the barn.</p>	7/23/2018
7910	17	/policies/complete-streets/	<p>Biking should be encouraged, but shouldn't be prioritized over cars. There are many times when biking or transit isn't practical and car travel is necessary. Limiting car travel in a way that impedes the flow of traffic only creates more pollution (from idling) and discourages non-residents from coming to Minneapolis to patronize our businesses. Bike lanes should be added in places where the number of car traffic lanes can be reduced with better engineering so that the level of service is maintained or improved. Minor streets adjacent to major streets should also be designated as bike streets (while maintaining car access), which feel more comfortable to many bikers anyway. This could be achieved by adding/changing signals so that bikes are able to cross the major streets and possible by forced turns or switching the street direction (for cars only) to limit car traffic.</p> <p>Similarly, transit should be prioritized, but not at the expense of cars. For example, buses stopping on single lane streets can back up the car traffic, which also affects the other buses. Adding bumpouts for the bus to pull into may add a few seconds to the bus's stop, but it keeps traffic flowing better which is also better for the buses overall. It is important to keep the effects on all forms of transportation (car, bike, transit, and walking) in mind when making changes.</p>	7/23/2018
7911	96	/policies/heritage-preservation-recognition/	<p>Strongly support.</p>	7/23/2018

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7912	84	/policies/public-safety/	<p>Paragraphs a and b are nice.</p> <p>But building trust (paragraph c)? How do you plan to do that? Hold community meetings to placate us? Engage in more public relations? NO. Trust is built by being trust-worthy. That takes real work, not just pretty words (and giving money to sycophants in the "community" who can be relied on to calm us down when you kill someone).</p> <p>The police are out of control. We need real civilian review and discipline, not the fake OPCR, where civilian complaints go to die. We need better policies - but more importantly, actual enforcement of the policies that exist. We need consistent discipline, so arbitrators do not overturn the few attempts to discipline or even fire officers. We need an end to racial profiling and over-prosecution of people of color.</p> <p>And we need professional liability insurance for police officers, so they bear some responsibility for their actions. It is outrageous that settlements come from the general fund (taxpayers), while the officers involved are almost never disciplined.</p>	7/23/2018
7913	16	/policies/environmental-impacts-of-transportation/	<p>I fully support this policy. Absent a wholistic, forward-thinking, and aggressive approach to transportation -- specifically reducing single-occupant vehicle (SOV) trips -- Minneapolis will never reach its climate goals.</p> <p>However, contrary to this policy, I believe many functions of the City Public Works department continues to work in favor of maintaining the status quo and prioritizing level of service for SOVs.</p> <p>I would like to see an Action Step forcefully directing staff to more holistically consider the impacts of furthering mobility for SOVs in the name of congestion management; such is often done at the expense of other modes, specifically public transit. Where applicable, staff should embrace NACTO, not AASHTO.</p>	7/23/2018
7914	5	/policies/visual-quality-of-new-development/	Limit large block development by one developer. Split large projects into parts and have many different architects and developers create buildings instead of "fake" skins for the same large building or group of buildings especially multiblock developments.	7/23/2018
7915	17	/policies/complete-streets/	I fully support this policy.	7/23/2018
7916	78	/policies/park-design-and-programming/	Maintain and add to wild areas of parkland, such as can be found at Eloise Butler wildflower meadow, along the Mississippi River gorge in the are of the Newton Horace Winchell trail, and Theodore Wirth Park. These areas provide a way of escaping the crowds of the city and will be especially important as the city grows and increases density.	7/23/2018
7917	18	/policies/walking/	I fully support this policy.	7/23/2018
7918	97	/policies/heritage-preservation-legislative-advocacy/	Strongly support. Declare neighborhoods such as Kenwood and the Chain of Lakes as historic districts.	7/23/2018
7919	0.1	/topics/land-use-built-form/	More neighborhood mixed use is needed on minor thoroughfares to increase access to amenities and jobs.	7/23/2018
7920	77	/policies/park-access/	This plan includes upgrading numerous properties that are currently zoned SH (shoreland overlay). Why hasn't that been addressed? SH requirements are part of state law but the zoning board repeatedly ignores it. There will be lawsuits if this continues.	7/23/2018
7921	91	/policies/heritage-preservation-outreach/	I agree with all of this. Minneapolis has always been a city quick to tear down and rebuild. That has happened in downtown and in neighborhoods. Sadly, the density proposed in this plan will encourage more rather than less of that. Every older home is part of the heritage of this city. And yet the older, starter homes that are in areas that you propose to up zone will be in danger of being torn down so developers can build taller and make more money. If this plan were a person, it would be talking out of two sides of its mouth.	7/23/2018
7922	36	/policies/innovative-housing-strategies/	Reconsider minimum requirements, such as square footage and parking places per unit, to contribute to housing affordability.	7/23/2018

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7923	11	/policies/skyways/	<p>"Limit skyway expansion to the downtown core and at other key sites with high-intensity uses in order to minimize low-usage skyways and maximize street-level pedestrian activity in growing downtown neighborhoods and historic areas."</p> <p>This is pure ableism. This is the viewpoint of a healthy person who has never feared the cold.</p> <p>Last winter, there were many days when it was too cold for my retired old dad to set foot outside. We drove downtown, parked in the underground ramp at Target, and walked all over in the skyway system. Not only was he never at risk of frostbite, but we never encountered any tripping hazards.</p> <p>My DREAM is for the skyway system to expand to our doorstep, so my dad can have total freedom of motion anytime of year.</p> <p>Those concerns about street-level pedestrian activity are going to look ridiculous in the very near future, as downtown's residential population grows. Let's make it a future where the elderly are welcome too.</p> <p>Furthermore, the skyway system has just reached the point where the next expansion will be over the freeways. Any skyway that bridges the painful chasm of our freeways should be welcomed by everybody.</p>	7/23/2018
7924	1	/policies/access-to-housing/	<p>While more housing alone will not ensure affordable housing for everyone, we cannot achieve more affordable housing and less displacement of low-income people without allowing more homes in all neighborhoods. This must remain in the policy, and in every corner of Minneapolis. I request it go further, with eliminating Interior 1 and just moving to Interior 2.</p>	7/23/2018
7925	7	/policies/public-realm/	<p>The #1 way to improve the public realm would be to eliminate cars. Streets that are highways or parking lots are always going to be substandard places for people to be. Nobody builds cabins next to parking lots. People with money and options don't live next to highways. The State Fair is just a giant patch of land where the streets have no cars, and it's lovely and popular. Create more car-free places, and we'll have much better neighborhoods and a much better City.</p>	7/23/2018
7926	0.1	/topics/land-use-built-form/	<p>Stop allowing developers to put density in all the wrong places. Obviously, the highest density should be in the downtown core. However, the majority of development over the last decade has been 4-6 story buildings with a few in the 12 story range and a couple in the 30 story range. When you cross the river into St Anthony, a historic district is being destroyed by buildings that are out of character in terms of height and architectural style. Start creating density downtown! If the urban core of Minneapolis continues to grow, every 4 story residential building that has been constructed in the last decade will need to be torn down and a high rise put in its place. Stop putting 30 and 40 story buildings in St Anthony. Stop putting 6 and 8 story buildings throughout Northeast, especially buildings that don't require adequate off street parking. I live in Northeast. Traffic and parking are already bad. Having 6 story apartment buildings in areas such as the ones near the old Grainbelt brewery are entirely out of place. There isn't adequate public transit to these neighborhoods. This isn't NYC where we have a subway system to get people to and from the downtown core. We can travel by bus and car. By creating density where it belongs - downtown - people can walk to work in 15 minutes without creating additional traffic. By adding 200 residents in Northeast and far fewer parking spaces than that, you're adding to number of people needing to travel miles to get to and from work, and not providing any place for them to park their car.</p>	7/23/2018
7927	92	/policies/identify-and-evaluate-historic-resources/	<p>I hope you can do this. I'm afraid the density this plan is shooting for will but our historic places at risk.</p>	7/23/2018
7928	80	/policies/development-near-metro-stations/	<p>Access to METRO stations requiring crossing major roads should be considered and avoided. Systems that minimize pedestrian-vehicle interactions, like the Government Plaza Station, should be upheld and replicated.</p>	7/23/2018
7929	43	/policies/housing-displacement/	<p>The displacement policies in this document are not strong enough, nor are they specific enough. We must ensure people can stay in their neighborhoods! Please consider some of the recommendations in this blog post: https://medium.com/neighbors-for-more-neighbors/minneapolis-comp-plan-review-housing-displacement-f7c37c9a5e6c</p>	7/23/2018
7930	0.1	/topics/land-use-built-form/	<p>Interior 2 or 3 should be the minimum throughout the city. Interior 1 is clearly not applied evenly in the current draft. In certain neighborhoods, it continues a long history of housing restrictions applied to those neighborhoods by redlining and racially restrictive covenants. The city has made its #1 goal reversing disparities created by these types of restrictions. The application of Interior 1 is not in line with these goals. This is especially obvious because neighborhoods east of Hennepin and parts of Seward are very near to city job centers, yet their proposed built form designation doesn't match this need.</p>	7/23/2018

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7931	19	/policies/bicycling/	I fully support this policy. Bicycle facilities should not be stunted simply because of inconvenience to single-occupant vehicles.	7/23/2018
7932	37	/policies/mixed-income-housing/	Mixed income housing options in a neighborhood, whether multi-family or single family, with a variety of housing types/sizes allow a person to move through stages of life in the same neighborhood, if desired, thus promoting the most important determinant of longevity, social-connectedness.	7/23/2018
7933	73	/policies/stormwater-management/	Add: Require all new development to result in no net increase in stormwater runoff for the site.	7/23/2018
7934	33	/policies/affordable-housing-production/	I like the "aging in place" concept. "Prioritize the needs of those who have the greatest need for housing stability â€” households with incomes at or below 30 percent of area median income." What does this mean??? Prioritize what needs? How? Like you've done with public housing development? Why not use the \$43 million that MPHA has been sitting on to address housing disparity? What is Greg Russ's role in this? "Expand tools and resources to produce new housing affordable to those at or below 30, 50 and 80 percent of area median income." This is very strange language. What is special about 30, 50, & 80%? Isn't this everyone? This language is very vague. Does "targeted interventions" mean eminent domain?	7/23/2018
7935	16	/policies/environmental-impacts-of-transportation/	Consider closing certain streets to cars completely and transforming them into bicycle-pedestrian only streets. Cars would still be able to use alleys and adjacent streets to get to where they need to go.	7/23/2018
7936	94	/policies/heritage-preservation-regulation/	The city should not be in the business of historic preservation. Too often "history" is used to stop developments. There needs to be clear definitions of what makes a sight historic, and it should not just be a site's age. Just because something is old does not mean it is historic. Furthermore, things that are not even 100 years old are not historic. The best way to preserve history is to have little pocket museums like the ones around the University of Minnesota, Uptown, Washington Ave, and the Mill district. These signs that tell the history of the area are an excellent way to show how the city has grown over the years and documents what use to be there. We do not need to keep useless buildings in our 65 square mile city in order to preserve history, we just need to document it accordingly.	7/23/2018
7937	93	/policies/stewarding-historic-properties/	Yes to this policy. And "Require new construction in historic districts to be compatible with the historic fabric." This statement needs to be true throughout the city. The new construction that I have seen sticks out like a sore thumb. It is no way compatible with the existing homes or apartments and it is an eyesore.	7/23/2018
7938	35	/policies/innovative-housing-types/	Instead of being innovative, why not just build more housing now, and then work out the kinks later.	7/23/2018
7939	6	/policies/pedestrian-oriented-building-and-site-design/	Remove existing impediments to pedestrian walking by: --adding curb cuts where non exist --removing impeding street furniture like bus advertising benches that block side walks and move existing utility poles etc that block pedestrian access. --cutting lanes on streets over 3 lanes like Lake Ave by Bde Maka Ska	7/23/2018
7940	42	/policies/expand-homeownership/	More can be done than the non-specific policies here. I especially hope you'll combine fourplexes and homeownership programs for people of color (esp. black people) who have been excluded from homeownership systematically -- addressing racial income disparities by providing the new owners with income, racial ownership disparities, and creating additional owner-occupied fourplexes (or triplexes) in historically underinvested neighborhoods. Please also consider what is recommended here: https://medium.com/neighbors-for-more-neighbors/minneapolis-comp-plan-review-expanding-ownership-7d382a2be093	7/23/2018
7941	34	/policies/affordable-housing-preservation/	"Create and strengthen strategies to retain naturally occurring affordable housing." This is at odds with the rest of the plan. You can't encourage the razing of single-family homes and at the same time strengthen to retain them.	7/23/2018
7942	20	/policies/transit/	I fully support this policy. Specifically, increasing frequency is the key to increased convenience for existing and would-be transit riders.	7/23/2018

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7943	1	/policies/access-to-housing/	I am generally very much in favor of multi-family housing throughout the city, with at least some emphasis paid to retaining sun space for neighbors and scale/setbacks. This applies not just to multi-family housing but also to tear-downs and remodel projects to build single family housing.	7/23/2018
7944	7	/policies/public-realm/	If more walking is a goal, start enforcing sidewalk clearing during the six-month snow season. Too many sidewalks are not accessible due to ice and snow buildup. Especially difficult for physically-impaired. Build sidewalks on streets that inexplicably have none. Encourage Parks and Recreation Board to expand walking paths in all parks and parkways; design them to be ADA compliant.	7/23/2018
7945	82	/policies/aging/	<p>We support this policy overall. In particular, we support encouraging walking (including using any mobility aids or devices), biking (including as a mobility device), and transit as vibrant ways for people to maintain healthy independence and contribute to/be supported by their communities.</p> <p>a. We support allowing for a greater intensity of land use in the city, particularly in low-intensity areas, in order to increase the housing options for all residents, especially seniors, who wish to stay in the same area but in a different or smaller home. We support higher intensity of commercial uses as well to allow for robust and diverse ways for all residents, especially seniors with limited or slowing mobility to experience Complete Neighborhoods within a short-duration walk in any season or weather.</p> <p>c. We support the integration and importance of seniors to our communities and their contributions through volunteering, working, learning, and engaging intergenerationally. In particular, we support designing streets and public spaces that support aging populations and independence, from helping to reduce the cognitive load of crossing streets for those who might suffer from dementia or alzheimers to reducing crossing distances and signal cycle lengths and including longer crossings to decrease anxiety about crossing dangerous streets. We support working directly with car-free and transit-dependent seniors to understand how our community corridors can better their needs. We support more and better designed amenities, like heated bus shelters (with heat that can be turned on when seniors might feel the need for it) with ample seating, like benches where residents can rest on a walk home, like lights that cycle quickly to avoid long waits during frostbite weather or heat.</p> <p>We also support robust policies that help seniors age in place, whether providing support for renting out rooms or adding ADUs or subdividing a larger home or building a multifamily home. We believe the presence and inclusion of seniors is vital to the success, connectivity, health, and continuity of our communities. We value seniors for the ways in which their perspectives and experiences so often augment and ground our public spaces and we hold space for their contributions as well. We express grave concerns over the degree to which car-dependency is tied to perceptions and experiences of independence for many as they age, as well as for the disproportionate rate of injuries and fatalities suffered by seniors in our city on our streets and sidewalks, whether hit by drivers or at risk of falling. We support a city where seniors do not fear leaving their homes in the winter, where seniors have choices of places to live within the neighborhoods they know or ones they want to move to, and where being car-free provides an equal or greater quality of life to having a car, whether 70, 80, 90, or 100.</p> <p>Also, at busy intersections near senior facilities, put in place longer pedestrian crossing times, and consider pedestrian scramble, so peds can cross first</p> <p>~ Julia Curran and Neal Baxter, in discussion with other members of the Pedestrian Advisory Committee</p>	7/23/2018
7946	36	/policies/innovative-housing-strategies/	I'm for affordable housing. I also firmly believe the population segment who is to benefit from this policy should determine what "home" means to them. For most, especially those who are busting their butts to make ends meet, don't necessary want to live in a 30 story tall building. They want a small rental home, or duplex, a triplex or most a fourplex. Many with whom I spoke shared the stigma of the high rise buildings and not being able to have grass for themselves for their kids. Paying Developers to come in a "build for growth" is not the solution. Preserve and restore neighborhoods where people want to live. 12, 16 and 30 story buildings are people storage, not living an equitable life for all. IF you need evidence of this you only need to look at the high rise towers at Cedar Ave S and Riverside in our fair city-- hugely failed multi income level housing. People storage until then can find something that resembles a home.	7/23/2018
7947	41	/policies/tenant-protections/	<p>These policies need to be stronger and more specific. As a starting point, please consider the policies listed here:</p> <p>https://medium.com/neighbors-for-more-neighbors/minneapolis-2040-tenant-protections-6206723176ab</p>	7/23/2018

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7948	49	/policies/educational-and-economic-access/	Economic and employment disparities in Minneapolis are prevalent not only because of limited access to entry-level, livable wage positions, but also because people of color qualified for mid- and high-level positions are not getting hired. Where is the plan for cultural competency training for hiring representatives and for small business owners? Minneapolis is full of educated, qualified adults who do not get interviews, don't get hired, or do not stay in a job long because "traditional Minnesotans" are not able to/do not want to create a welcoming workplace where diversity of thought can flourish and where all Minnesotans can feel like they contribute and are a part of the workplace.	7/23/2018
7949	20	/policies/transit/	<p>I think that ensuring that there is safe, reliable, frequent and inexpensive transit is a major, major need for the city to meet its environmental and growth goals. This is an equity issue. It is also basic nuts and bolts. Currently our bus system is particularly inadequate on all levels. when developing transit plans I think that it would be important to plan supplemental transportation beyond train and current bus routes.</p> <p>As much as I personally love to bike and walk over using my car or public transit, I think that it is extremely naive and unrealistic to imagine that the majority of residents will switch to people powered movement to reach their jobs, get their educations, do their shopping and socializing on a daily year round basis. Consider the old, the handicapped, parents traveling with preschoolers, fitness levels in general and our climate when evaluating the likelihood of wholesale by-in to non-motorized transportation. Incredible tranist will help wean people from their individual vehicles faster than forced reliance on bikes and walking.</p> <p>Even as we turn to more automated shopping, delivery vehicles of some sort will need space to move, pause and ultimately rest. New construction of buildings and roadways will still need to provide room for individual vehicles to move, park, be repaired and refueled in someway. It seems that public recharging stations should be planned for.</p>	7/23/2018
7950	6	/policies/pedestrian-oriented-building-and-site-de	Yes, thank you!	7/23/2018
7951	20	/policies/transit/	<p>I think that ensuring that there is safe, reliable, frequent and inexpensive transit is a major, major need for the city to meet its environmental and growth goals. This is an equity issue. It is also basic nuts and bolts. Currently our bus system is particularly inadequate on all levels. when developing transit plans I think that it would be important to plan supplemental transportation beyond train and current bus routes.</p> <p>As much as I personally love to bike and walk over using my car or public transit, I think that it is extremely naive and unrealistic to imagine that the majority of residents will switch to people powered movement to reach their jobs, get their educations, do their shopping and socializing on a daily year round basis. Consider the old, the handicapped, parents traveling with preschoolers, fitness levels in general and our climate when evaluating the likelihood of wholesale by-in to non-motorized transportation. Incredible tranist will help wean people from their individual vehicles faster than forced reliance on bikes and walking.</p> <p>Even as we turn to more automated shopping, delivery vehicles of some sort will need space to move, pause and ultimately rest. New construction of buildings and roadways will still need to provide room for individual vehicles to move, park, be repaired and refueled in someway. It seems that public recharging stations should be planned for.</p>	7/23/2018
7952	95	/policies/heritage-preservation-financial-incentive	Great policy. Apply it to the city at large and base it on need of the owner. (counterpoint to a.)	7/23/2018
7953	82	/policies/aging/	5G (internet of things) networks will be debuting in the next 18 to 24 months. 5G will revolutionize many things but certainly it will increase the options elderly have to live out their lives in their own homes if they chose. Elderly (and I am in that demographic) don't necessarily want to sell their homes and move into whatever utopian vision city planners have for their dotage living arrangements. Where and at what point did city planners seek the opinions of older people when conceiving this plan? I can tell you I won't be moving out of my house. You'll be carrying me out feet first when I leave.	7/23/2018
7954	11	/policies/skyways/	I do not support this policy. The City should not be promoting tools that reduce the vibrancy at the street level.	7/23/2018
7955	38	/policies/affordable-housing-near-transit-and-job	With more options to work from home, location near transit to and from work may not be such a high priority for some persons. Rather, the person working from home may seek coffee shops or other places to meet near home.	7/23/2018
7956	7	/policies/public-realm/	Protect pedestrians and public from cars and trucks running down side walks or crashing into buildings like more bollards or pedestrian protection in pedestrian areas.	7/23/2018
7957	14	/policies/tree-canopy-and-urban-forest/	Yes to all action steps, particularly letter "d".	7/23/2018

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7958	0.1	/topics/land-use-built-form/	What are you trying to do to Uptown? It is already becoming impossible to drive there, and has long been impossible to park! Rumor has it that a hotel is going up on the site of the BP on Lake Street. That intersection CANNOT handle more traffic, especially as it has an emergency response station there. Please remember that people who enjoy living in Minneapolis enjoy it because it is beautiful, not because it is crowded and has terrible traffic!	7/23/2018
7959	0.1	/topics/land-use-built-form/	<p>In theory, I support the idea of 4-plexes being allowed in residential neighborhoods, however I think it is important to prevent existing housing that isn't in poor condition to be torn down to build the 4-plexes. Because new construction costs so much, each unit in a new 4-plex would probably cost more than the original house to rent or own, which doesn't help the city's goal of creating more affordable housing (either by the city's definition of affordable, or just affordable to the current residents of the neighborhood).</p> <p>At the same time, while I understand and support the need to create more housing, I probably wouldn't want to buy a house on a block with several 4-plexes. I grew up in a single family home on a block in Minneapolis that is probably majority rentals (ranging from duplexes to small apartment buildings). I think the lack of long term residents really limited the community feel of the block compared to what I see both on adjacent blocks without as many rentals and in other neighborhoods that are majority single family, owner occupied houses. I think the city needs to find a way to increase the housing stock without harming the community feel of blocks and neighborhoods that are mainly single family homes.</p>	7/23/2018
7960	0.1	/topics/land-use-built-form/	I am glad that the city is moving towards a "built-form" code instead of just a "land-use" code. I do wish the city was more progressive in terms of the built forms allowed. Our city has been held back for the last 70 years based on zoning codes that were written and enforced by an entrenched and powerful minority of mostly white and mostly wealthy landowners. Allowing more multi-family housing and more small commercial businesses into all parts of the city (even more than this map shows) would be one step towards greater equity in our city.	7/23/2018
7961	8	/policies/public-safety-through-environmental-de	Protect pedestrians from car traffic with bollards or other protection.	7/23/2018
7962	58	/policies/business-districts-and-corridors/	I live in a neighborhood with some great commercial corridors which was one of the big draws to living there, so I think this policy is very important. I'm not clear on how reinvesting in existing commercial venues will work with the increased height allowed in the built-form proposal. I wonder if there is a way the City could encourage the preservation of the small one to two story businesses that give character to the historic commercial nodes by assisting owners in creating additions on the existing buildings instead of demolishing them for new construction. There are many creative ways to preserve the existing street facade and still allow the density to be generated through additions stepped back from the street. I think if there were images of that sort of development in this plan it would make people less nervous about how their neighborhood would change. For example, 520 W 20th Street in NY is a really cool way to do an addition but keep the character at street level. A deconstruction ordinance like in Milwaukee or Portland would be a way to incentivize this sort of preservation, plus it would create a lot of jobs in the construction industry. I think the type of support in action step c should be clarified, is it just City recognition of districts or is there a financial incentive. Action step d should be tied back to the complete streets policies and the desire to increase the tree canopy.	7/23/2018
7963	26	/policies/vision-zero/	I support including Vision Zero in the plan and recommend that enforcement be removed. Enforcement amplifies racial disparities, and there are plenty of other proven safety strategies to implement.	7/23/2018
7964	14	/policies/tree-canopy-and-urban-forest/	Minneapolis is going backwards in its tree canopy. Stop cutting mature healthy ash trees and leaving stumps lingering for years. Require immediate replacement of removed trees. No replacement tree ready, no removal.	7/23/2018

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7965	6	/policies/pedestrian-oriented-building-and-site-design/	<p>We strongly support the prioritization of pedestrians and the pedestrian experience in consideration and planning of building and site design.</p> <p>a. We support orienting buildings and building entrances to the street. We encourage the city to explore frequent entrances to all buildings, not just multi-family residential.</p> <p>b. We enthusiastically support active ground floor uses in new buildings with direct sidewalk connections and we encourage city policies that help guide existing buildings towards this outcome as well.</p> <p>c. We support clear and low windows at street level.</p> <p>d. We support engaging building faces with varied interest that shifts at a human pace, rather than blank and inactive walls and consistent large setbacks.</p> <p>e. We strongly support buildings that integrate pedestrian protection and comfort, including awnings and canopies. We request that awning depths take into consideration sidewalk widths, so that they do not drop snow/ice/water in the middle of the sidewalk. We ask the city to explore additional features such as low walls and stoops that function as quasi public seating or a place to rearrange bags for those who need to rest, angled reflective windows, and small alcoves that offer wind breaks.</p> <p>f. We support building design that minimizes venturi winds and similar generation of wind currents.</p> <p>g. We disagree with the blanket distaste for buildings shading public right of way. We instead request that the city encourage buildings and massings that are dynamic in their understanding and design for shadows, recognizing that the extreme seasons here make shaded areas alternately desirable and to be avoided depending on weather conditions.</p> <p>h. We support ensuring that sidewalk space is sufficient to allow for lively and robust public space uses while still allowing free flow of pedestrian traffic</p> <p>i. Support</p> <p>j. We support zoning regulations and incentives that promote bicycling and request that the same options and incentives be extended to walking as well.</p> <p>k. We strongly support elimination of off-street parking minimums through the city. We request that where off-street parking continues to occur, much stronger consideration is given to how this use impacts pedestrians, from creating additional conflict points to increasing runoff onto sidewalks to creating unpleasant walking environments and inactive uses.</p> <p>l. We support reducing access to/egress from parking lots. We request that the city create a plan to phase out parking ramps in areas with high pedestrian traffic. We request that, in the interim, the city develop clearer guidelines to communicate to drivers using ramps that they are crossing over pedestrian space without right of way. We strong urge the city to ban and remove the noxious, monolingual robotic voices announcing the possible presence of cars on sidewalks, as it violates Complete Streets policy and gives drivers a false sense of safety.</p>	7/23/2018
7966	69	/policies/renewable-and-carbon-free-energy/	Renewable energy is critical to a more stable future. Use all flexibility available to move away from fossil fuels/non-renewable sources.	7/23/2018
7967	1	/policies/access-to-housing/	I fully support this policy. Increasing housing and its diversity of locations and types is crucial to the equitable, healthful future of Minneapolis.	7/23/2018
7968	16	/policies/environmental-impacts-of-transportation/	The loss of so many mature trees won't help the air quality. But electric cars, coupled with greater developments in renewable energy and a support grid of charging stations, would help reduce CO2 emissions. The next car I buy will be an ev. Why aren't we investing in that reality since it is more realistic? People are going to drive, so lets try to make it as clean as possible.	7/23/2018
7969	70	/policies/ecology-and-habitat/	BAN PLASTIC LAWNS! Such a desecration.	7/23/2018

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7970	6	/policies/pedestrian-oriented-building-and-site-de	<p>n. We strong support the city in discouraging the establishment and size of surface parking lots. In addition, we urge the city to more tightly restrict and enforce winter sidewalk clearance at all parking structures and parking lots, addressing run-off that pools and refreezes on sidewalks and snow dropped and slopped on sidewalk right of way from vehicle tires. We strongly encourage the city to explore ways to encourage redevelopment of surface parking lots. When a sidewalk is necessary, we urge that it be placed behind the building, rather than adjacent to the sidewalk.</p> <p>o. We support the restrictions on new auto-oriented uses, particularly as these uses are harmful to nearby pedestrian experiences (beyond air quality and noise pollution concerns) and, when part of "successful" businesses, mean that sidewalks are nearly constantly blocked, their driveways/curbcuts functioning as intersections/conflict points where pedestrians face harassment and injury from drivers. We encourage the city to explore ways to phase out these uses, or at minimum restrict the number and width of curb cuts to reduce conflict points.</p> <p>p. We support the restriction of auto-oriented uses in all areas near multi-family residential and along commercial corridors.</p> <p>q. We support mitigation of the impacts of commercial auto repair and other auto-oriented uses on the pedestrian environment. We encourage particular attention be paid to run-off, snow deposits, winter maintenance, sidewalk activation, conflict points, reduction/elimination/narrowing of curbcuts, constant vehicle use creating sloped sidewalks, and air and noise pollution. We encourage the city to robustly support independently owned existing auto-oriented businesses in transitioning away from fossil fuel industries, and to work towards being partners with local communities, focusing on the positive aspects of these businesses, including providing a wide range of open hours and affordable packaged or prepared food options for those on foot/waiting at nearby transit, as well as quasi-public restrooms.</p> <p>~ Julia Curran, in discussion with other members of the Pedestrian Advisory Committee (part 2)</p>	7/23/2018
7971	93	/policies/stewarding-historic-properties/	<p>The city should not create more historic districts and should abolish the ones it already has. The city is not very old and has almost no historic relevance to the country or state as the first city in Minnesota was Stillwater. A city is an every growing and evolving entity and should not be confided to what the achitectue style was in the 1930s or 1880s, more so because it makes constructing new housing and commercial space more expensive which drives up rents for residential and commercial spaces. Enforcing these districts and creating more would be in a direct contrast to Minneapolis' goals of affordable housing and racial equity because of how difficult it is to build and maintain affordable housing and commercial spaces while having to maintain historical "character " Also historic districts are not ADA compliant, another of the thousands of reasons to not create any more historic districts.</p>	7/23/2018
7972	96	/policies/heritage-preservation-recognition/	<p>Great! Let's do this in all of our neighborhoods, because they are all historic. That is until you decimate them with the massive amounts of development this plan calls for.</p>	7/23/2018
7973	71	/policies/soil-health/	<p>Ban plastic, artificial, and AstroTurf lawns! An environmental scourge.</p>	7/23/2018

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7974	84	/policies/public-safety/	<p>For a comprehensive plan, there is remarkably little about policing in general. And as far as I can see, there is nothing about police accountability or police misconduct. That's for a department which receives, I believe, 40% of the city budget! It is also a department which accounts for a disproportionate amount of city legal liability.</p> <p>Is this really that unimportant to the city leadership? Probably so, especially the accountability part, based on what I see from the mayor and city council.</p> <p>While the mayor and city council argue over who should have more influence over the police department, I see neither of them actually DOING anything with the power they currently have. Based on what I see in this supposedly "comprehensive" plan, that is the intent for the next 20 years.</p> <p>Policing has an incredible influence on racial disparities. Arrest records lead to difficulties in obtaining employment or housing. Over-prosecution and over-incarceration of people of color mean that fathers are removed from the community and from support and participation with their children. That has a profound effect on early childhood development and later education.</p> <p>In fact, disparities in policing impact nearly all the subjects addressed in the comprehensive plan! It MUST be addressed.</p> <p>If you can't challenge your own police department, how will you confront any of the disparities which you talk about with such feigned concern?</p>	7/23/2018
7975	50	/policies/access-to-technology/	<p>Equitable access to internet is essential for the city going into the future. Disparities in access to low cost broadband internet along racial and socioeconomic lines continues to be a major problem. Job applications, school work, city calendars, and even the website to comment on the 2040 plan are often only accessible online. Without affordable access to these resources, people will continue to fall behind and will be less able to be active in their community. If the City of Minneapolis does not invest in affordable internet, this will only serve to further exacerbate existing inequalities in the city.</p> <p>One step that can be taken to pursue this goal is to bring back the Community Technology Survey that was discontinued after 2014. This information can be used to better target resources and as an important measurement tool as Minneapolis strives to reach the goals stated in Policy 50. I would also like to see those goals fleshed out more so that Minneapolis can create concrete steps the city will take to ensure equitable access to broadband internet for all citizens.</p>	7/23/2018
7976	37	/policies/mixed-income-housing/	<p>This language is vague. "City intervention" sounds like eminent domain.</p>	7/23/2018
7977	33	/policies/affordable-housing-production/	<p>HOmes need to be homes, with ample green space, close to real jobs(not forecast) and not 12, 16 or 30 story tall high rises that are not home, but people storage. That is not an equitable life. Take a harder look at how to preserve and rehab neighborhoods were people have created "community" and where they want to live. Also, don't get stuck on this false pretense of creating all sorts of new affordable housing that is not a home, rather a high rise that has the stigma of being for the "poor." Since Mpls raised its minimum wage to \$15/hour, I have heard many small and medium business owners discuss their Minneapolis exit strategy and larger employers have attrition to deal with the increased labor costs for unskilled workers. Therefore, any projections done in 2016 and prior on the jobs front is inaccurate due to macro economic forces. Again, look were the jobs are for the segment this policy is to "benefit" and determine how to improve the existing neighborhoods instead of tearing them down--displacing families who willnot return-- for a large developer to reap the benefits of this poor policy.</p>	7/23/2018
7978	0.1	/topics/land-use-built-form/	<p>I fully support the Land Use and Built Form policies and maps in Minneapolis 2040. They provide a reasonable and achievable outline for the future form and function of our city in the coming decades.</p>	7/23/2018
7979	50	/policies/access-to-technology/	<p>Everyone should have access to fiber. I'd pay higher taxes for this to be a municipal service that everyone could access free of charge.</p>	7/23/2018
7980	17	/policies/complete-streets/	<p>I support this policy but would like to see more specific plans for things like greenways that make our streets safe and accessible for people.</p>	7/23/2018

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7981	84	/policies/public-safety/	<p>Paragraphs a and b are nice.</p> <p>But building trust (paragraph c)? How do you plan to do that? Hold community meetings to placate us? Engage in more public relations? NO. Trust is built by being trust-worthy. That takes real work, not just pretty words (and giving money to sycophants in the "community" who can be relied on to calm us down when you kill someone).</p> <p>The police are out of control. We need real civilian review and discipline, not the fake OPCR, where civilian complaints go to die. We need better policies - but more importantly, actual enforcement of the policies that exist. We need consistent discipline, so arbitrators do not overturn the few attempts to discipline or even fire officers. We need an end to racial profiling and over-prosecution of people of color.</p> <p>And we need professional liability insurance for police officers, so they bear some responsibility for their actions. It is outrageous that settlements come from the general fund (taxpayers), while the officers involved are almost never disciplined.</p>	7/23/2018
7982	12	/policies/lighting/	<p>We support the city's attention to lighting, particularly as a mode of transportation that does not provide its own lighting.</p> <p>a. We support the provision of pedestrian-friendly lighting that minimizes light pollution and glare. We request that the city explore innovative lighting that might better illuminate sidewalks and sidewalk conditions.</p> <p>b. We support pedestrian scale lighting throughout the city. We encourage the city to explore introducing this scale lighting particularly in areas where drivers behave recklessly, including multi-lane one-ways and near freeway on/off ramps. We support lighting pedestrian routes through Minneapolis Parks.</p> <p>c. We strongly support directional and wayfinding signs with illumination, that are scaled for and legible to those on foot.</p> <p>d. Support</p> <p>e. Support</p> <p>f. Support</p> <p>g. We strongly support dark sky efforts and innovative approaches to managing light.</p> <p>We recognize the importance of pedestrian scale lighting for safely navigating our city, particularly for those unfamiliar with our streets, with impaired vision, or who are at greater risk of falling. We also recognize that not all pedestrians feels safe or most comfortable with high levels of illumination and that in some cases, lights can feel like spotlights putting them at risk. We request that the city develop more nuanced and robust positions on lighting, and explore the placemaking and experiential value in having darkness within our city, especially when northern lights may be visible.</p> <p>~ Julia Curran, in discussion with other members of the Pedestrian Advisory Committee</p>	7/23/2018
7983	97	/policies/heritage-preservation-legislative-advoca	<p>Partnerships MUST include the neighborhoods. Partnerships with developers flies in the face of these goals. Keep it clean. Work with integrity.</p>	7/23/2018
7984	6	/policies/pedestrian-oriented-building-and-site-de	<p>Thank you for including this critical policy. I love that auto-oriented uses (drive throughs, gas stations) are prohibited and discouraged. Eliminating car parking requirements is also a good step - developers and business owners can determine what is needed, making housing (and other things) more affordable if less is needed.</p> <p>Please add more specifics about how surface parking lots will be discouraged. They make walking unpleasant and feel long, even when it's not. Require surface parking lots be located behind buildings, and accessed off alleys. Expand and increase stormwater or other fees so that they are expensive to retain, even for non-profit and public entities.</p>	7/23/2018
7985	50	/policies/access-to-technology/	<p>You should inform the Park Board about these goals. They have actually created legal blockades to getting fiber into parts of SW. However I believe the rollout is proceeding nicely throughout the city.</p> <p>How many people aren't digitally literate? Really...the percentage is pretty low.</p>	7/23/2018

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7986	0.1	/topics/land-use-built-form/	<p>I live, work and play in Minneapolis and am concerned by the re-zoning proposed in the Minneapolis 2040 draft. My husband and I consciously chose South Minneapolis as a place to call home and grow our family; valuing the unique and eclectic historic neighborhood, walkable access to various amenities and close proximity to my job downtown. While I'm in full support of the sustainable evolution and innovation of our city making it more accessible to more people, I don't agree with the drastic re-zoning proposed in the plan nor do I feel that it adequately addresses traffic and transit realities. Many of the streets affected by the re-zoning are in the heart of historic neighborhoods where I fear that developers will destroy the aesthetic, culture and historic preservation that makes our city so charming.</p> <p>My recommendation would be to focus on existing major transit routes and commercial areas that would benefit from increased density, greater access to parking and enhanced innovation/evolution. These areas have the infrastructure to support this type of growth without threatening historical single-family neighborhoods.</p> <p>Lastly, I would like to note how disappointed I am by how poorly this plan was socialized in the community (I learned of it only weeks ago from a neighbor). The lack of marketing feels purposeful in a concerning way. I would have appreciated being made aware earlier and invited to the conversation.</p> <p>Thank you, Jessica Raasch</p>	7/23/2018
7987	15	/policies/transportation-and-equity/	We will mostly be driving ev in next decade. What is the plan to create ev economy with quality charging stations with coffee shop + wifi?	7/23/2018
7988	1	/policies/access-to-housing/	As a Minneapolis property owner, I am not in favor of this policy.	7/23/2018
7989	40	/policies/homelessness/	Studies show that where there are more homeless shelters, homelessness increases. This is more bureaucracy to "solve" a problem that the governments create.	7/23/2018
7990	1	/policies/access-to-housing/	<p>We strongly support allowing more housing in all areas of the city, to increase walkability and the presence of amenities</p> <p>a. We strongly support allowing more housing everywhere, by right. We request the city explore means by which to allow housing in Production and Distribution areas, within other city goals, as a way to provide varied and steady foot traffic and increase walkability in these areas as well.</p> <p>b. Nope, density everywhere!</p> <p>c. We support allowing multi-family housing in all parts of the city, including along transit routes of all types. We do not support restricting the provision of multi-family housing only to narrow corridors; we support policies that address and seek to undo historical redlining, therefore we encourage allowing more multi-family housing in areas where low density zoning and racial covenants have restricted or eliminated transit access and viability.</p> <p>d. We request a diversity of housing and building types in all parts of the city; we encourage visual complexity and diversity as part of a vibrant built environment. For vulnerable and marginalized pedestrians in particular, increased density can increase a perception of safety by increasing the "eyes on the street" as well as increasing the amenities and transit an area can support; we encourage housing density and diversity in order to increase walkability, particularly for those who are more vulnerable to deserted areas.</p> <p>e. We support increasing housing throughout Minneapolis, through robust and diverse means, including ADUs, returning single family homes/mansions to historical use housing multiple households, and allowing subdivision of lots for innovative tiny infill. Given the base costs of designing and building ADA accessible housing, we urge the city to set as its baseline land use intensity for every lot the kind of housing that makes these units feasible and/or triggers ADA requirements at that size threshold. Given Minneapolis' historic redlining and continued racial inequity, which is directly intersectional with walkability, we urge that the city adopt higher intensity, rather than lower intensity, land uses through all areas, blocks, and neighborhoods where redlining was prevalent and where its impact can still be seen in their demographics compared to the city as a whole. We strongly urge the city to also consider the deleterious internal impacts of homogenous areas of wealth on walkability, from loss of transit to high rents to low foot traffic and patterns of deserted streets as residents leave for their other homes. We request that the city raise the cap on households in this to encourage more residents and increase walkability in and transit access to these areas.</p> <p>~ Julia Curran, in discussion with other members of the Pedestrian Advisory Committee</p>	7/23/2018

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7991	80	/policies/development-near-metro-stations/	The images with high rises between Cedar Lake and Bde Maka Ska are much higher than desirable to maintain the park-like feeling. The Kajima building on the northwest corner of Bde Maka Ska changed the wind patterns on the lake so the wind surfers mostly went elsewhere. More tall buildings could add more problems for sailors. Having lower rise (up to six stories) would be less of an intrusion on our crown jewels, the lakes, creeks, and river, giving the impression of a more park-like city than a built environment.	7/23/2018
7992	1	/policies/access-to-housing/	I strongly support this policy, and would love to see more density and diversity of housing types in my neighborhood. I am concerned about the ride of homelessness and housing displacement in our city and support the city acting proactively to prevent this from becoming more of a problem. It makes a lot of sense to focus multi-family housing on Transit corridors - I would like to see more done to encourage that.	7/23/2018
7993	78	/policies/park-design-and-programming/	More off-leash areas for dogs and their owners. Boom Island, Powderhorn Park, plenty of space for off-leash areas in those and many other parks. A lot of people are choosing to have children later in life or not at all and dogs are the new children for many city residents. There's lots and lots of park space committed to other recreational activities. More off-leash areas please!	7/23/2018
7994	39	/policies/fair-housing/	Sounds like more government jobs to push more paper.....	7/23/2018
7995	59	/policies/downtown/	I would like to see more tangible steps supporting action steps b and d, these are vital to keeping the downtown area vibrant. It seems pretty strange that transportation isn't mentioned in any of these steps, it should be more clearly tied in. As someone who commutes by bicycle into downtown I would like to see something here about making the city center more friendly through the complete the streets policies. Also I think the parking issue has to be mentioned, the car situation in town has gotten crazy and it seems like it will eventually be a problem with keeping downtown viable. Is the strategy just to make driving there so terrible that everyone uses public transportation or bicycles? It seems like it at least needs to be mentioned in this section. I think the policy on preservation of historic/cultural assets should also be mentioned, it is an important link to the tourism industry discussed.	7/23/2018
7996	0.1	/topics/land-use-built-form/	I believe equity should be our goal, and this plan does not go far enough. Interior 2 should be the minimum designation, and should be applied evenly as the minimum across the city, including in wealthy neighborhoods of primarily single family homes.	7/23/2018
7997	0.1	/topics/land-use-built-form/	I'm the owner of a single family home. I'd love a quadplex next door- there's one just down the block! We choose to live and raise our child in Minneapolis because we want him to grow up in a diverse environment. That means diverse housing.	7/23/2018
7997	0.1	/topics/land-use-built-form/	I fully support the Built Form Districts outlined in this draft version of Minneapolis 2040, including Interior 1, 2, and 3.	7/23/2018
7998	77	/policies/park-access/	Baby boomers are all getting to be elderly now. Put more seating along the walking paths so people can sit and rest during their walks and hikes.	7/23/2018
7999	33	/policies/affordable-housing-production/	--Develop more public owned housing that is not concentrated in high rise ghettos or large concentrations of over 100 units.	7/23/2018
7999	33	/policies/affordable-housing-production/	--Develop new public owned housing in ALL sections of the city especially where there is not public housing, especially in form	7/23/2018
8000	75	/policies/waste-reduction/	Deliver an organics cart to every single property, no matter what. For apartments, coordinate more frequent pickups.	7/23/2018
8001	1	/policies/access-to-housing/	Interior 1 and 2 are fine. Do away with interior 3. My single family home exists with duplexes, fourplexes, simplexes and apartment buildings quite nicely. Why? Because they are all limited to 2.5 stories. Also, they all have the same amount of setback between houses. None are built right up to the property line. Corridor 4 needs to be lowered to 3 stories in areas where it is currently mostly residential. 4 stories is too high and will over run an area with traffic and overuse. Corridor 6 needs to be strictly adhered to. NO conditional use permits that allow for more than 6 and 6 should include the mechanicals. Transit corridors do not need to be as high as you are proposing. Near any lakes, shoreline overlay districts must be honored and respected. Do not make the citizens of this city sue the city because of your negligence to this matter. Lake street is far too dense.	7/23/2018

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8002	18 /policies/walking/		<p>We strongly support a walking first city policy and improvements to the pedestrian environment as part of what is necessary to make walking a safer, more comfortable, more convenient, and more desirable mode of transportation; we urge the city to plan for a 2040 where walking is the default mode of transportation.</p> <p>a. We support a focus on pedestrian safety at all conflict points with drivers, including intersections. We request that this policy include other conflict points where pedestrian right of way is often ignored or challenged, such as in and crossing perpendicular to/across alleys, and on sidewalks/surface parking lots where drivers cross and block sidewalks.</p> <p>b. We strongly support vibrant public spaces oriented towards human scale uses, including our public right of way.</p> <p>c. We offer conditional support for expanding clearly-designated pedestrian areas; we support infrastructure that is designed to prioritize pedestrian usage, including expanded pedestrian space, but moreover support the growth of people-oriented and shared streets that reflect the prioritization of Complete Streets. We express concern that pedestrian oriented infrastructure alone is insufficient to make up for roadways that center and prioritize car infrastructure and vehicle lanes/speeds.</p> <p>d. We support a reduction in the number of curb cuts and a narrowing of those that exist, as well as other design treatments to keep motor vehicles out of pedestrian-only spaces.</p> <p>e. We support measures to reduce motorized vehicle traffic speeds and reduce driver antagonism, including but not limited to narrowed road widths and lane reductions.</p> <p>f. We strongly support pedestrian connections across existing barriers, including railways, freeways, and waterways. We request that in the case of busy streets, the city prioritize reducing motorized vehicle volumes and maintaining throughput capacity in conjunction with MetroTransit and via non-motorized transportation means. We encourage the city to reevaluate pedestrian barriers that exist as a function of City choices, such as busy streets, particularly when these streets are higher intensity commercial, residential, and transit corridors. We encourage the city to place explicit value on pedestrian- and community-oriented street design options before making choices, including the value of reduced lanes for private vehicles, reduced vehicle speeds, dedicated transit lanes, increased porosity, bike lanes, and shared streets. Additionally, we request particular attention be paid to the pedestrian experience in the design of any such street crossing connections, to reduce driver speeds (if applicable) across these stretches, to offer options for those on foot, to provide visual interest, to provide places to pause/sit, to mark them as gateways between communities and neighborhoods through placemaking and art, and to encourage robust use. We emphatically oppose using motorized vehicle volumes or throughput as a reason to limit pedestrian crossings or to choose multiple lanes or higher speeds, particularly as these choices put pedestrians at greatly increased and unnecessary risk of grievous injury and death.</p> <p>g. We fully support wider sidewalks/walking paths by default throughout the city, as well as substantially wider sidewalks by default in areas with higher potential pedestrian traffic, and designed to accommodate peak pedestrian travel volumes.</p>	7/23/2018
8003	84 /policies/public-safety/		<p>This is going to be a tough one. We live in a very liberal society, so you can't stop people from engaging activities that lead to dangerous situations. But if you could, maybe you could help people stop drinking to excess...maybe you could help them stop using drugs...maybe you could help them build stronger and healthier family structures...maybe you could teach them that working hard in school and in their career is the path toward a better life.</p>	7/23/2018
8004	7 /policies/public-realm/		<p>The city should have plans that incorporate the complete streets priorities for every planned construction or re-construction before it is presented to the public. The city should follow the complete streets priority plan unless it can't because of very specific reasons. There is no reason to sacrifice the safety of pedestrians, the handicapped or other people not in a car. This is especially true on busy roads with lots of destinations.</p>	7/23/2018
8005	0.1 /topics/land-use-built-form/		<p>With the affordability of Minneapolis at stake for average folks of average means, I encourage the city to look at the proposed zoning and land use categories as MINIMUMS. We need significantly more housing, and watering down the plan to appease wealthy, SFH owners is 1) a mistake, because they don't want any change, so they'll be angry anyway, 2) wrong. If we are a city that embraces equity and fairness, every neighborhood needs to be willing to take on more housing.</p>	7/23/2018
8006	7 /policies/public-realm/		<p>Add more sheltered spaces! Remember how cold it gets here in winter.</p>	7/23/2018
8007	80 /policies/development-near-metro-stations/		<p>"Line main pedestrian routes leading to METRO stations with active uses on the ground floor of buildings." What does this mean?? This doesn't make sense.</p> <p>"Break up large blocks into small, walkable blocks.." Love the idea--let's build a Blue City. But I wonder how this happens. Which blocks are broken up and how? This will disrupt neighborhoods.</p>	7/23/2018

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8008	18	/policies/walking/	<p>Additionally, we urge the city to include the following considerations in its Walking policy:</p> <p>a. We request the city address the impact of winter on walking, including both infrastructure and prioritizing maintenance of all pedestrian infrastructure,</p> <p>b. We request the city evaluate, plan, design, and build for year-round drainage with its design, installation, and maintenance of sidewalks, particularly in light of our climate crisis and shifting freeze-thaw cycles, with current building drainage generally leading directly onto sidewalks, and understanding that current intersection design puts curb ramps and storm sewers together.</p> <p>c. We request the city implement and expand zoning regulations and incentives that promote walking, such as the provision of secured storage for transportation carts near building entrances, storage lockers, and changing and shower facilities.</p> <p>d. We strongly urge the city to allow and encourage street porosity (unmarked midblock crossings) in all commercial and destination areas, as a sign of and contributor to vibrant community spaces</p> <p>Lastly, we appreciate the attention to walking in this Policy, but we urge the city to be much more aspirational in this policy guiding street design, to shift towards a Complete Streets framework that puts walking and people first, rather than thinking of walking defensively and secondarily, after streets have already been conceptually ceded to automobile primacy in both speeds and allotment of physical area.</p> <p>~ Julia Curran, in discussion with other members of the Pedestrian Advisory Committee</p>	7/23/2018
8009	17	/policies/complete-streets/	<p>I appreciate the modal priority you list here -- and yet this plan does NOT suggest that you are following this priority. Instead, you are squeezing space for the supposedly highest priorities in around a car-centered transportation system.</p> <p>I ask you implement this policy as described, and prioritize people walking and rolling, biking, and taking transit first. This is critical for addressing our big - and proportionally growing - transportation wedge of our climate emissions. This is critical for achieving Vision Zero. This is the only way we can ensure low-income people who have less access to cars true equitable transportation options.</p>	7/23/2018
8010	1	/policies/access-to-housing/	<p>Portions "d" and "e" are alarming to me. While attempting to take the long view, it is actually incredibly short-sighted. An open invitation to developers does not create the kind of equity this plan seeks. Part of what makes the city appealing to a wide variety of people is the variety of neighborhoods. While some love a densely populated area with walkability, some prefer a more suburban-like area with single family homes. This plan is basically an invitation to developers to take what they can get and make more money, add traffic to quieter streets and push many people out of the city to the suburbs. It's very disappointing and Mpls will lose alot of it's charm.</p>	7/23/2018
8011	27	/policies/transportation-partnerships/	<p>We support strengthening transportation partnerships, wherein the city's commitment to Complete Streets and Vision Zero is the baseline for these partnerships.</p> <p>We urge the city to encourage other entities to defer to city policies along commercial corridors.</p> <p>We urge the city to explore the connection between public transportation and walkability, including city-led funding to fill transportation gaps or provide more targeted service in lieu of other road improvements.</p> <p>We strongly urge the city to consider the impact of its projects and partnerships on walking. We urge the city to push for streets that are safe and comfortable for its most vulnerable users and to reject projects and stand up to partners, if necessary, when the road types, traffic volumes, and design speeds proposed are known to be dangerous to human life and detrimental to connected, vibrant, and street-oriented communities, particularly along our community corridors and in areas where street design has been used to reduce community power/cohesion/wealth.</p> <p>~ Julia Curran, in discussion with other members of the Pedestrian Advisory Committee</p>	7/23/2018
8012	41	/policies/tenant-protections/	<p>I want all Minneapolis residents to have access to affordable, safe, and decent housing. The city's lack of enforcement of the existing housing codes has been terrible in my neighborhood, and has allowed slum lords like Steve Frenz to flourish. Protect renters. The city's allegiance should be to the renters.</p>	7/23/2018
8013	19	/policies/bicycling/	<p>No, No and No. Enough with the bike lanes. Only physically able bodied folks can bike and then, only 7 months of the year. This is a waste of tax payer dollars. It serves an elite few.</p>	7/23/2018
8014	38	/policies/affordable-housing-near-transit-and-job-	<p>So.....how do you coordinate housing, urban development, and transit without having a transit plan???? To develop the housing and development then add the transit on as an afterthought is irresponsible.</p>	7/23/2018

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8015	56	/policies/supporting-small-businesses/	As a small business owner, I have talked to many other small business owners - one to four employees. Everyone agrees that the city HATES small businesses. We feel persecuted by unaccountable inspectors. No one complains, though, because we don't want to draw attention to ourselves - the fear of retaliation is very real. (I hope this is anonymous.)	7/23/2018
8016	1	/policies/access-to-housing/	This policy needs to recognize the reality that the "Social Engineers" refuse to acknowledge: single family neighborhoods are prevalent for a reason--people want their own space, their lawn, and the ability to be treated fairly for achieving these things. They also need to be treated fairly for the excessive property taxed paid for single family neighborhoods. Taking away single family neighborhoods will be the economic demise of Minneapolis--change their landscape too much and they will vote with their pocket book, sell and move to a city that respects their rights for single family neighborhoods. Noting the numerous neighborhoods that do include single and multifamily and then the few high rise people storage towers, it will be economically stupid to cut off that funding source. Can you image the deeper hurt Minneapolis PUblic Schools is going to feel when you kill the neighbors that pay for the city to operate and also give substantial dollars to MPS to try to keep the equity balanced? Shame on you for letting the social engineers to create a policy that is not respectful of all, just pushing their agenda and are not mindful of the severely damaging economic damage it will do to this city and its public school system. Shame on you!!	7/23/2018
8017	1	/policies/access-to-housing/	Focus on preserving stock of smaller single family homes furthest from the city as a means to achieve affordability. Zone in such a way to prevent them being purchased by developers, torn down and rebuilt As something so large that it is no longer at starter home.	7/23/2018
8018	14	/policies/tree-canopy-and-urban-forest/	We strongly support city efforts to protect, improve, and maintain our urban tree canopy; those who walk benefit most from the shade of deciduous trees in summer and the warmth of sun through their bare branches in winter. a. We request the city explore how an increase in tree canopy can most benefit and enhance walkability, by exploring how pedestrians use and relate to our tree canopy. b. We support efforts to provide education and training on tree care for private landowners and urge the city to consider similar measures aimed at the general walking public, those of us whose familiarity with the streets we walk over and over--and their trees--often turns into curiosity and affection for these dynamic and changing parts of our streetscape. c. We support increasing growing space dedicated to trees. We encourage the city to explore road designs that prioritizes pedestrians in the experience of walking through the center of an arching tree canopy. We encourage the city to track boulevard trees lost to dangerous driving, as proxy data for places where pedestrians are at risk from drivers due to road design. We urge the city to consider the ways in which trees benefit walkability. In particular, we request the city: Plant and maintain a diversity of species with care, to protect us from the brutal sidewalks where monocultures have been lost to invasive species (a risk that increases with climate change), and to provide us with interest and shifting streetscapes as we navigate the city. Explore less wasteful and destructive means of sidewalk construction and replacement, including more patching and repair rather than full panel replacement, more permeability, and other measures that provide us with infrastructure at less cost/risk to our tree canopy. Work with the Park Board to balance the need for sidewalk clearance for even the tallest pedestrians with the benefits of trees off the right of way that have lower branching to foster engagement, pausing, climbing/sitting, and overall appreciation of trees. Additionally, work with the Park Board to determine whether some tree stumps can be left as habitat and pedestrian-scale interest as they allow micro-ecosystems and fungi to flourish, and provide human-level interest/connections with nature to pedestrians, including children. Pay attention to the many ways in which trees interact with and enhance the pedestrian environment, including seasonal shifts of colors and smells and light. We appreciate the growing inclusion of food-bearing landscapes and trees. ~ Julia Curran, in discussion with other members of the Pedestrian Advisory Committee	7/23/2018
8019	31	/policies/creative-workers/	The city has a lot of potential with creative workers. To make real progress the city needs to engage with the art students at each university and college within and around the city to see what they need, from studio space to even housing. The best way to engage with the creative class is to meet them where they are, and ask them what they need. There should also be talks with the park board to get more public art in parks made by local artists. This combined with the proposed action steps would be a good direction to go into.	7/23/2018
8020	55	/policies/business-innovation-and-expansion/	Add preserving existing uses, assets and Art Districts.	7/23/2018

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8021	19	/policies/bicycling/	<p>This policy needs to include more specifics on building out the most comfortable transportation spaces for people bicycling. They are currently missing. We need to build out a city-wide network of greenways (like the Midtown Greenway, and the Northside Greenway that is partially completed, and others, too). We need to build out our city-wide network of protected bikeways, giving people safe, comfortable access to destinations on busy streets like Lowry Avenue, Hennepin Avenue/Uptown, and all along Lake Street and Broadway (and others). This is especially true throughout downtown! If there's a neighborhood that should be full of every-street comfortable bikeways, it's downtown with destinations everywhere!</p> <p>Until my 75-year-old mother feels safe riding a bike on streets, until I feel safe riding a bike with my sister's 9-year-old on our streets, we do not have safe enough streets for people bicycling.</p>	7/23/2018
8022	0.1	/topics/land-use-built-form/	<p>Commercial uses should be allowed in more places: corner stores or bodegas can be great neighborhood assets and would help with all sorts of things including access to food. Zoning should enable a corner store to be within walking distance of every home in the city.</p>	7/23/2018
8023	74	/policies/integration-of-water-management-into-	<p>We support better stormwater management, including reducing impervious cover and amount of city/roads We have very significant concerns about how the current stormwater management system affects pedestrian access and walkability/accessibility</p> <p>~ Julia Curran, in discussion with other members of the Pedestrian Advisory Committee</p>	7/23/2018
8024	0.1	/topics/land-use-built-form/	<p>Interior 1 should all be replaced with at least Interior 2 or 3. Interior 1 seems to be applied less based on distance from downtown and more based on where affluent majority white people are located.</p>	7/23/2018
8025	18	/policies/walking/	<p>Walking should be a viable transportation choice in every corner of the city, not just the most amenity-rich south and southwest neighborhoods of Minneapolis. Pedestrians know best that the proximity found in a complete neighborhood matters.</p>	7/23/2018
8026	42	/policies/expand-homeownership/	<p>This is at odds with your mulit-unit buildings that will be replacing the affordable single-family homes.</p>	7/23/2018
8027	0.1	/topics/land-use-built-form/	<p>Minneapolis 2040 has some serious holes in it. I feel the real catalyst behind this proposal comes from the racial disparity issue in this state. While, I understand change needs to occur to help close the gap, I am seriously confused as to how you think by offering subsidized housing will solve the issue. Furthermore, who do you plan to offer subsidized housing to? My father immigrated to this country with \$10 in his pocket. He had to borrow some money along the way but eventually became self-sufficient to stand on his own and paid back all of his loans. With tremendous hard work, working 2 jobs, he put himself through college and found a job. It would only makes sense to me that a thorough interview process is conducted so that subsidized housing can only be provided to families who are working hard and who believe in education and betterment for their children.</p>	7/23/2018
8028	60	/policies/intrinsic-value-of-properties/	<p>This policy is so important as the City moves forward if we want to maintain the character of the area. I think a recognition program would be a really interesting idea to explores. Something like 100-year homes could be tied back to preserving housing stock and maintaining affordability. For example, a homeowner could enroll and get a plaque to put on their house recognizing its age maybe they also get information on maintenance programs or have to complete a maintenance plan and in exchange they get a reduction in property taxes. It could be a combination of recognition and incentive for keeping affordable homes in areas where tear-downs are increasing. In response to action step e I think the City should partner with neighborhood organizations to promote heritage assets.</p>	7/23/2018
8029	54	/policies/supporting-economic-growth/	<p>Improve existing properties and infrastructure. Preserve current commercial areas.</p>	7/23/2018
8030	1	/policies/access-to-housing/	<p>This type of plan has NOT worked in other cities, do you want to prove to them you can do better? If you're smart you might want to call those city officials and find out why it was a poor plan.</p> <p>In New York they could house all of the homeless in all of the vacant "subsidized overpriced apartments". I've seen it first hand living in both Minneapolis and New York. I grew up in Minneapolis, have been in NYC for 5 years for my work. My family is still in the city, Northeast and SW. My parents families have deep routes in the city going back to 1875. All of them worked very hard started with nothing and were able to provide for each generation. The idea that this plan will fix disparity is unfounded.</p> <p>Start with the schools and create trade schools providing job skills, preparing people for work. Partner with small to mid-sized businesses to hire trainees. None of this is rocket science! You seem to be forcing your agenda versus listening to your constituents, or as I like to say your bosses.</p> <p>They can fire you, be prepared because if you continue down this route you'll be looking for work!</p>	7/23/2018

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8031	53	/policies/quality-of-life/	You can not maintain quality of life and add this much density to the city. Keep heights lower, keep rents lower, maintain our green spaces and waterways. Which means, dump this plan. It is HUGE over reach and it threatens the nature of our city and all that we love about it. If this plan would have addressed the areas of our city that have been begging to be addressed (ward 5), great. But it does not. When you have ward 5 asking to be exempt from this plan, that should tell you something.	7/23/2018
8032	75	/policies/waste-reduction/	Something being illegal ought to be discouraged as it is. Instead of further "Discouraging Dumping" (action step c), increase enforcement.	7/23/2018
8033	33	/policies/affordable-housing-production/	I support creating affordable housing throughout the city and including higher priced neighborhoods, but I do not support the broad stroke rezoning of this plan. We've been told that 100-unit apartment complexes could go up in our backyard with only a small percentage of units designated affordable. This is a neighborhood where young kids play and run freely through the streets and everyone knows each other. That type of community would disappear. There are many opportunities for growth, but lets be thoughtful about it. No single family home should be next door to a six-story apartment building. Growth in these neighborhoods should be limited to two-story apartments with four to no more than six units. And if the goal is truly creating affordable housing, each apartment in the complex should be affordable. Build six-story apartments where it makes most sense (e.g., commercial areas or rental areas with high turnover) and use the tax dollars collected to further subsidize affordable housing (single family homes, duplexes, four-flexes) in wealthier neighborhoods, with a focus on providing affordable homes for families that could benefit from strong communities and good schools. The goals are good, but they will not be reached with the current rezoning plan and neighborhoods will be destroyed in the process.	7/23/2018
8034	5	/policies/visual-quality-of-new-development/	Pedestrian Advisory Committee members support this policy!	7/23/2018
8035	40	/policies/homelessness/	<p>Address universal health insurance. Medical bankruptcy is a leading cause of homelessness. If health insurance is tied to employment and the person is unable to work for a health reason, loses the job, and has high out-of-pocket medical costs, and has financial problems, housing may become an issue.</p> <p>Consider assessing for Fetal Alcohol Spectrum Disorder as a factor in a person's ability to have and maintain housing.</p> <p>Consider trauma-informed care and Adverse Childhood Experiences (ACES) when working with persons experiencing homelessness.</p> <p>Consider more options and supports for youth aging out of foster care.</p> <p>Consider where housing with supports may help maintain housing.</p>	7/23/2018
8036	74	/policies/integration-of-water-management-into-	We greatly appreciate that water quality is being taken into consideration. There is still a long way to go. Homeowners and apartments and businesses are still allowed to recklessly utilize harsh lawn chemicals in the interest of vanity. Many of these properties drain directly into our lakes and creeks with devastating consequences. I challenge the city to implement more stringent regulations on these chemicals, as is already the case in Canada and Europe. If lawmakers and private citizens continue to disregard this, maybe the fact that property values will undoubtedly decrease - with the destruction of our greatest natural assets - might be enough of a motivator.	7/23/2018
8037	40	/policies/homelessness/	<p>Address universal health insurance. Medical bankruptcy is a leading cause of homelessness. If health insurance is tied to employment and the person is unable to work for a health reason, loses the job, and has high out-of-pocket medical costs, and has financial problems, housing may become an issue.</p> <p>Consider assessing for Fetal Alcohol Spectrum Disorder as a factor in a person's ability to have and maintain housing.</p> <p>Consider trauma-informed care and Adverse Childhood Experiences (ACES) when working with persons experiencing homelessness.</p> <p>Consider more options and supports for youth aging out of foster care.</p> <p>Consider where housing with supports may help maintain housing.</p>	7/23/2018

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8038	1	/policies/access-to-housing/	Glenwood Avenue west of Penn Avenue is a (very) limited public transit route and any high(er) density residential development west of Bassett Creek will not result in affordable housing units without great public subsidy or an inclusionary zoning ordinance. Higher densities housing permitted in this area, with close proximity to downtown Minneapolis and adjacent to a vast area of open space (Wirth Park), may likely command premium rental rates, not affordable dwelling units and irrevocably alter a unique single family area of Minneapolis.	7/23/2018
8039	49	/policies/educational-and-economic-access/	I don't see anything about disability in this policy. The MN State Demographer's office says that indigenous and African American people have higher rates of disability and that the intersection of both leads to higher rates of poverty and lack of access to job training and a bridge out of poverty. The plan needs to include training that plans for the cost of accessibility, including interpreters and CART, Support Service Providers for people who are deafblind, accessible housing, and transit that is accessible and flexible enough to get people with disabilities to and from their job site on time.	7/23/2018
8040	18	/policies/walking/	Winter maintenance is a critical issue for people walking in our city nearly half of the year. We currently succeed (largely) at addressing winter maintenance on streets for drivers, but we fail abjectly at addressing winter maintenance on our streets for people walking. This is critical to being a city friendly to older people, and to people with disabilities, and to people riding transit, and to anyone who wants to choose walking instead of something else. Add an action step to have municipal sidewalk clearance for a critical high-priority sidewalk network, and to consider extending that beyond the high-priority network to include high-density residential neighborhoods. I suggest tying it to people/acre or zoning classifications, such that higher "built form" intensities have access to municipal clearance and Interior 1 and Interior 2 areas have no access to municipal clearance such that the largest number of people are being served by such a program.	7/23/2018
8041	38	/policies/affordable-housing-near-transit-and-job-	Except in existing industrial production areas. Existing commercial and industrial areas need to be maintained as job creators.	7/23/2018
8042	0.1	/topics/land-use-built-form/	High capacity transit stations like light rail need higher zoning that spreads farther out. While almost the entirety of the East side of Hiawatha Ave is zoned for high density, very few spots west of Hiawatha (the side of Hiawatha where the transit stations actually are) are zoned even Transit 10. High capacity transit demands high capacity housing, we should put as many people as possible close to our transit stations. Interior zoning is not appropriate for any place that is less than a 15 minute walk to a transit station. In many cases Interior zones are as few as 2 blocks away from light rail stations.	7/23/2018
8043	33	/policies/affordable-housing-production/	So far most of the new housing I've seen being built is serving either very-low income renters or very high income renters. There are thousands of renters whose incomes are above \$39k, but not high enough to afford the many "luxury" apt buildings being planned.	7/23/2018
8044	47	/policies/housing-maintenance/	Please implement policy that prevents developers from buying a perfectly functional and safe old building, and renovating into a shiny new building and pricing out the current tenants in the process. This is a perfectly reasonable and viable way to make money, but it would be better to direct development dollars into building new housing instead of destroying affordable housing.	7/23/2018
8045	2	/policies/access-to-employment/	Job growth for downtown by 10% in 20 years. That is hoping Target can rebound and be relevant in 20 years so all of the supporting agencies, vendors, suppliers, and creative agencies will be able to continue to employ people. There is also a massive and misleading assumption that all work must happen in a historical office location. Using that working assumption is dangerous as more and more companies are reducing their footprint and allowing more and more employees to work from home. Assuming the working population that actually travels to downtown Minneapolis increase is risky. I encourage your team to expand your vision on this matter and how it relates to housing near job needs.	7/23/2018
8046	31	/policies/creative-workers/	Provide Property Tax Abatement opportunities to Arts Production Buildings to prevent the cost of space forcing artists out of the City.	7/23/2018
8047	0.1	/topics/land-use-built-form/	There is no way Washburn Ave should look like this! We don't have any buildings higher than 2 stories and it most definitely isn't a transit street.	7/23/2018
8048	7	/policies/public-realm/	Members of the Pedestrian Advisory Committee support this policy, but would prefer to see firmer, more concrete specifics. It all sounds good, but I'm not totally sure what it's actually saying.	7/23/2018
8049	30	/policies/arts-and-cultural-assets/	Protect the existing infrastructure of production space within the Northeast Minneapolis Arts District.	7/23/2018
8050	80	/policies/development-near-metro-stations/	--High rise buildings have a detrimental effect on pedestrians and children going outside. Limit height of buildings near metro stations to 6 floors outside of the downtown area to increase resident walking, livability, cost of development and cost of hou	7/23/2018
8051	29	/policies/creative-sector-economy/	Protect existing Arts Districts.	7/23/2018

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8052	81	/policies/social-connectedness/	The process for the 2040 plan, in which our elected council members are not engaged in drafting the plan, defies this goal. According to the process described, elected officials are only able to vote on the second draft of the plan, which is i democratic. Our elected council members should be engaged in drafting the second draft.	7/23/2018
8053	22	/policies/downtown-transportation/	Some of these action steps are good, while others are not. There should be no interstates entering downtown, and the city should be actively finding a way to remove the one there is now and the one that cuts off downtown from the rest of the city. As it stands now, downtown is its own little island cut off from the rest of the city by river and interstate. The city should be working to get rid of these interstates to connect the city again so our transit can work faster and our people can walk/bike to downtown jobs in a way that is impossible now. The city should also be working with other agencies to create a better commuter rail network for the workers who live out of the city and work either in downtown or around it. To make transit better downtown bus transit needs its own dedicated lanes. The green and blue lines need signaling priority over vehicle cross traffic so they can run faster and don't get stuck in traffic. There needs to be a train from uptown/ loring park/ downtown/ northeast that has its own dedicated lane and signaling priority. Not only would this help downtown transit it would be a great asset to the city. All in all, some of these action steps are fine, but the city needs to be thinking of a future without interstates and almost no cars to meet its climate, walking, transit,and racial equity goals.	7/23/2018
8054	3	/policies/production-and-processing/	Please keep Action Steps "k" & "l" in mind for the greater good of the health of us all. I hope these are not just talking points, but truly variables that will be considered when weighing both the short and long term goals of our great city.	7/23/2018
8055	1	/policies/access-to-housing/	The only new multi family housing in my neighborhood are expensive condos that take the place of small family homes. I would support a plan that allowed more multi family housing to be built gradually, spread out to allow the new tenants to live everywhere in a neighborhood and with requirements that unit prices would be below the neighborhood average in areas affectes by new zoning.	7/23/2018
8056	92	/policies/identify-and-evaluate-historic-resources/	Historic Preservation Districts have been used as an informal method of exclusionary zoning. Particularly when the district is created to protect rich white people's homes and the justification is based on white nostalgia for 19th century white American architecture. Please continue to expand the lens in which we evaluate what is historic and worthy of preservation.	7/23/2018
8057	43	/policies/housing-displacement/	This sounds like more bureaucracy and more paper pushing. "Prioritizing" is vague and abstract. "Programs" don't address the problem's roots, they're a bandaid. Nothing in this vague language addresses the roots of poverty. Gentrification is when existing affordable housing is replaced by new buildings that are necessarily more expensive and rents/mortgages increase causing people to leave the City because they can't afford it anymore. We've seen this happen in Uptown and Dinkytown. New buildings are never affordable.	7/23/2018
8058	0.1	/topics/land-use-built-form/	I hope you'll eliminate Interior 1, and that the least intense built form will be Interior 2. This is in part because there few places where Interior 2 is out of place in the existing neighborhoods, and in part because Interior 1 is applied more often in places that were redlined and that had racial covenants excluding people of color. (Please see this analysis that Interior 1 is applied in racially concentrated areas of wealth https://twitter.com/divergentdave/status/1019991723114745857).	7/23/2018
8059	6	/policies/pedestrian-oriented-building-and-site-de	Limit number of stories of residential buildings to 6 floors encourage going outside. Studies show that children in high rise building go outside less, walk less, less livability.	7/23/2018
8060	33	/policies/affordable-housing-production/	I fully support this policy. All types of housing, affordable at all income levels, should be available in EVERY neighborhood through Minneapolis. The City should be promoting this policy through the limited tools it does have, including zoning and land use controls. This policy must be enacted despite opposition from a vocal but powerful minority. The City works in the public interest. Policy makers must not cater to the racist and classist cries, borne of unfounded fears, from those with the greatest power in our society to the detriment of the larger public. Doing so would be a less visible but no less harmful means of promoting the inequities of the past that plague too many in our community today.	7/23/2018
8061	43	/policies/housing-displacement/	I appreciate the conscious focus on people with disabilities as members of vulnerable populations. Thanks.	7/23/2018

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8062	23	/policies/coordinated-development-strategy/	<p>I feel the plan needs to be significantly reworked especially regarding zoning and housing density.</p> <p>I'm afraid that developers may be the only "winners" with respect to the housing goals.</p> <p>If the city mandates higher density "affordable" housing in generally single family home neighborhoods, Developers would build buildings of as high of density as permitted by new zoning laws constructed at the cheapest possible cost so a developer could maximize their profit. These type of structures would detract from the neighborhoods where they are built and may even occupy land where a more affordable home once stood.</p> <p>Even in the case of an expensive "high end" building - better guidelines would be needed as to how many of these and where they could be built in neighborhoods affected by rezoning. More "High-end" buildings would not add to the affordable housing stock.</p>	7/23/2018
8063	42	/policies/expand-homeownership/	<p>You don't expand homeownership by giving developers every that they want, which has been the practice of this city council. Developers are in it to make as much money as they can and get out. Home owners are in it to live here, invest in their community and they build stability. You need to promote home ownership in every area of the city. That means scaling back the height and density proposed in the overly zealous plan.</p>	7/23/2018
8064	22	/policies/downtown-transportation/	<p>Start looking at pedestrianizing more streets downtown. Nicollet is a good start, but isn't enough.</p>	7/23/2018
8065	6	/policies/pedestrian-oriented-building-and-site-de	<p>Covering an impermeable building in street-facing windows is only marginally better than a blank wall. Frequency of entrances and overall building width are more critical. With the elimination of parking minimums we should be able to have more buildings that are orientated perpendicular to the street rather than running along it.</p>	7/23/2018
8066	0.1	/topics/land-use-built-form/	<p>Thank you for accepting comments and taking the time to review them all. I would like to submit my comment for OPPOSITION of the rezoning plan. I live in south Bryn Mawr and moved here specifically for the unique small town feel only three minutes from the city, the biking/walking/commuter paths, the beautiful trees/park land in our neighborhood and around the lakes, and the lakes themselves. All of these things are now in jeopardy of disappearing forever with the current Minneapolis2040 rezoning plan.</p> <p>Minneapolis is an awesome city with so many different and unique neighborhoods -- something for everyone. We move into the neighborhood that speaks to our hearts and that fits our lifestyle, wants and needs. This plan will make every neighborhood basically the same. This has to be revisited and stopped!! Everything that drew me to my home and my neighborhood will be completely destroyed with this plan. I knew Bryn Mawr didn't have apartment buildings, high density, tall buildings and high walkability. That is why I moved here! That is likely why everyone in Bryn Mawr moved here! For those people that want high density and walkability, there are many neighborhoods that would fit that need -- downtown, uptown, northeast, etc. Do not destroy our rare and beautiful neighborhood when these high density neighborhoods already exist. Allow our city to have different neighborhoods, diversity and something for everyone. THE CURRENT REZONING PLAN IS UNACCEPTABLE!!</p>	7/23/2018

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8067	1 /policies/access-to-housing/	<p>I've been skipping around making comments on various perceived possible policy implementations, but due to this 11th hour time limit.....my ability to advance my thoughts concerning so many areas will not be complete.</p> <p>The immensity of this draft use as a potential template may appear as a do good proposition for a communities future.....transparency and the like, but as all the category wide policy goals over lap.....one common denominator is persistent : EQUITABLE BALANCE OF EDUCATION for every child from day one.</p> <p>Sorry.....this may not be correct place for comment.</p> <p>Today's born will be 22 years old in 2040.....will we as a people honestly be able to say that they all had an equal share of the pie, acknowledging every possible investment was made to ensure happiness in health, family and housing. Besides the fact that unknown populations shift in the future due to several factors.....painting a BROAD BRUSH of permanent zoning changes in future neighborhood housing may totally back fire. Taking things as they come.....with consistent city resident input as an ongoing engagement of policy making would render more continuity in my book.</p> <p>Investing in ourselves as human beings on all levels equitably will be our strongest city asset. If we put it FIRST.....much greater chance all would fall into place. We as the gardener must pay attention to every seed planted in order to bare fruit.....if attention is unequal, fruit % will decrease exponentially. At that point, our attention to quality growth is distractedhaving to change strategy. Our children need the greatest attention if we truly care about the bounty or a model of decency in our society for one another. Let's raise this human investment bar.</p> <p>It comes to mind that the huge number of multi unit dwellings we have recently seen go up.....appears to be accessibly fast. Who will get stuck with this new breeding of units across downtown and now growing nearer neighborhoods if or when they become unprofitable/empty for what ever the reason in 10-20 years?</p> <p>For certain.....if I am notified that an extension for this comment period has been granted.....I will continue to address more policy goals beyond only a few so far. Simply need more time.....only learned about this two weeks ago. thank you from a 72 year mpls resident.</p>	7/23/2018
8068	13 /policies/landscaping/	<p>Confused generally here about why this is specifically "in conjunction with new development." Doesn't landscaping change over time? Couldn't they change it all immediately to no longer meet guidelines? Why would new developments be subject to things that existing properties aren't?</p>	7/23/2018
8069	1 /policies/access-to-housing/	<p>Yes, yes yes! My only concern about this is the city needs to carefully maintain some green spaces, still. We need parks - both fields for sports and wild spaces, and community gardens to make up for lost lawn space.</p>	7/23/2018
8070	88 /policies/public-services-policy/	<p>311 is a joke. The people that I talk to are rarely adequately trained on the ordinances. I can call 3x on the same issue and get 3 different answers. It keeps citizens from having direct access to the departments they need to reach.</p>	7/23/2018
8071	1 /policies/access-to-housing/	<p>I support the plan to upzone all of Minneapolis. Our city is facing a severe housing shortage and we need more homes. I'm concerned that most of this upzoning is occurring in only a few places, mostly along transit routes and polluted unsafe streets. We should be upzoning neighborhood interiors and allowing more people to live in neighborhood interiors which often makes it more accessible to multiple transit routes.</p>	7/23/2018

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			Not just equal but equitable. We need to provide more and easier technology access and literacy to those who struggle to get it, and make sure city services are provided through means that don't require access to advanced technology.	7/23/2018
8083	50	/policies/access-to-technology/	I don't know what (b) means. If it's about building access a la USI Wireless, then it's a good idea but not as important as equitable access.	
8084	48	/policies/data-driven-decisions/	Will there be a collaboration with Housing Link's existing efforts on c. Create a database?	7/23/2018
8085	39	/policies/fair-housing/	If we fail to extend access to every neighborhood throughout the city, buckling to resistance to more neighbors in racially concentrated areas of wealth, I fear that Minneapolis may be subject to disparate impact lawsuits. You have clearly made the case that zoning and racial covenants and redlining created segregation and racial disparities in our city today, and that the proposal is intended to dismantle those underlying, systemic policies for our future. If we do not implement those, are we as a city subject to a lawsuit that we caved to the politically powerful people who like their still-racially-exclusive neighborhoods at the expense of people who seek the same opportunities.	7/23/2018
8086	33	/policies/affordable-housing-production/	Aging in place or the community is of interest to my family. My father recently died. He and my mother shared the house for close to 60 years near Hiawatha. She is staying in the house for now. It would be nice if she could stay in the city. Lots of change has happened over the years.....	7/23/2018
8087	22	/policies/downtown-transportation/	Members of the Pedestrian Advisory Committee generally support this policy; please see relevant comments on other related policies. I might make point b. stronger -- minimize parking downtown, or reduce, or (ideally) eliminate. Also consider converting downtown one-ways to two-way streets.	7/23/2018
8088	90	/policies/technology-in-the-economy/	This is fine but let's not go the tax-breaks-to-compete-for-Amazon-HQ route. Draw tech companies in by making this a good place to be and continue to foster local talent first.	7/23/2018
8089	44	/policies/comprehensive-investments/	"elimination of criminal and credit report barriers" YES!! But must be paired with protections for landlords so that they don't lose their property while trying to evict tenants who are not paying rent. "Expand coordination within the City enterprise including the Police, Regulatory Services, Health, Public Works and community organizations to address crime and safety issues" If you truly understand the politics of Race and Poverty then you know that these agencies have no positive role to play in working with these communities. So if you're saying here that you want to decrease the size and scope of these agencies, then I agree.	7/23/2018
8090	1	/policies/access-to-housing/	It's great that this plan allows more housing be built in all parts of the city. That's part of creating complete neighborhoods, where everyone can meet their basic needs in their own neighborhoods without driving. We must ensure more people have places to live close to the things we want to walk to. We must also build the things we want to walk to in more neighborhoods across the city. Walking shouldn't be a viable way to get around only in the most amenity-rich south and southwest neighborhoods of Minneapolis; it must be possible in every corner of the city. The draft 2040 plan still greatly limits housing in most areas and could go farther to support walkable communities, but it's a good step forward. At the same time, I'd love to see more policies to combat residential displacement of low-income people and hope City of Minneapolis staff will explore more options there.	7/23/2018
8091	69	/policies/renewable-and-carbon-free-energy/	No. Do not protect solar access on commercial or residential buildings. While local, distributed generation is going to be a crucial component of decarbonizing the power grid, continuing densification of the city is even more important, and preventing an apartment building from being built on a given lot and thus making the several families that could have lived there find housing out in the exurbs instead to prevent shading of one 25kW solar array is counterproductive.	7/23/2018
8092	5	/policies/visual-quality-of-new-development/	For policy 5 (d) there should be some reasonable allowance for sides and backs of buildings to deviate from their fronts. Requiring them to be similar may add expense where there's limited benefit. Maybe remove "similar to and"	7/23/2018

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8093	1 /policies/access-to-housing/	<p>I am opposed to the ubiquitous upzoning of the city. Being a white homeowner, vocal proponents would portray that as racism, classism and selfishness. I propose it's three other reasons: First, I don't think it will accomplish the purported objectives. Second, I think it treats housing as a commodity, and thereby misses deleterious unintended consequences. Third, there is a way to meet the objectives without the negatives.</p> <p>QUESTIONING THE EFFECTIVENESS</p> <p>A) The plan implies a supply and demand argument for increasing housing units. That would work in a closed system, but probably not an open one. If Minneapolis stays great and becomes more affordable, that will increase the number of people wanting to live here, driving up the prices. My block just had people move here from California and Colorado, because it IS more affordable.</p> <p>B) The cheapest properties are already more profitable as tear-downs. Allowing multi-unit will accelerate that trend and remove them from the market. There is information that the wealth gap between whites and people of color is significantly driven by home ownership. I guess removing the cheapest homes may help by making whites less wealthy. I hear proponents say that people who cannot afford a single family home can afford a property with rental income. It's a nice idea, but the developers are going to price accordingly. You've got the same number of property owners (or less, as multi-units will be purchased by business owners) and prices will respond.</p> <p>C) As a bus rider and bicyclist I think increasing density along transit corridors and in large buildings makes sense. Increasing density away from transit seems disadvantageous in that it increases the number of people likely to drive and therefore increases traffic.</p> <p>HOUSING AS A COMMODITY</p> <p>Proponents of upzoning seem to think that the key factors in housing are cost and distance to destinations. That's fair for people who cannot readily afford housing, but it really doesn't fit human nature.</p> <p>A) Some people want a busy urban environment right next to a coffee shop and entertainment. Some people want quiet streets where their children can play safely. Some people want something in the middle. To mix multi-unit housing throughout neighborhoods - as opposed to a gradient with swaths of quiet blocks - means fewer can get exactly what they want. People often make the mistake of thinking that diversity comes from homogeneous mixing (in this case of housing types), when really it is the opposite. You wouldn't increase the diversity of Lake Nokomis park by spreading the water out and creating a giant mud pit to increase diversity, would you? You need deep water and shallow water and land to create different habitats.</p> <p>B) The "preserve character" argument is currently weak, since houses are being torn down and rebuilt with houses nearly as large as a multi-unit. That happened next door to me, and I feel like it looms over with windows looking down on my back yard. When I think of having twice as many people there I think it would really change the feel. I don't think that's fair to someone who made the biggest purchase of their life</p>	7/23/2018
8094	1 /policies/access-to-housing/	<p>Lots that have been zoned as single family should not be changed in a blanket policy. Development needs to occur as demand for multifamily in a particular neighborhood dictates. Requirements for height, lot % coverage, and distance from lot lines need to be maintained unless an area has been rezoned.</p>	7/23/2018
8095	1 /policies/access-to-housing/	<p>We are strongly opposed to allowing developers to tear down the old single family homes in our Lowry Hill neighborhood and put up new, four-plexes. There are other places in the city that are accessible to downtown and could accommodate new multi-family development--such as along the Greenway corridor.</p> <p>Don't ruin the historic charm of our neighborhood--one of the most appealing areas of our city.</p>	7/23/2018
8096	1 /policies/access-to-housing/	<p>Lots that have been zoned as single family should not be changed in a blanket policy. Development needs to occur as demand for multifamily in a particular neighborhood dictates. Requirements for height, lot % coverage, and distance from lot lines need to be maintained unless an area has been rezoned.</p>	7/23/2018
8097	6 /policies/pedestrian-oriented-building-and-site-de	<p>I am supportive of this policy. It prioritizes people walking in the way we design buildings. I support orienting new buildings to the sidewalk, eliminating car parking requirements citywide, and not allowing new drive-throughs or gas stations. It would be great to see more policy detail to discourage new surface parking lots and limit their negative impact on how walking feels.</p>	7/23/2018
8098	0.1 /topics/land-use-built-form/	<p>I live in an "Interior 3" area, and I am not afraid of fourplexes! I would welcome having more neighbors to support our local businesses and provide more "eyes on the street." I am skeptical, though, that more housing alone will provide more *affordable* housing, so I support the City's efforts to ensure that some housing being constructed will be affordable.</p>	7/23/2018

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8099	1	/policies/access-to-housing/	I generally agree with this policy, but I believe it needs to consider phasing in a bit more deal to get public acceptance. I think starting with empty, vacant, or abandoned lots would be a good start. There should be some consideration of protecting valuable natural resources that's at least referenced in this policy as well. While density near Minnehaha Falls is a good thing because of light rail, it wouldn't be a good thing to allow density to overtake the area around the falls. Perhaps certain natural resources are called out as protected and the density is mitigated around these resources.	7/23/2018
8100	1	/policies/access-to-housing/	<p>... Continued from previous comment...</p> <p>AN ALTERNATIVE My house costs almost half my take home pay. I can afford it because having a house is a priority for me. It is a 3 bedroom, so I decided to get a roommate and am considering a second. She gets extremely affordable rent, my costs are lower, and the energy costs are roughly the same as for one person. A neighbor across the street who is having health problems has done the same. If all of the people who claim to be pro-density would take a roommate into their homes I think it would have a tremendous effect on housing affordability, allow seniors to stay in their homes longer and preserve the wonderful housing stock with minimal environmental cost. This is idealistic, and I don't have a magic policy for the city to achieve this. It's easier to pass a construction policy than to figure out how to change culture. But sometimes people need to change their behavior to fit the environment instead of changing the environment to fit their behavior, or we're all in trouble.</p> <p>I'm not wholeheartedly opposed to the upzoning of the city. There is room for it. To meet immediate needs some larger developments are needed. But I strongly believe it should be implemented in a way that minimizes the negative consequences for current residents and that preserves what made Minneapolis the extraordinary city it is today. And that precludes opening up every property to larger dwellings.</p>	7/23/2018
8101	6	/policies/pedestrian-oriented-building-and-site-de	<p>If parking minimums cannot be eliminated, reduction in the number per building/unit/customer/etc. is still a significant achievement. Especially for residential buildings, as parking minimums add to building costs, suppressing affordability. To go further, parking minimums should be lowered for a building if the addition of that parking interferes with the development of ground floor retail for mixed use neighborhoods.</p> <p>Action Step f should also encourage plants for their function as windbreaks.</p> <p>Action Step o should clarify the city's goals on electric vehicle infrastructure. (My goal would be to discourage dedicated charging facilities, but encourage it at existing and whatever new parking comes about)</p> <p>Action Step e would be better if it encouraged (but don't push it too hard) design considerations that were continuous. Anyone who has forgotten their umbrella appreciates small overhangs to walk under during a rainstorm.</p>	7/23/2018
8102	73	/policies/stormwater-management/	You must adhere to the state statutes regarding SH zoning if you want to control stormwater. This more the case because we will be seeing more violent storms that will dump larger amounts of water in shorter timeframes. Keep as much open land as possible. Maintain setbacks between houses. Do not allow more land to be covered with impervious surface. We need the earth to absorb the water. We also need to keep as many trees to absorb the water once it's in the ground (also to absorb co2).	7/23/2018
8103	91	/policies/heritage-preservation-outreach/	I would love to see a partnership between the City and neighborhood organizations to engage residents in selecting sites that they consider historic. The music study being completed seems to have gone more in this direction, which I really appreciate. Maybe the City could join in the partnership recently formed between the AIA and MNHS to promote architectural history in the state. The City could assist on a more localized level. I like the idea of empowerment through preservation.	7/23/2018
8104	25	/policies/innovations-in-transportation-and-infras	Safety and environmental concerns are paramount here. Autonomous vehicles should not be prioritized over pedestrian and bicycle safety. And roving empty vehicles sound like a terrible idea for carbon emissions " even if they're electric, they're getting their power from somewhere.	7/23/2018
8105	0.1	/topics/land-use-built-form/	<p>REVISING MY PREVIOUS COMMENT to add that I am a homeowner!</p> <p>I live in an "Interior 3" area, and I am not afraid of fourplexes! I would welcome having more neighbors to support our local businesses and provide more "eyes on the street." I am skeptical, though, that more housing alone will provide more *affordable* housing, so I support the City's efforts to ensure that some housing being constructed will be affordable.</p>	7/23/2018

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8106	35	/policies/innovative-housing-types/	<p>I think that duplexes offer a nice option in my current neighborhood near Pearl Park and Chicago Ave. Could some of the affordable housing be duplexes or townhomes? Maybe the bungalow courts is what you are thinking of. I think some of the changes with multi unit buildings is that it might change the appearance of the neighborhood.</p> <p>I love how green this city is. When we lost all those trees to dutch elm disease it changed the feel of the city. While some green is okay to give up, I think it is one of the things that makes Minneapolis what it is.</p>	7/23/2018
8107	0.1	/topics/land-use-built-form/	<p>Production and Packaging should allow housing. Production has changed in the past 100 years, and while not all industrial uses are compatible with residential, many are. Many types of food production, for example, could be just fine mixed with residential. The Production and Packaging area in South Minneapolis in particular is also coded for Transit 10 built form. The age of 10 story warehouses and factories has passed, significant global changes would be needed for 10 story industrial uses in the heart of the city. The proposed built form is good, and the general proposed land use is good, but we can mix residential and certain kinds of industrial in buildings.</p>	7/23/2018
8108	41	/policies/tenant-protections/	<p>When I bought a duplex, I called about accepting Section 8. The amount was much lower than the cost to cover operations, let alone bring the building up to code and make needed repairs, so I decided not to accept Section 8. "Market rate" rent was not enough to break even while bringing the building up to code and make needed repairs. I never broke even on the rental unit and was limited to the amount I could claim as a loss on my income taxes. I did not have enough income to need the loss from the unit or finances to have losses for another twenty years before I calculated I would break even. After bringing the duplex up to code and making needed repairs, I sold the duplex at a huge loss. My experience showed me the challenges of trying to maintain an older housing stock in the face of prospective tenants who do not believe the high cost of repairs and maintenance. Tenants may not understand all the aspects of maintaining housing.</p> <p>I never had a rental license inspection, though I paid annually for over a decade. Perhaps all the building permits showed licensed, bonded, and insured contractors were doing needed work.</p>	7/23/2018
8109	26	/policies/vision-zero/	<p>"I believe we should have as a GOAL: Vision Zero, Vision ZeroBlue: Eliminate fatalities and serious injuries caused by police that are a result of shootings, force, and abuse on City streets by 2027". L</p>	7/23/2018
8110	49	/policies/educational-and-economic-access/	<p>A strong public school system should be seen as instrumental to the future of our city, democracy and economy. Strengthening the support of Minneapolis Public Schools should be high priority in 2040 plan. The City of Minneapolis should provide financial and professional support to Minneapolis Public Schools. If we can fund pro stadiums we should be fund school science labs and school sports facilities. The City should see police student relationship as community building and investment in future and not simply "discipline". If police/SROs are going to continue to be in schools it should be seen as mutually beneficial and the City should cover half at least half if not all the cost. While the Health Department and Public Works are two good examples of providing financial and professional support to MPS (i.e. Safe Routes to School) city should help lead in other areas. School integration should be priority. If we are to truly achieve "One Minneapolis" we must end racial and economic isolation in our public schools.</p>	7/23/2018
8111	80	/policies/development-near-metro-stations/	<p>Development should not just be limited near metro stations. This creates a topsy turvy city where only certain segments of the city are reaping the benefits of economic development. If the city wants to actually have an equitable city, the city first needs to build a rapid, metro system that connects all points of the city and then allow for development in every neighborhood. This is the only way to create a complete city. I agree with all these actions steps, but disagree that development should only happen around metro stations for the reasons I have stated above. So the city REALLY needs to start moving on its street car plan is passed and provided funding for a decade ago to make these action steps a reality.</p>	7/23/2018
8112	84	/policies/public-safety/	<p>"I believe we should have as a GOAL: Vision Zero, Vision ZeroBlue: Eliminate fatalities and serious injuries caused by police that are a result of shootings, force, and abuse on City streets by 2027". L</p>	7/23/2018

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8113	1	/policies/access-to-housing/	<p>From Lisa MacMartin, President of the Linden Hills Business Owners Association</p> <p>On behalf of our membership, I offer the following comments:</p> <ol style="list-style-type: none"> 1. Affordable housing has not been shown to be an outcome of rezoning policies that allow for increased densities; in fact, quite the opposite effect is likely. 2. Zoning changes to France, Xerxes, 50th, 44th, and 46th Streets would most likely drive up housing costs in our area, and increase demand upon already strained infrastructure and parking. Parking is a particularly notable concern; without parking, our businesses cannot survive. 3. An increase in the median price of housing in an area ultimately drives an increase in the cost to rent commercial space, such as the C-1 spaces we're currently occupying as business owners. It's highly probable that current property owners would be motivated and incentivized under the 2040 plan to develop this commercial property and raise rents to small business owners. 4. A scenario like this could likely dissolve availability in small business areas currently occupied by one-off small businesses, in unique and quaint buildings, instead making this area attractive to franchisees and big box stores and fast food chains. 5. Any scenario that makes it impossible for the current businesses to survive and thrive, including the increased residential density proposed for our area by the 2040 plan, is opposed by our Association. 	7/23/2018
8114	17	/policies/complete-streets/	We need to consider shared-space streets in busy commercial areas. These are common in Europe and there's no reason they couldn't work here.	7/23/2018
8115	38	/policies/affordable-housing-near-transit-and-job-	While I like this idea on paper, some of the comments I read have made me think. So will people outside of Mpls and the state be the builders of these big areas. Will that truly benefit us in the long run, or are we just lining the pockets of big companies.	7/23/2018
8116	12	/policies/lighting/	What about pedestrian level lighting along light rail/brt routes and streets that lead to them? How do you make this happen along highways, like highway 55?	7/23/2018
8117	2	/policies/access-to-employment/	This policy seems to ignore the emerging concept of communal work space and the ability to use space adaptively in the city to support a variety of job types. Distributing jobs throughout the city, especially to freeway corridors like Hwy 62, might be a better strategy than distributing housing.	7/23/2018
8118	23	/policies/coordinated-development-strategy/	<p>"Use data and objective criteria to identify geographic areas most in need of reinvestment and where a coordinated approach would result in achieving Minneapolis 2040 goal" Shouldn't demographics and statistics been used to come up with this vague "plan" to begin with? I've been aghast at the generalities accepted as foundational "facts" for this plan that lack any real statistical verification. No one has any numbers, no one can say what databases they've been using, it's a "plan" based on assumptions.</p> <p>"minimize the displacement of nearby residents and businesses." Displacement of ANY residents and businesses is NOT acceptable.</p> <p>This sounds like a lot of bureaucratic jobs opening up...</p>	7/23/2018
8119	33	/policies/affordable-housing-production/	The biggest impediment to new housing affordability is new housing building codes. The city should try creative solutions, but should not be in the business of building new affordable housing units. That is not the role of city government.	7/23/2018
8120	40	/policies/homelessness/	yes	7/23/2018
8121	92	/policies/identify-and-evaluate-historic-resources/	Historic preservation should be proactive, not reactive. Too often claims of historicness are used to delay or derail proposed projects. Decisions as to whether or not these properties are historic should be made well in advance based on the significance of the structure, not based on how many cranky old white people can get mad about a building being torn down	7/23/2018
8122	70	/policies/ecology-and-habitat/	Remove lock and dam no 1!	7/23/2018
8123	5	/policies/visual-quality-of-new-development/	All of this sounds great, but at what cost to development in the concept of affordable housing? If density is expected, and the quality is mandated, will any developers actually produce realistic affordable housing? It's difficult to see how this will be applied.	7/23/2018

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8124	23	/policies/coordinated-development-strategy/	"Prioritize use of City dollars, as well as resources from other jurisdictions, on implementing coordinated district-wide development plans in these areas." I am fundamentally opposed to corporate/developer welfare. This pulls money from the bottom and gives to those at the top--gentrification, widening the gap.	7/23/2018
8125	91	/policies/heritage-preservation-outreach/	The Heritage we choose to protect is too often that of the wealthy white colonizers of the city, more expansive types of outreach should be done to identify and recognize heritage that speaks to all residents, not just the most privileged.	7/23/2018
8126	92	/policies/identify-and-evaluate-historic-resources/	This policy seems very important to the future of heritage preservation in Minneapolis. I wonder if the City could require the historic consultants who complete the context studies to partner with representatives of different local cultural groups in the areas of study. I think the idea of conservation districts should be addressed in this policy and how neighborhoods could be engaged around concerns with developmental pressures and wanting to maintain existing housing stock.	7/23/2018
8127	0.1	/topics/land-use-built-form/	It's supremely important to leverage the enormous level of political effort and investment that is going into the Green and Blue line extensions by allowing actual investment to go near the stations. Transit 10 should be the bare minimum land use, if not Transit 20. Corridor 4 zoning, as proposed for the 21st St station area, is totally unacceptable. The wealthy white people of Kenwood have had their desires enshrined in law for the better part of a century - it's time to end that.	7/23/2018
8128	92	/policies/identify-and-evaluate-historic-resources/	What about along the Minnehaha Hiawatha Corridor where there are tons of historic grain silos and buildings?	7/23/2018
8129	7	/policies/public-realm/	Some of the worst areas of public realm are around infrastructure that is not developed by the city. If you are willing to put requirements on the quality of design of buildings, how about also requiring the County, MnDOT, DNR, and other agencies to develop good quality public infrastructure projects?	7/23/2018
8130	2	/policies/access-to-employment/	Downtown is only a square mile and is rapidly losing its surface lots that can be infilled with housing/ mixed use. We should be creating minimal density requirements throughout most of the city as people want to move here and as climate change gets worse, there will be more people wanting to move here as we shall only get a little warmer and wetter while vast parts of the country will have to deal with sea level rise and horrible heat. Action step C and D is fine, but I think we should allow offices is most of the city as to not cluster all of our areas with one use. Single use zoning is not good for cities and would make reaching our walking goal very difficult.	7/23/2018
8131	42	/policies/expand-homeownership/	Educate prospective homebuyers about maintenance and working with contractors, as City of Lakes Community Land Trust does. New homebuyers may not understand the potential for a small problem, such as a plumbing or roof leak, becoming a major expense, as a person who does not address a dental cavity and ends up with w larger expense if the tooth needs to be crowned or replaced.	7/23/2018
8132	19	/policies/bicycling/	Make the Min Hi Line along the Minnehaha Hiawatha Corridor. Also make the southside Greenway, northside greenway, and great northern Greenway!	7/23/2018
8133	48	/policies/data-driven-decisions/	So.....where's the data?? Where are all these people coming from? We have the baby boomers dying off. We have people exiting the City because it's already too expensive to live here. We have generation Z which is smaller than previous generations. Where is all the growth coming from? No one has answered that question at your meetings.	7/23/2018
8134	86	/policies/healthy-food-in-institutions/	Why not preserve setbacks and height restrictions, so private homeowners and renters can grow their own gardens? Gardening is a healthy activity. It gives people a sense of accomplishment and pride when they pick a tomato from their own garden. They also get exercise and learn to appreciate the nature. Gardening also supports local based businesses. But people need light and air and land space to have a garden. Getting rid of setbacks and allowing tall buildings deprives them from all the benefits of gardening and means they need to buy their food from the grocery store.	7/23/2018
8135	41	/policies/tenant-protections/	are their rebates or rewards for those landlords who maintain their properties? What carrot vs stick option is there for landlords in order to help them do the right thing by their tenants. I think this may be hard to structure so landlords don't take advantage. My concern is what happened in Richfield that displaced a lot of people. My understanding is they remodeled the apartments, then raised rents to recoup costs and put a lot of people out.	7/23/2018
8136	11	/policies/skyways/	Require skyway entrances to have consistent, visible signage on the street, similar to Des Moines' system.	7/23/2018

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8137	5	/policies/visual-quality-of-new-development/	<p>Hmmm! I'm why you wondering why are asking when that train has already left the station! I was at a Planning Commission Meeting regarding the Doran project on the river at St. Anthony Main. You were giddy about a "glass box" and thought going higher would be "cool". The Historic Preservation people looked totally deflated, in-fact said why does our opinion matter, last time the City Council overturned our recommendation.</p> <p>The proposed project on West 44th Street is horrible in everyway. Talk about opposite architecture of the surrounding area, it is terrible in that neighborhood. There was one wise commissioner who walked the site and the neighborhood and voted it down vs Nick Magrino who was insulting and rude.</p> <p>I've run two businesses and he would be fired for his comments. In case you missed it take a look! https://www.youtube.com/watch?v=_vZHwSdLNNo My assumption is that he does not have a single family home. He's certainly not at a point in his life like we are where our years of hard work allowed us to buy a home in a neighborhood away from high density. I grew up by Lake Harriet, my Dad was born a few blocks away and sadly a number of commissioners and planners are clueless about our history in the city. To basically call us elitists that we do this for a social activity is beyond pale.</p>	7/23/2018
8138	12	/policies/lighting/	<p>Pedestrian-scale lighting should also be an emphasis on major barrier crossing, like bridges over freeways and railroad tracks. These areas are often the most unpleasant areas to walk, particularly in winter, and lighting provides some sense of personal value to the pedestrian as well as providing a more confident and positive walking environment.</p>	7/23/2018
8139	93	/policies/stewarding-historic-properties/	<p>Historic properties should be open to the public in some way, be it as a public institution or some kind of business open to the public. Private residences should not be historic resources if they can't be shared with the population somehow. If historic preservation is used as a way to block much needed housing, the very least the city can do is ensure that historic resource is available to all.</p>	7/23/2018
8140	47	/policies/housing-maintenance/	<p>yes how to do C as more carrot than stick.</p>	7/23/2018
8141	25	/policies/innovations-in-transportation-and-infras	<p>Work towards the downtown core and all activity centers being car-free zones.</p>	7/23/2018
8142	43	/policies/housing-displacement/	<p>Consider development incentives, such as more units and smaller units, for building affordable housing within a development.</p>	7/23/2018
8143	0.1	/topics/land-use-built-form/	<p>Corridors 4 and 6 need to be reduced in height. They are too much development in neighborhoods and we do not need this much density. Lower corridor 4 to 3 stories and corridor 6 to 5 stories. Then you can do away with interior 3 and leave areas that are currently limited to 2.5 stories intact.</p>	7/23/2018
8144	55	/policies/business-innovation-and-expansion/	<p>It would be great to see additional mention of businesses that not only provide jobs but are also good for people, the community and the environment. It would be great to see further details that encourage Certified B Corporations, Employment Co-ops, Credit-Unions, etc.</p>	7/23/2018
8145	3	/policies/production-and-processing/	<p>All of these action steps are great! I would add that the city should not hand out tax give aways to production companies to get them to move here. That would be a bad policy.</p>	7/23/2018
8146	45	/policies/leverage-housing-programs-to-benefit-c	<p>"Explore and implement options for amplifying community voices in housing policy and program development, including those of non-English speakers and those from communities with strong oral traditions." Inviting the residents of public housing to the meetings that were taking place to privatize their housing would have been a good start. But we should just trust you, right?</p>	7/23/2018
8147	26	/policies/vision-zero/	<p>20 MPH speed limits on residential blocks. No turn on red for the full city. Narrower streets wherever possibleâ€”when two cars approach each other from opposite directions, one should have to pull over for them to pass.</p> <p>Consider formal mid-block crosswalks for busy streets, particularly for long â€œstreetcar suburbâ€ blocks.</p> <p>Consider removing stop signs for residential intersections and leaving the intersections uncontrolled. In our part of south Minneapolis the new stop signs have been taken as permission from motorists to blow through any intersection without a stop sign.</p>	7/23/2018
8148	15	/policies/transportation-and-equity/	<p>The city should continue and expand it work around walking (higher priority) and bicycling.</p>	7/23/2018
8149	69	/policies/renewable-and-carbon-free-energy/	<p>Solar access should not be used as a tool to stop nearby development of much needed housing: a homeowner shouldn't be able to buy a \$1500 solar panel to block development to their south. Large Scale solar on larger buildings or in solar farms outside the city is a much more efficient way to provide renewable energy to city residents while still allowing the city to grow.</p>	7/23/2018

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8150	93	/policies/stewarding-historic-properties/	I really appreciate action step k, adding this as a consideration earlier in the process seems like it could really help property owners and city staff as the review continues. I think a deconstruction ordinance would be a significant step in protecting historic resources, creating jobs, and creating a greener economy. Action step b will be difficult if the city council continues to overturn HPC findings of non-compliance with historic district guidelines because they care more about having the density and development. The guidelines or the maps in this plan will need to change for many districts once this plan is realized. In response to action step e, perhaps a grant could be created or a loan for retrofits which may cost more up front but have a short payback period.	7/23/2018
8151	4	/policies/access-to-commercial-goods-and-services/	There need to be more commercial spaces in the Longfellow neighborhood. I don't think they all need to be cluster together either. Just allow it on more corners on main streets throughout the neighborhood.	7/23/2018
8152	14	/policies/tree-canopy-and-urban-forest/	I think this is especially important as some things change on these main corridors.	7/23/2018
8153	44	/policies/comprehensive-investments/	e.Ensure that housing investments in areas with concentrated poverty are part of a comprehensive community investment strategy to benefit existing residents and improve opportunity.	7/23/2018
8154	69	/policies/renewable-and-carbon-free-energy/	Will "ensure" include goals and evaluation metrics?	7/23/2018
8155	0.1	/topics/land-use-built-form/	Solar shouldn't be used as a tool to stop development or hinder it.	7/23/2018
8156	68	/policies/energy-efficient-buildings/	We need to avoid more high rise building in the Lake-Dean Parkway- Excelsior area as it will only exacerbate congestion. Need input from communities affected by the anticipated changes.	7/23/2018
8157	1	/policies/access-to-housing/	Include looking to the St. Paul Ecodistrict for inspiration regarding increasing the efficiency of heating with non-fossil fuel energy sources. Alternative energy systems are continuously improving, so try to implement a system to regularly verify existing programs are producing the greatest effects.	7/23/2018
8158	63	/policies/food-access/	For this policy there should be more definitive guidelines describing not only the type of housing that can be placed at these different locations (ie. a 4-unit building doesn't describe what the overall height of the building could be which allows for blocking sunlight and negatively affecting immediate neighbors). Note that this is one concern that we've already been seeing with new very large single family homes (located on very small lots "tear downs) and it would be great for this policy to address solar studies and height regardless of the number of units within the building. Only calling out the number of stories is not an adequate method since there is too much interpretation (such as the height of the first floor, the height of each individual story, etc.).	7/23/2018
8159	18	/policies/walking/	Learning from trusted experts in communities such as Tamales Y Bicicletas, Britt's Indigenous Health, Wellness and Cultural Arts and IPOC leadership. There are community powered solutions that are offering teachings and strengthening underrepresented and under resourced communities. Fostering connectivity and engagement adds value to all of Minneapolis.	7/23/2018
8160	1	/policies/access-to-housing/	There is no mention of auto enforcement here. As a person that regularly walks around the city, there are two main sources of stress from drivers: speeds and lack of awareness at intersections with pedestrians. Particularly, vehicles that are stopping rarely stop behind the stop bars, let alone behind the crosswalk. A rapidly approaching vehicle is one of the most terrorizing sights as a pedestrian in a legal crosswalk. More signage for no-turn-on-reds and enforcement of stop zones would good a long way to making pedestrians feel equal in the eyes of the city.	7/23/2018
8161	1	/policies/access-to-housing/	I strongly disagree with allowing duplex, 3 unit and 4 unit buildings to be built on traditional single family dwellings. This can affect property value and cause parking congestion. People are still going to have cars. Kelly M. Windom	7/23/2018
8162	93	/policies/stewarding-historic-properties/	My block is mixed use and zoned for 2.5 stories. I bought it know this zoning. This plan puts us at 3 stories, which would limit the light and radically change my block. In addition, the transit corridor, currently lined with building that are mostly 2.5 story homes or businesses, with a few apartment buildings at 3 levels, is planned to have 4 stories allowed. This is a neighborhood that can not sustain that amount of density without making getting around impossible, overuse and ensuing damage to our neighborhood parks, air quality, water... Scale it back.	7/23/2018
8163	10	/policies/street-grid/	Could some of these historic places be used for housing stock? Multiunit? What about parking and transport that supports some of these areas?	7/23/2018
			I think the city needs to be more specific about this, and actually show in plans and maps where they would like the street grid to go. That way developers and the community have something to start with right away.	7/23/2018

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8164	94	/policies/heritage-preservation-regulation/	What types of changes to the guidelines are being discussed? Would things like height allowances be brought to the same place as this plan? I agree with action step d, the ordinance should have more guidance in regards to mitigation, perhaps set paths a developer could select. I also think a deconstruction ordinance could really help in those cases.	7/23/2018
8165	23	/policies/coordinated-development-strategy/	Consider adaptive reuse of buildings to maintain the city's fabric/history.	7/23/2018
8166	39	/policies/fair-housing/	I have neighbors (in SW) who are housed through MPS scattered site housing program. Both families are mostly interested in living in a crime free area with decent schools. They don't particularly aspire to live in SW. The city needs to find ways to rehabilitate the northside as well as parts of south Minneapolis, from crime and improve the quality of the schools in these areas. That is what people really want. My Somali neighbors actually prefer to shop in Somali businesses and associate with Somali community. I can understand and respect that. Why doesn't the city do something about the crime????!!!	7/23/2018
8167	1	/policies/access-to-housing/	We love our single family housing neighborhood with a variety of age groups and ethnicities in sw minneapolis. Dense housing with multiple units and big footprints of major housing buildings are not beneficial to neighbors who know each other and work together to promote a safe and friendly neighborhood within a major city. Children thrive in a neighborhood where people meet and welcome each other and go to neighborhood schools. High density housing is not our goal. No to this plan. Benefits property developers, not families living in the city and paying property taxes. Keep our neighborhoods and city livable.	7/23/2018
8168	30	/policies/arts-and-cultural-assets/	NE has a thriving art community. Please continue to support those artists that are currently supporting NE Minneapolis!	7/23/2018
8169	1	/policies/access-to-housing/	I generally agree with this policy. I strongly agree with the action steps a, b, and c. However, I would replace steps d and e with the action of "allowing new multi-family housing city-wide." Including up to 4-unit dwelling building types is not a crime and would increase the options for people in different parts of the city. Single family zoning creates de facto segregation and Minneapolis has a long history of redlining. If one of the goals is to reduce disparities for people of color and indigenous people, compared to white people, access to housing must be improved. Density is not a dirty word!	7/23/2018
8170	1	/policies/access-to-housing/	Increasing affordable housing is a laudable goal, but there does not seem to be a mechanism in the plan to ensure that new housing will be affordable. Simply increasing supply does not guarantee a lower price. I live in an interior 1 neighborhood. Many lots simply could not handle a fourplex reasonably. Also, the complete elimination of single family home zoning is causing significant concern from residents that have invested in their homes in the belief that the neighborhood would stay essentially the same. Allowing such buildings as a conditional use would work better and would allow case by case evaluation of each proposal.	7/23/2018
8171	1	/policies/access-to-housing/	Increasing affordable housing is a laudable goal, but there does not seem to be a mechanism in the plan to ensure that new housing will be affordable. Simply increasing supply does not guarantee a lower price. I live in an interior 1 neighborhood. Many lots simply could not handle a fourplex reasonably. Also, the complete elimination of single family home zoning is causing significant concern from residents that have invested in their homes in the belief that the neighborhood would stay essentially the same. Allowing such buildings as a conditional use would work better and would allow case by case evaluation of each proposal.	7/23/2018
8172	33	/policies/affordable-housing-production/	Though I agree with the overall goal of this policy it seems to be lacking in specifics. It would be great to see concrete ways that this could be achieved such as tax cuts for those developing affordably priced accessory dwelling units, advantages for those developing tiny homes that could be more affordable to rent or buy, etc.	7/23/2018
8173	80	/policies/development-near-metro-stations/	This is a pretty sounding goal, but the land use map doesn't reflect it. Maximizing the value of the Blue Line investment is not building towers on that strip between Hiawatha and Minnehaha and leaving the area to the west of Hiawatha (where you don't need to cross a freeway to get to the train) as SFHs forever. The minimum required development intensity anywhere within a half mile of any METRO station should be four stories, scaling up as you get closer, even and especially where the previous decades of zoning regulation were horrifyingly exclusive.	7/23/2018
8174	9	/policies/open-spaces-in-new-development/	Promote low impact landscaping, like permeable surfaces or low water requirements for plants. These spaces might make good places to increase the absorption of water into the ground, reducing flood risks.	7/23/2018
8175	6	/policies/pedestrian-oriented-building-and-site-de	Eliminating requirements for off-street parking is not a sound policy. It allows developers to skirt concerns of residents by eliminating congestion of traffic flow and parking access as real concerns a new build must address. Off-street parking requirements have in some neighborhoods forced developers to reconsider simply massing their build size and listening to how their build will interact with neighborhood parking and traffic patterns, resulting in an improved development product for all residents, new and old. The off-street requirement should not be removed; it has been a responsible requirement that helps integrate new developments into established neighborhoods.	7/23/2018

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8176	56	/policies/supporting-small-businesses/	Current Small Business Development Centers are not prepared, nor have the capacity to engage, educate, and inspire new Small Business entrepreneur's. We should have deeper conversations with community who have found gaining information difficult.	7/23/2018
8177	46	/policies/healthy-housing/	There are already great tools that exist to address health hazards in housing such as the building standards FitWel and WELL. Both of these address a wide range of design components that affect physical and mental health and have been used throughout the world.	7/23/2018
8178	1	/policies/access-to-housing/	This is such a critical priority and policy. Housing density needs to be spread out across the city, not just concentrated in areas that are already dense because of a history of redlining and restricting zoning. All neighborhoods should be welcoming to more neighbors and share the burden and opportunity of expanded housing across the city. Please do not let wealthy neighborhoods water this policy down for everyone elseâ€”everyone in Minneapolis deserves options for where to live. Getting ahead of the curve on density will prevent massive displacement and gentrification in the future. It would be great to see specific incentives for locally owned small scale residential structures, perhaps with support and incentives for coop options and/or subsidies for new local landlords.	7/23/2018
8179	4	/policies/access-to-commercial-goods-and-service	As listed above most errands are a long distance and personal automobiles are used causing more economical issues in the city. I feel that the light rail systems need to be more extensive and accessible in order for more people to use them in their everyday routines. Reaching out to near by cities with clean accessible stations with nearby parking . This would significantly reduce the amount of emissions produced and increase the amount of light rail use for every day things such as grocery run, sports event, or everyday office job	7/23/2018
8180	81	/policies/social-connectedness/	Stop funding unrepresentative neighborhood organizations. Make them reflect their community if they don't pull findings. Organize through other ways. These groups rarely reflect the overall neighborhood.	7/23/2018
8181	12	/policies/lighting/	Add something about lighted signs too. Done right, they can really add a nice element to buildings.	7/23/2018
8182	2	/policies/access-to-employment/	Without a plan to add transit to suburban job destinations from all areas of the city, without having to go downtown, you havenâ€™t helped this problem. There are many large corporations, e.g United Health, General Mills, etc. that are in the suburbs. More direct lines to employment nodes would be helpful.	7/23/2018
8183	1	/policies/access-to-housing/	As a renter in a fourplex in the CARAG neighborhood, I see the value that increased density and diversity of housing will bring. Without the availability of apartments, I would not otherwise be able to afford living in this neighborhood, and with rents rising around me, Iâ€™m grateful to have a landlord that does not insist upon consistently raising rent. Iâ€™m strongly in support of these policies and believe they will be a good start towards slowing the rising cost of housing, hopefully allowing others to access housing affordably in the way Iâ€™ve been able to.	7/23/2018
8184	19	/policies/bicycling/	More???? I love to get on my bike but we don't need more lanes! As it is I don't see them using them as often as one would think. We are already the number one city for biking, paths etc. God forbid those of us that drive are getting scrunched in on the roads. Park, Portland, and the worst Bryant Av. because it is two way. I cannot pass a car because the bike lanes are to wide. We live very close to the Parkway, there are tons of bike trails but the bikers would prefer to be on the road. What's that about and they drive on even busier roads ignoring the places they are supposed to use. That causes more congestion!	7/23/2018
8185	4	/policies/access-to-commercial-goods-and-service	This policy discriminates against people with physical disabilities. We need to be able to drive as well as those who can, use public transportation.	7/23/2018
8186	95	/policies/heritage-preservation-financial-incentive	I think financial incentives would be a great step, especially for homeowners in historic districts. Architectural assistance is an interesting idea. A program that provided owners and their architect one day of consultation with a historic architect who meets the Secretary of the Interiorâ€™s Standards towards the beginning of the process could really smooth things out later on. Financial assistance could make a big difference in gaining additional historic properties, especially in areas of lower income. I think a property tax reduction for well maintained buildings of a certain age, like 100 years should be considered.	7/23/2018
8187	49	/policies/educational-and-economic-access/	Yet it was so hard to get Mpls to agree to \$15/hour, which is NOT a living wage. An economic forum at the U of MN 8 years ago determined that a living wage in this city, at that time, was \$20/hour. You can't claim to be aiding the working poor if you're not willing to pay them. This language is so vague.	7/23/2018

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8188	37	/policies/mixed-income-housing/	I realize this plan would do less to loosen building restrictions in fancy neighborhoods than people think. I think it should actually do more. I would like to see a greater quantity of housing in high-price neighborhoods. Existing homeowners should not be allowed to maintain an unfair monopoly on convenient access to amenities and fancy lakes. I want zoning policy to work toward the goal of affordable housing in every neighborhood, not against, the way it does now.	7/23/2018
8189	81	/policies/social-connectedness/	Abolish city recognition of neighborhood organizations #ACRONO	7/23/2018
8190	0.1	/topics/land-use-built-form/	Please let more housing be built everywhere!	7/23/2018
8191	33	/policies/affordable-housing-production/	This policy needs to get more specific with implementation tools, for ensuring equity in affordable housing production and access, and protection for those in affordable housing.	7/23/2018
8192	5	/policies/visual-quality-of-new-development/	Any new construction needs to match the existing height in neighborhoods and also needs to blend in to maintain the aesthetic integrity of our neighborhoods.	7/23/2018
8193	81	/policies/social-connectedness/	As a DMNA board member, neighborhood associations are nothing but a tool to amplify the voices of the already privileged. We don't need a stronger voice than we already have. Abolish City Recognition Of Neighborhood Associations.	7/23/2018
8194	60	/policies/intrinsic-value-of-properties/	<p>Variences such as Vermillion Development on University Ave. like 2.5 stories to a variance of 14 stories and setbacks of 37 feet changed to 10 feet next to historic properties and blocking views from Tower Hill Park and homes put the lie to your "zoning" and fake planning rules that the rich ignore and the rest pay for with degraded properties while throwing away community identity and preservation of historic areas.</p> <p>Your rules are used as a legal cudgel to regular citizens while banks and finance companies and politically favored developers suck up TIF subsidies, externally costed variances and make an ugly unlivable environment because they have no rules, only money rules, masked by the phoney "2040 Plan".</p>	7/23/2018
8195	1	/policies/access-to-housing/	One size does not fit all. Minneapolis has been unique among large U.S. cities in its extent of single-family residential areas. Not opposed to 4-family dwelling units on existing single family lots provided the area of the lot is sufficient to accommodate dwelling unit, accessory structures, including off street parking and green spaces for dwelling units. In areas of Minneapolis with 5,000 square-foot single-family lots, 4-plexes--if allowed to be constructed without further restrictions--could result in residential area with densities approaching units/acre. If that's the intent, guide areas appropriately for this density and develop land use regulations that appropriately address higher density residential uses. We'll end up with fewer accidental landlords and better developments. Higher density does not address affordability.	7/23/2018
8196	15	/policies/transportation-and-equity/	BRT need to be a major priority. They cost way less than other transit systems and would significantly improve transportation for the most residents of minneapolis.	7/23/2018
8197	60	/policies/intrinsic-value-of-properties/	What are the processes you use to determine what buildings and landscapes are important to the cities heritage? Aren't these decisions fairly fluid and based in community context? Maybe we should go back to the old ways, where each community could determine it's own values and goals and get NRP money to support those same.	7/23/2018
8198	9	/policies/open-spaces-in-new-development/	In addition to the open park-type space, enforcing building set backs to allow for full sidewalk use and access will be crucial to creating a truly pedestrian-friendly city. Too often in developments, builds have been permitted to encroach on setbacks, to the visual/aesthetic and physical safety of pedestrians.	7/23/2018
8199	10	/policies/street-grid/	Step e holds a lot of potential for shaping how our city moves in the future. Make sure it is a priority of city planners to consider if adding lanes for cars is really the best option.	7/23/2018
8200	50	/policies/access-to-technology/	<p>We were promised FREE internet when USI Internet partnered with the City. We didn't get it. But we should just trust you, right?</p> <p>What did you do for net neutrality??</p>	7/23/2018
8201	4	/policies/access-to-commercial-goods-and-service	Doing what you can to get a real grocery store (or more than one) to locate on the North Side would be great. Not sure that rezoning will accomplish that.	7/23/2018
8202	81	/policies/social-connectedness/	Abolish city recognition of neighborhood organizations. Neighborhood organizations are exclusionary and often uplift the voices of people who are already connected to power. The city should expand their outreach and empower the Ward offices to work at the neighborhood level, rather than handing over money to rich white people pretending to represent the entire neighborhood, while actually giving themselves loans to renovate their kitchens and using their perceived authority to block new development for selfish reasons. Abolish city recognition of neighborhood organizations.	7/23/2018

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8203	45	/policies/leverage-housing-programs-to-benefit-c	Tie some development dollars/incentives to trades training for city/community residents who are women or persons of color.	7/23/2018
			<p>Minneapolis Policy of Social Connectedness</p> <p>Actively build the community's capacity to strengthen authentic engagement through neighborhood associations and City advisory committees and to facilitate meaningful resident, business owner and property owner input into City policies, programs and procedures. Create new avenues to facilitate meaningful engagement with underrepresented and vulnerable communities. (INCLUDING STRENGTHENING BRIDGING SOCIAL CAPITAL through voluntary associations and local hands on projects.)</p> <p>Expand activity and participatory arts programs for older adults, extracurricular activities for youth social engagement, youth peer mentoring and intergenerational COMMUNITY PROBLEM SOLVING, PROJECTS and mentoring</p> <p>Ensure safe and welcoming PUBLIC and PRIVATE community spaces for all, including parks, MULTI FAMILY BUILDINGS and CONGREGATE LIVING SPACES (community rooms), BUSINESSSES (i.e. restaurants with meeting rooms), CO-WORKING SPACES, COMMUNITY WORKSHOPS/ TOOL LIBRARIES, FRIENDLY SHARED SPACES (in private yards) community and youth centers, and city streets and rights of way, located in all areas of the city.</p> <p>Ensure integrated PUBLIC community centers that provide FREE or AFFORDABLE space for CIVIC GROUPS, recreational and educational programming, counseling and support services, and socialization.</p> <p>AND</p> <p>Support and encourage the expansion of events that bring communities together, such as Open Streets Minneapolis, AND OF voluntary associations that strengthen long-term connections between residents around common interests, shared learning, and problem solving that builds people's long term capacity to organize and work together across differences to improve their lives and neighborhoods. (through matching grants, social media, etc.)</p> <p>NOTES For example RECAST http://www.minneapolismn.gov/coordinator/recastminneapolis/index.htm</p> <p>Crowd Source projects with Matching grants http://www.clevelandclimateaction.org/</p> <p>Expand the use of social media to share information and encourage collaboration and civic engagement.</p> <p>AND ADD</p> <p>Strengthen our network of block clubs in partnership with neighborhood associations and city departments to enable more diverse volunteers to work with their neighbors on their blocks to expand community connections and to solve problem and improve their lives, while meeting city-wide goals</p> <p>i.e. improving safety, equity, livability, clean energy, energy efficiency, water quality, zero waste, urban forestry, pollinators, walking and biking, health, youth and families, emergency preparedness, etc.</p> <p>Comments on improving Community Connections from our conversation with Public Health Staff on July 19</p> <p>Sean Gosiewski, Executive Director 612-250-0389 sean@afors.org www.allianceforsustainability.com/minneapolisgreenteams (Corcoran</p>	7/23/2018
8204	81	/policies/social-connectedness/	Sean Gosiewski, Executive Director 612-250-0389 sean@afors.org www.allianceforsustainability.com/minneapolisgreenteams (Corcoran	
			1. Make sure sidewalks are clear of ice and snow in a timely fashion. That means more so than current policy of calling it in and waiting for days for anything to happen. Fix this!	7/23/2018
8205	18	/policies/walking/	2. Curb cuts need to be plowed so people can go from block to block. This is a city responsibility.	

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8206	81 /policies/social-connectedness/	<p>Community Policy of Social Connectedness</p> <p>Actively build the community's capacity to strengthen authentic engagement through neighborhood associations and City advisory committees and to facilitate meaningful resident, business owner and property owner input into City policies, programs and procedures. Create new avenues to facilitate meaningful engagement with underrepresented and vulnerable communities. (INCLUDING STRENGTHENING BRIDGING SOCIAL CAPITAL through voluntary associations and local hands on projects.)</p> <p>Expand activity and participatory arts programs for older adults, extracurricular activities for youth social engagement, youth peer mentoring and intergenerational COMMUNITY PROBLEM SOLVING, PROJECTS and mentoring</p> <p>Ensure safe and welcoming PUBLIC and PRIVATE community spaces for all, including parks, MULTI FAMILY BUILDINGS and CONGREGATE LIVING SPACES (community rooms), BUSINESSES (i.e. restaurants with meeting rooms), CO-WORKING SPACES, COMMUNITY WORKSHOPS/ TOOL LIBRARIES, FRIENDLY SHARED SPACES (in private yards) community and youth centers, and city streets and rights of way, located in all areas of the city.</p> <p>Ensure integrated PUBLIC community centers that provide FREE or AFFORDABLE space for CIVIC GROUPS, recreational and educational programming, counseling and support services, and socialization.</p> <p>AND</p> <p>Support and encourage the expansion of events that bring communities together, such as Open Streets Minneapolis, AND OF voluntary associations that strengthen long-term connections between residents around common interests, shared learning, and problem solving that builds people's long term capacity to organize and work together across differences to improve their lives and neighborhoods. (through matching grants, social media, etc.)</p> <p>NOTES For example RECAST http://www.minneapolismn.gov/coordinator/recastminneapolis/index.htm</p> <p>Crowd Source projects with Matching grants http://www.clevelandclimateaction.org/</p> <p>Expand the use of social media to share information and encourage collaboration and civic engagement.</p> <p>AND ADD</p> <p>Strengthen our network of block clubs in partnership with neighborhood associations and city departments to enable more diverse volunteers to work with their neighbors on their blocks to expand community connections and to solve problem and improve their lives, while meeting city-wide goals -</p> <p>i.e. improving safety, equity, livability, clean energy, energy efficiency, water quality, zero waste, urban forestry, pollinators, walking and biking, health, youth and families, emergency preparedness, etc.</p> <p>Comments on improving Community Connections from our conversation with Public Health Staff on July 19</p> <p>Sean Gosiewski, Executive Director 612-250-0389 sean@afors.org www.allianceforsustainability.com/minneapolisgreenteams (Corcoran</p>	7/23/2018
8207	81 /policies/social-connectedness/	<p>Neighborhood Organizations do not represent the demographics of the city, and should not be taken as representatives of the community. They can be one part of engagement but not all of the engagement, or even a large portion of it. Many NOs feel like they are the be all end all of community engagement when in fact they are very bad at it. Attitudes need to be adjusted so they understand they are at best a small piece of a large puzzle.</p> <p>Neighborhood organizations should be monitored to ensure they are working to be representative of their communities, and funding and recognition should be based on this monitoring. If they are not able to represent their community, they should not receive funding and they should not be formally recognized by city departments.</p>	7/23/2018
8208	49 /policies/educational-and-economic-access/	<p>Schools need to be a bigger part of 2040 planning. If we want to preserve and protect public education the City has to work together with the School Board, Met Council, Hennepin County, Ed Graff and MPS, and the State. We can't plan for schools without coordinating it with our area development plan. The Plan is too focused on job training. Minneapolis needs strong public schools.</p>	7/23/2018
8209	96 /policies/heritage-preservation-recognition/	<p>I think interpretive signs could be really cool. I know that people in the historic district near where I live were pretty excited about their new street signs. I think the big factor would be who pays for the signs. Perhaps large developers should be required to do some public interpretation signage as part of their COA. It could be a cool way to link in policies on the creative sector job creation and public art. Some explanation of how the city currently recognizes properties should be included in the summary.</p>	7/23/2018

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8210	6	/policies/pedestrian-oriented-building-and-site-de	<p>Maybe encouraging garage use vs parking on the street would help...LOL Though in theory I am happy with the bike lanes, in some areas I think it has been a bit excessive and inhibited traffic flow. Bicyclists should also follow the same rules of the roads as cars and other vehicles. I see many bicyclist run through stop signs, stop lights. Who does this help? Also people should be required to wear a helmet. Traumatic brain injuries (TBI) are a very real thing and end up costing everyone!</p>	7/23/2018
8211	1	/policies/access-to-housing/	<p>We are already building many units. The vast majority of those are luxury apartments. This plan does not do anything to meet the needs of people in search of affordable housing. It does, however, fulfill the dreams of developers. Citizens before developers.</p>	7/23/2018
8212	1	/policies/access-to-housing/	<p>No consideration has been given to school capacity in this topic. In the SW part of the City, schools such as Lake Harriet and SW High School area already at or beyond capacity with limited physical plant for expansion. Where will all of these new residents be educated? It lacks vision to simply say that the plan "doesn't address schools."</p>	7/23/2018
8213	1	/policies/access-to-housing/	<p>This all sounds good, especially higher density on transit routes, allowing new housing consistent with existing housing, and allowing multi-unit housing in residential areas. More density allows for more complete neighborhoods and less driving, which is great.</p>	7/23/2018
8214	97	/policies/heritage-preservation-legislative-advoca	<p>I'm not sure what this would look like but it is an interesting idea, I don't really think of the City as an advocate.</p>	7/23/2018
8215	18	/policies/walking/	<p>Walking needs to be central to the plan, not an after-thought with cars and other motorized vehicles at the center. For example, the number of stop signs along Dupont Ave South from 42nd to 46th streets ALONG WITH the grassy boulevard significantly increases comfort for pedestrian crossing of Dupont. An extremely POOR example is being a pedestrian on the east side of Hiawatha at 43rd Street trying to get to the light rail station at 46th.</p>	7/23/2018
8216	51	/policies/healthy-pre-k-development/	<p>At the community meetings, we were told that the City has no educational plan, that it's a separate plan made by the Dept of Education. Who is this for?? Minneapolis laid off 20 teachers at South High last year. We keep paying more for education as the number of drop outs increases, class sizes increase and graduation rates decrease.</p>	7/23/2018
8217	17	/policies/complete-streets/	<p>Great, but work with public work to make sure this fits into how projects are funded. Too often they are only "resurfacing" and they don't do anything for signage, benches, bike racks, more crosswalks, etc. Also, please coordinate efforts with the park board so trails and streets are better connected.</p>	7/23/2018
8218	17	/policies/complete-streets/	<p>Great, but work with public work to make sure this fits into how projects are funded. Too often they are only "resurfacing" and they don't do anything for signage, benches, bike racks, more crosswalks, etc. Also, please coordinate efforts with the park board so trails and streets are better connected.</p>	7/23/2018
8219	35	/policies/innovative-housing-types/	<p>Yes" more opportunities for housing coops! Please expand options for those who can't afford a house or who don't need a house to still build equity within their community. This needs to be easier to do and more supported by the city. The Tenderloin district in San Francisco has done amazing work on SRO protection and making SROs a part of the neighborhood pride (and countering stigma of sros being a blight in ge community). They would be a good resource for consultation.</p>	7/23/2018
8220	34	/policies/affordable-housing-preservation/	<p>Yes! Yes! Yes! No to developers tearing down existing affordable housing so they can maximize profits by building taller building that are not affordable to current residents. YES to current residents being able to stay in their communities, where density is not so dense as to make the city unlivable.</p>	7/23/2018
8221	53	/policies/quality-of-life/	<p>I think action step c should also mention cultural and historical assets.</p>	7/23/2018

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8222	1	/policies/access-to-housing/	The goals behind this policy maybe well intended however there is a lot of unintended consequences. This is a very complex issue and needs further review to ensure the related goals are maintained, city needs to keep the character of the neighborhoods and housing needs to be affordable to low and middle class families. This policy promotes development. Somehow we need to ensure that the development does not replace older houses with new new development that may provide more units that are smaller and more expensive. An effort needs to be found to provide housing for families at prices that people can afford. I am a single middle aged individual with an income level that is slightly greater than the medium income. I am currently renting and would love to stay in Minneapolis however that might not be possible as the rents are increasing and entry level homes are not available for sale as developers/homeowners are holding them for rental. The city needs to find a way to allow for development but the city must find a way to maintain character and diversity of the city. It is not an easy issue but further thought is needed so that we build a community that will work. In many neighborhoods in and near downtown, parking is an issue for business and housing a policy is needed to ensure this does not continue to be an issue and lack of parking spread to other neighborhoods and lack of a consistent development policy will cause the lack of parking to spread.	7/23/2018
8223	14	/policies/tree-canopy-and-urban-forest/	This goal is direct conflict with increasing density. Trees need land, space, light, and water to grow. In return they absorb water from the ground (using excessive rainfall) and absorb co2 from the air. But none of this happens if the city promotes high density throughout the city. In the current plan high density is the first and only real policy, and trees and the environment aren't even really on the list.	7/23/2018
8224	19	/policies/bicycling/	Very positive improvements have been made to biking in Minneapolis compared to 20 years ago. Keep up the good work. Specifically, complete the Grand Round with PROTECTED bikeways.	7/23/2018
8225	4	/policies/access-to-commercial-goods-and-service	Allow small commercial uses in every district, even Interior 1. There's no reason a small coffee shop or convenience store shouldn't be allowed to exist on every block in the city.	7/23/2018
8226	34	/policies/affordable-housing-preservation/	Your high rise density will have the same effect on affordable housing as it has in Manhattan, San Francisco, Chicago Lake Districts, Portland and Seattle. It will price out the poor. It is the same stupid plan and it is already making more ugly urban space that we thought we stopped in the 1970s.	7/23/2018
8227	49	/policies/educational-and-economic-access/	<p>On (c.) If schools are not part of 2040 planning and if in fact we want to preserve and protect that asset we have to make Met Council, Hennepin County, Ed Graff and MPS, and the mayor and city council all work together. We can't plan for schools without coordinating it with our area development plan. Thanks! Also, our goal shouldn't simply be to eliminate racial disparities it should be for excellence across the board! Neighborhood schools, walkable schools, excellence in all schools.</p> <p>On (d.) One way to get a diverse city workforce is to offer incentives get first responders including police, fire, EMTs, teachers and social workers, by giving them free homes in crisis areas and if they stay and raise families they get further economic incentives for putting down roots. Rather than the viral overload of market-rate gentrification this would be an inoculation of limited positive antibodies that bolster the immune system of the community for lack of a better metaphor.</p> <p>Also, it stops the spread of our blue tax dollars into red country. We shouldn't have police living in hunting and fishing territory and then coming into town with that mentality to patrol our streets. We may not be able to force them to live in the city in crisis neighborhoods but we can incentivize them and the people who will accept those incentives will often be from the communities themselves.</p>	7/23/2018

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8228	1	/policies/access-to-housing/	<p>My issue is with "Neighborhoods farthest from downtown". My wife and I moved here 10 years ago. We lived downtown MSP and after getting married decided we wanted a home with a yard (even if tiny). Southwest Minneapolis is where we decided to reside after finding a single family home with its own yard within a reasonable budget. We have thankfully seen the neighborhood turnover the last 3 years with MANY young families moving in. Since we purchased just above the BUILDER THRESHOLD of a tear down we can live in a single family house. It's smaller then the new homes but it's ours and it has a lawn in Minneapolis...which is important to us because we love this city. To change the zoning laws means we probably would have had to move into a duplex or fourplex in this area as the market would dictate the rising costs, NOT THE TYPE OF HOUSING. We thus would have moved away from Minneapolis as the smaller homes would be replaced with duplex's, instead of larger homes, in which we didn't want to live. Affordability isn't a function of the type of housing.....Ask people who pay millions of dollars to live in tiny condos in New York. It's a function of demand. The southwest corridor commands a lot of money because its SUCH A GREAT PLACE TO LIVE FOR FAMILIES THAT WANT A HOUSE WITH A YARD FOR CHILDREN IN A NEIGHBORHOOD WITHIN THE CITY. We don't want to live Downtown and we don't want to live in Uptown. We've done that. Great places but not where you want to raise a family!!!!!!!!!! Turn the neighborhood into 4 plexs and single families will move out and dual income households with no kids or other high end money earners will move in. Look at Downtown or Uptown. It's high density housing and new condos go for more than most surgeons I talk to want to pay.</p> <p>Please add more public transportation. That is great. But what percentage of households will use it? 25% conversion rate by 2025? Probably ambitious. To accomplish that you'd have to add more jobs and change the types of jobs within the city. To do this where would you build these structures for jobs? Would you have to take away from current green space or rezone housing? I don't know the answer but adding 2,3,4 times the amount of people for a 25% (ambitious) conversion rate on household greenhouse gas emissions seems pretty far fetched. The jobs within the city are the jobs within the city. So to reduce that driving rate you need to create better public transit for people that already live in the city and commute WITHIN there. You can't help the people that move outside of the city. Change the zoning laws and more people will move outside of the city and thus "commute" to the existing jobs they have.</p> <p>I could write for hours on this and I hope that intelligent people actually read this!!!!!!!!!!</p>	7/23/2018
8229	52	/policies/human-capital-and-a-trained-workforce/	<p>Action step e would benefit from partnerships with professional organizations. I also think this should tie into the policy on homelessness.</p> <p>Action step g could be tied into the green technology industry.</p>	7/23/2018
8230	19	/policies/bicycling/	<p>Make a better, and re-evaluated, bike map. Add connections indemnified by the park board and coordinate with their plans.</p>	7/23/2018

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			<p>As an executive in strategic planning for the past 20 years supporting Fortune 50 companies, I am disappointed with multiple facets of your Land Use plan. I do not see any feasible positive outcomes with this plan and do not support this plan nor its implementation.</p> <p>Lack of Data/Analytics: Many decisions lack logical, fact-based data/analytics to support the ideal stated outcome - affordable housing. While the ideal is admirable, there is no data showing that your intentions will be realized with the rezoning actions you have planned. Specifically, in the Interior 1 areas, there is no feasible way affordable housing can be created by forcing multi-family plexes, using market based pricing in the Uptown area. Additionally, the plan is aggressive in its reach at the outset. Based on my experience, when aggressive change is put forward, without pilots/testing and/or changing of the 'hearts and minds' of the people, it is doomed to fail. Why not take a slower approach, learn from the experience, build on successes vs such a radical dive into the deep end without adequate data/analytics to prove a) it's a good idea; b) if it is even tenable?</p> <p>Voting Rights: The proposal you put forward is a RADICAL change from where we are today, that according to your materials could begin as early as 2020. This proposal is very far reaching and life changing for many and as such I believe the public should have the right to vote on whether this, or some version of this, is passed or not.</p> <p>Parking: Lisa Bender stated that the traffic control agency was not consulted in the drafting of this land use plan. For our Uptown area, the proposed integration of multifamily homes/plexes would make parking in an already overcrowded area even more of a nightmare. Appropriate and efficient traffic control and adequate parking needs to be considered. If the ultimate goal is to get rid of vehicles in the area, it is unrealistic when 6 months out of the year the weather can be treacherous. Will the bike/bus get my child to the hospital? How to take two kids to two different schools in the area or out? Will Uber have carseats? What if you have a critically ill loved one? Or will we all just call for an ambulance? This is completely inefficient if you want people to be on time for jobs and have a family life as well. We are not New York City, Chicago, or any other major metropolis that is boxed in geographically (e.g. an island) or with a very large population.</p> <p>Historic Homes & Communities: Another part of your policies indicate a consideration for Minneapolis history. Uptown, East Isles, Lowry Hill and many other South Minneapolis areas have historic homes that have been lovingly cared for since the early 1900s. Communities have been built and families have lived connected here over the years against this historical backdrop. This is part of what makes living in Minneapolis so special. Tearing these historic homes down and building multiplexes ruins communities and favors the developers. If your plan achieves stated goals, every existing homeowner would be incentivized to sell at the highest price to a developer and move to the suburbs, thus ruining this vital historical space in the name of densification of high priced condos, townhomes, apartments, boxes. (we</p>	7/23/2018
8231	0.1	/topics/land-use-built-form/	increase fines for illegal dumping and enforce them.	7/23/2018

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8233	0.1	/topics/land-use-built-form/		
8234	25	/policies/innovations-in-transportation-and-infras	Elon musk.	7/23/2018
8235	69	/policies/renewable-and-carbon-free-energy/	Investing in renewable energy infra is great! Unfortunately, most of the time it does not make sense for urban homeowners to own and operate solar panels. Solar energy should be farmed in rural areas. When urban homeowners attach solar panels to their roof, they use it as an excuse to block development which might shade their panels. Most of the time it doesn't actually shade their panels. But even if it did, the benefits of having a dense walkable urban environment outweigh the wants of one homeowner to have solar panels on their own roof when it makes more sense to farm this energy in rural areas.	7/23/2018
8236	0.1	/topics/land-use-built-form/	Good evening, I live in a residential single-family house at the intersection of Emerson Ave S and Summit Ave. The majority of our neighborhood is comprised of residential single-family homes, with very few multi unit buildings. Your draft plan would zone my neighbors' parcels for construction of up to 4 stories along the Franklin Ave bus route. That is not an appropriate scale of development for this residential neighborhood. The draft designation ignores the scale of development that city residents have followed for more than 100 years at this location. Please revise the designation in the final plan from Corridor 4 to a less-dense designation. Thank you. Sincerely, Marstal Aamodt	7/23/2018
8237	2	/policies/access-to-employment/	How can you do this without a transit plan??	7/23/2018
8238	81	/policies/social-connectedness/	Stop funding organizations that use funds to block much needed housing or as tool to organize against specific council members. These groups have no oversight as NCR is unwilling to hold them accountable. Some of them are glorified homeowner's associations they don't care about renters or POCI	7/23/2018
8239	81	/policies/social-connectedness/	Abolish City Recognition of Neighborhood Organizations	7/23/2018

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8240	68	/policies/energy-efficient-buildings/	The most energy-efficient housing unit is the one that only has one exterior wall. We should be allowing at least small apartment buildings throughout the city.	7/23/2018
8241	51	/policies/healthy-pre-k-development/	How would the city increase the high-quality child care slots? Would the City create its own child care facilities with subsidized slots? I'm not clear on how the City can complete most of these action steps.	7/23/2018
8242	14	/policies/tree-canopy-and-urban-forest/	Develop long term management plans, like how to deal with the inevitable event that a group of trees planted at the same time die of old age, leaving a hole in the canopy.	7/23/2018
8243	2	/policies/access-to-employment/	Don't forget telecommuting and "coworking" alongside traditional office and institutional spaces.	7/23/2018
8244	46	/policies/healthy-housing/	Consider social determinants of health when siting and planning housing.	7/23/2018
8245	37	/policies/mixed-income-housing/	I highly support mixed income housing and inclusionary housing policies. Please make sure this policy gets more specific to ensure that all neighborhoods in Minneapolis share in this work— inclusionary and mixed income housing should not just be pushed off on a few wards, but spread across the city as a whole.	7/23/2018
8246	17	/policies/complete-streets/	To underscore the importance of this policy, I ask that Bicycles receive priority when traffic must be diverted to allow for road repairs or construction zones. Cars should be rerouted OFF any street where there is a marked bike route -- such as Bryant Avenue South -- so that Safe, Well-Signed Bike Routes are Maintained, NOT right-of-way for cars.	7/23/2018
8247	3	/policies/production-and-processing/	"Identify and limit new heavy industrial uses that harm human health throughout the city." YES!!	7/23/2018
8248	41	/policies/tenant-protections/	Increased tenant protections are critical. This is an important policy.	7/23/2018
8249	6	/policies/pedestrian-oriented-building-and-site-design/	Yes, yes, yes. Human-centered design.	7/23/2018
8250	0.1	/topics/land-use-built-form/	Zoning and building codes should enable the creation of row homes. Row homes are a great way to increase density while still allowing many of the benefits of single family homes	7/23/2018
8251	28	/policies/msp-airport/	I would also support more development in close proximity to the airport. Especially at Fort Snelling, the VA, and the Ford Site.	7/23/2018
8252	40	/policies/homelessness/	More public restrooms and provide more services for them. Give people dignity and help. A place to go and all the assistance to get back on track.	7/23/2018
8253	50	/policies/access-to-technology/	I live in an apartment building that is on the only street in my neighborhood without fiber-optic internet. That is because the park doesn't allow it to be carried down the street because of how easements are done. I think this is a barrier the City could easily overcome.	7/23/2018
8254	80	/policies/development-near-metro-stations/	I think that Minneapolis could use many more light rail systems because they are very efficient and quick. The only problem is that there is only a limited amount of them and most have to find a place to park before riding the light rail. And sometimes it is just a hassle to use them. So expanding the station numbers into highly populated areas would significantly decrease the use of personal automobiles and carbon emissions	7/23/2018
8255	0.1	/topics/land-use-built-form/	This proposed built form district approach is inane. Consider an approach that actually considers the unique characteristics of existing Minneapolis neighborhoods.	7/23/2018
8256	2	/policies/access-to-employment/	http://tcbmag.com/news/articles/2018/april/office-vacancies-on-the-rise Maybe to staunch that potential tsunami of vacant commercial real estate we look to creative solutions, eh? What if there were room in existing commercial real estate stock to make affordable housing that is walkable to work downtown and doesn't require environmentally unsound tear downs of existing homes to build that new housing stock, eh? Maybe let working class people live where they work, eh? That's true walkability. And if some of these people can live in the Skyway buildings they work as retail clerks and building engineers in they'll be sheltered in the worst weather. Maybe house some homeless there. I'm not kidding. The people who wear suits and make highfalutin decisions about how our city is developed should have to share elevators with regular ordinary people and look them in the eye and see up close in person whose lives it is they are affecting.	7/23/2018
8257	74	/policies/integration-of-water-management-into-development/	Encourage adding rain gardens to increase absorption of rainwater.	7/23/2018
8258	27	/policies/transportation-partnerships/	Create an agreement with Metro Transit to allow free transit to all residents of Minneapolis. This could be achieved by levying Transit into property taxes, or simply consolidated as a separate utility bill. Increasing access to electrified public transit is a very significant way to decrease emissions.	7/23/2018

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8259	35	/policies/innovative-housing-types/	<p>I'm a Realtor please explain what you mean by emerging housing trends? If you mean that people want to live in single family homes as they have for a very long time that is not a trend. There will ALWAYS be people that will want that whether single, a couple or family with kids. They of course have choices, some prefer Condo living or maybe rental. Historically people want to build equity and buying a home is the best way. I work with many first time home buyers that don't have a lot of money, but there are options. One is good old sweat equity! Many get fixer uppers and over time improve the condition and value.</p> <p>To assume that young people no longer want to buy, is just not true! Realtors are organizing and meeting to cut through this very lengthy plan!! We will be in touch to sit down to explain the market trends, demographics and data that supports our beliefs.</p> <p>We are very concerned that you will endanger the housing market, drive down costs and push buyers out of the city. Already buyers have seen the signs around and calling asking what this is all about. Many don't want to risk buying a single family home and all of a sudden there is a multi-housing property next door. This is insanity!</p>	7/23/2018
8260	33	/policies/affordable-housing-production/	<p>I support this plans in this topic and believe we can do better. The adopted comp plan should clearly state that dense multi-family affordable housing should be made available throughout the city, including neighborhood interiors and including traditionally rich white neighborhoods like Linden Hills, and East Isles which have benefited from a legacy of redlining and racist zoning. Ending the housing shortage in an equitable way will involve a one-two punch of upzoning the city to allow more homes and pushing for more subsidized units throughout the city. Please do not compromise to those who seek to exclude people from their neighborhood.</p>	7/23/2018
8261	38	/policies/affordable-housing-near-transit-and-job-	<p>This is a critical policy. If land near transit is developed as non-housing or as housing that is not affordable, that is a lost opportunity. Affordable housing is sorely needed. However, the definition of affordable needs to be developed. Working class people should be able to afford decent and clean housing.</p>	7/23/2018
8262	19	/policies/bicycling/	<p>how about more programs to educate both bike riders and cars on the proper way to bike and drive. do not keep taking car lanes from them for bikes. i feel it only creates more car bottlenecks then cars speedup trying to get to their destination.</p>	7/23/2018
8263	31	/policies/creative-workers/	<p>"Cultivate places where young people of color can engage in hands-on learning from people who look like them." YES!!</p>	7/23/2018
8264	49	/policies/educational-and-economic-access/	<p>How exactly would the City support businesses in the fair wage debate? I think creating more apprenticeship/mentoring opportunities in a variety of fields could be completed in partnership with professional organizations as well as the public schools.</p>	7/23/2018
8265	42	/policies/expand-homeownership/	<p>The best way to promote homeownership is to accept that single family neighborhoods offer something special to many people (especially families with kids) and promoting density in these neighborhoods drives up the cost of housing and reduces the quality of life in these neighborhoods. When density is the goal the cheapest houses inevitably get redeveloped into larger and far more expensive housing. Also, most families, especially those with kids, do want a yard, a little grass, a few trees.</p>	7/23/2018
8266	61	/policies/environmental-justice/	<p>This is crucial. Parts of Minneapolis are beautiful, green, and healthy environments for human life. Everywhere Minneapolitans live should be like that.</p>	7/23/2018
8267	68	/policies/energy-efficient-buildings/	<p>The most energy efficient buildings are those housing the most productive uses. Let's convert vacant commercial building units into mixed use so people can live in offices. It's not that hard to do. Hotels essentially do this. It's how they're built. Office buildings with showers and beds. We have a high Class B vacancy rate. These are old buildings.</p>	7/23/2018
8268	40	/policies/homelessness/	<p>LGBTQIA individuals face higher rates of homelessness, especially among youth. Homeless policies must take this into account and ensure that city and County housing programs and emergency shelters actively promote a safe and inclusive space for all folks regardless of sexual orientation and gender identity. Homelessness response cannot be discriminatory.</p>	7/23/2018
8269	20	/policies/transit/	<p>How do you do all of this without a transit plan coordinated with the housing & urban development plan??</p>	7/23/2018
8270	30	/policies/arts-and-cultural-assets/	<p>Work with the park board to get more public art into all our parks. We have a great park system, and great art should not only reside in the Minneapolis sculpture garden. This will make art much more accessible to so many people. Look at what the Atlanta BeltLine is doing with art.</p>	7/23/2018
8271	33	/policies/affordable-housing-production/	<p>Yes this is an important policy. Good level of detail for actions e and f.</p>	7/23/2018
8272	33	/policies/affordable-housing-production/	<p>It's clear that there isn't enough room in Minneapolis for every family that wants to live here to have their own 5000 square foot lot. Fourplexes should be allowed on any and every lot in Minneapolis.</p>	7/23/2018
8273	48	/policies/data-driven-decisions/	<p>It doesn't seem like any data was used to produce the 2040 plan.....why start now?</p>	7/23/2018
8274	33	/policies/affordable-housing-production/	<p>It's clear that there isn't enough room in Minneapolis for every family that wants to live here to have their own 5000 square foot lot. Fourplexes are a good start, but 6-10 unit apartment buildings should be allowed on any and every lot in Minneapolis, and bigger buildings in most places.</p>	7/23/2018

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8275	48	/policies/data-driven-decisions/	Is action step f stating that areas of concentrated poverty would be prioritized or that the priority would be to equally spread it across the City so there is affordable housing everywhere? This statement needs to be clarified.	7/23/2018
8276	33	/policies/affordable-housing-production/	It's clear that there isn't enough room in Minneapolis for every family that wants to live here to have their own 5000 square foot lot. Fourplexes are a good start, but 6-10 unit apartment buildings should be allowed on any and every lot in Minneapolis, and bigger buildings in most places.	7/23/2018
8277	0.1	/topics/land-use-built-form/	I support the idea of allowing up to 4-unit buildings in all areas of the city. While built form would prevent 4-unit buildings in many areas, the flexibility of allowing multi-family housing in all areas of the city would help a lot in providing more affordable housing and making all parts of the city accessible to all. In most parts of the city these duplexes, triplexes, and fourplexes already exist and blend seamlessly into the neighborhood, so much so that neighbors think of them as single family homes. We can increase the density of neighborhoods while preserving their overall form.	7/23/2018
8278	67	/policies/climate-resilient-communities/	The alternative is not cheap starter homes, but cheap homes being torn down and replaced by half million and up mcmansions.	7/23/2018
8279	35	/policies/innovative-housing-types/	This is the existential threat of our time. Thank you for understanding that social connectedness is part of it.	7/23/2018
8280	95	/policies/heritage-preservation-financial-incentive	This is a good start, but more detail should be included here. Cooperative housing and ADU housing and other more non-traditional options should be listed here by name as specific areas of research.	7/23/2018
8281	0.1	/topics/land-use-built-form/	If the city is going to increase regulation of historic zones or properties the city should also increase financial and other assistance to homeowners. The city shouldn't increase the burden of owning and maintaining an historic property by micromanaging home ownership.	7/23/2018
8282	42	/policies/expand-homeownership/	Instead of the Built Form Interior 1 designation as the default, I recommend Interior 2 and 3 as the minimum. This designation is clearly not applied evenly. In certain neighborhoods, it continues a long history of housing restrictions applied to those neighborhoods by redlining and racially restrictive covenants. The City has made its #1 goal reversing disparities created by these types of restrictions. The application of Interior 1 is not in line with these goals. This is especially obvious because neighborhoods east of Hennepin and parts of Seward are very near to city job centers, yet their proposed built form designation doesn't match this need. The pattern also shows up beyond a mere visual inspection of these maps. Thank you.	7/23/2018
8283	16	/policies/environmental-impacts-of-transportation/	Didn't you forget Hmong, Laos and Vietnamese and impoverished white people? What are those statistics?	7/23/2018
8284	41	/policies/tenant-protections/	Collect data on emissions produced in the city	7/23/2018
8285	33	/policies/affordable-housing-production/	This section needs to be stronger. We can't just identify resources around tenant protection. Strong rent control, eviction protection, and tenant rights policies need to be passed by the council. In the meantime, these should be worked into requirements for new buildings. Expand as well and promote tenant rights!	7/23/2018
8286	77	/policies/park-access/	I would find a way to provide more incentives or requirements to make developers create affordable housing.	7/23/2018
8287	51	/policies/healthy-pre-k-development/	I support this 2040 Comp Plan and this policy sections. We should expand access to the parks for all by making streets and parks safer. Another important part of this is by changing who is allowed to live near parks, particularly our regional parks. Many of our regional parks are surrounded by areas of exclusionary zoning and rich white neighborhoods. We need to upzone the neighborhoods near lakes and desirable park amenities to ensure that more people have access to them and to make them more accessible via viable transit options.	7/23/2018
8288	42	/policies/expand-homeownership/	Yes and resources and support for low-income families means not just resources for education, but resources to give parents the money and time they need in order to take advantage of those educational resources for their children.	7/23/2018
8289	65	/policies/urban-agriculture-and-food-production/	Yes to all of this!!	7/23/2018
8290	42	/policies/expand-homeownership/	Community gardens are all well and good, but Minneapolis is a city. Urban agriculture should always be seen as a temporary use, and never block proposals for a higher and better use on a given plot of land.	7/23/2018
8291	17	/policies/complete-streets/	I firmly disagree with an emphasis on home-ownership in Minneapolis. Emphasizing wealth-building for a few homeowners whose rising property values raise the rents of many nearby renters is not an equitable policy.	7/23/2018
			Complete Streets is the only way people will want to live in the center of the city as opposed to in low-density areas.	7/23/2018

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8292	42	/policies/expand-homeownership/	Provide incentives to local neighborhood hardware stores because they are absolutely necessary to support home-ownership. There are many many skills required to care for a home, and hardware stores within walking distance in neighborhoods -- with trained, helpful, knowledgeable clerks, is essential to assisting home owners care for their properties. The story of the senior Mr. Welna (recently deceased at age 90) provides true inspiration (I do not know the family, I was inspired by the Star Trib obituary and by my decades of relying on local hardware stores in Minneapolis).	7/23/2018
8293	96	/policies/heritage-preservation-recognition/	More markers highlighting our history would be an asset.	7/23/2018
8294	81	/policies/social-connectedness/	Not just "meaningful engagement with underrepresented and vulnerable communities" but engagement between communities. Bring our overrepresented and underrepresented people together.	7/23/2018
8295	20	/policies/transit/	Improve and invest in transit in our city. Frequent service, dedicated bus lanes, and faster service.	7/23/2018
8296	47	/policies/housing-maintenance/	Some sort of property tax break in exchange for maintaining existing housing stock should be explored. It could have a cut-off age like houses 50 years or older to help with the preservation of small older "starter" homes. I also wonder if the City could create a developable rights "bank" like a property owner of a small home that could now be a fourplex could sell those additional units to the City so the property would always stay a single family home and then a developer could buy those credits to do a higher building nearby.	7/23/2018
8297	27	/policies/transportation-partnerships/	Do not instate more impact fees on any new developments!	7/23/2018
8298	18	/policies/walking/	Remember that people like to walk with trees, which also slow vehicles.	7/23/2018
8299	40	/policies/homelessness/	The police also play a major role in working with the homeless. I would utilize their resource to also help them homeless out in different ways.	7/23/2018
8300	20	/policies/transit/	We need to bring streetcars back into the mix. This isn't about commuting--it's about knitting neighborhoods together and "accelerating walking." Nicollet, Central, Lake--there are many streets within Minneapolis that would be great for such a form of transit.	7/23/2018
8301	72	/policies/sustainable-water-system-management/	One water quality aspect that should be addressed is around new builds and wastewater dumping into the public system. There have been numerous examples of builders pumping out water from basements where the water table was not adequately factored in to the construction process, resulting in weeks of untested, untreated water being flooded in to the neighborhood streets and the stormwater system. Builders may pay for a permit to do this dumping, but in cases where the volume is massive, there should also be required testing of the water before being allowed to flood it into the streets, especially in areas that should have tighter restrictions due to being in a watershed district.	7/23/2018
8302	46	/policies/healthy-housing/	For action step e it would be important to gather and react to community input on what types of public spaces are desired.	7/23/2018
8303	43	/policies/housing-displacement/	This is so important. Minneapolis has to get out in front of and actively prevent displacement" once it is identified as happening, it's so hard to turn that boat. Please keep this policy strong. The city had an opportunity to avoid becoming the next San Francisco or Portland, but only if we are proactive and act with urgency in a way that is equitable and shares the solutions (and burdens) across the entire city.	7/23/2018
8304	51	/policies/healthy-pre-k-development/	Continue to focus in these areas and continue throughout school. Set up FREE mentorship programs or volunteers to come in and help students. That was so common years back, now it seems easier to hire more people. If it can't be one on one, small groups. Reading, math homework etc. Tap into this Baby Boom population, we're a lot younger today then our parents were at 65!!	7/23/2018
8305	17	/policies/complete-streets/	Move away from a car focused system with their needs taking priority over other users.	7/23/2018
8306	41	/policies/tenant-protections/	Stronger policies to protect tenants from unjust evictions and fixing rent increases to a percentage of base rent within a fixed period of time (6, 12 months) are needed to preserve an affordable housing market in Minneapolis.	7/23/2018
8307	18	/policies/walking/	This is an important policy. Walking is critical in our city. Construction projects often impede pedestrian access, even ignoring existing laws regarding pedestrian signage and detours. Language around construction projects should be added as an action step for this policy.	7/23/2018
8308	84	/policies/public-safety/	This is very important. We need better police, but we also need alternatives to police, and solutions that reduce the need (and perceived need) for police by improving safety before the police are called.	7/23/2018
8309	45	/policies/leverage-housing-programs-to-benefit-c	Action step c is very important. I think there needs to be more education about how commissions and the public process works.	7/23/2018
8310	18	/policies/walking/	Yes please.	7/23/2018
8311	97	/policies/heritage-preservation-legislative-advoca	Only if you can remove them being used as a tool to block development and change.	7/23/2018
8312	20	/policies/transit/	Embrace bus lanes as a method to speed bus service.	7/23/2018

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8313	1	/policies/access-to-housing/	We strongly oppose this plan. It has badly missed the mark. This plan that does not take into account the unique differences and circumstances associated with different neighborhoods and constituencies. It is a free-for-all that leaves every resident who has invested in their neighborhood's current character at threat of waking up to a vastly different reality in their small corner of the city. The 2040 Plan is grounded in social goals that people support. But your policies will cause a host of undesirable consequences that we outright reject. This plan must be put aside and reworked. In its place a plan must be developed with strong, localized, community input that recognizes and respects the unique and multi-faceted nature of each neighborhood within our great city. Our neighborhoods should be cherished - not threatened with destruction. Meredith Ross	7/23/2018
8314	50	/policies/access-to-technology/	What about working with hennepin county library to provide more access to technology in the libraries. Or could our park centers also become place where people can access technology. Look at the work studio gang did for Philadelphia to reimagine their civic assets.	7/23/2018
8315	80	/policies/development-near-metro-stations/	Very supportive of this policy. Must ensure that all development occurring around METRO stations adheres to good TOD principles.	7/23/2018
8316	24	/policies/shared-mobility/	The city should prioritize high-efficiency vehicles, hybrids, and electric vehicles with parking. Incentivizing people to utilize high efficiency vehicles through designated parking or other means should be a priority, not just different ownership models for cars.	7/23/2018
8317	46	/policies/healthy-housing/	I'm really interested in how resources will be focused in areas that have been historically underinvested in. Developing a formula like what the Minneapolis parks and rec board is using for parks investments over the next 20 years would be really powerful. Make it clear who is getting resources when and why.	7/23/2018
8318	19	/policies/bicycling/	If we are feeling daring, mandate bike storage like we do car storage with parking minimums. Also, I would like to see if there is a way to promote the addition of bike storage for locations that have reached their existing bike storage capacity. The closest store to me always has their bike rack full, meaning I need to find somewhere else to park my bike before I can go in.	7/23/2018
8319	44	/policies/comprehensive-investments/	This seems like an area of work that neighborhood organizations could be partnered with and encouraged with grants to complete.	7/23/2018
8320	6	/policies/pedestrian-oriented-building-and-site-de	The ideas about transportation do not take into account the needs of senior citizens for whom walking and biking may be impossible. The current availability and safety issues with public transportation are also not appropriate for the needs of seniors with a degree of mobility impairment. Winter conditions are a huge impediment as walking on ice is a major risk factor for serious falls happening to seniors.	7/23/2018
8321	35	/policies/innovative-housing-types/	I strongly support "innovative" housing types such as cooperative housing, 2-4 unit homes, and granny flats. I am glad to see this plan note models from other countries--I hope that this plan will include a study of housing models in some of the countries that our neighbors come from and consulting with diverse residents to learn about their preferences for household size, home features, shared amenities, etc. I would also like to see more innovative options for people who are aging and/or with disabilities--for example, housing that allows seniors to transition from independent living to assisted living to nursing home care without having to move.	7/23/2018
8322	57	/policies/cluster-strategy/	Love the lingo you all use!! Say what it really means vs this doubletalk. I understand what it is and it's ridiculous! But I bet when you actually try to explain it none of it will make any sense to the public.	7/23/2018
8323	1	/policies/access-to-housing/	I like all the actions steps for this policy. I think point C is the most important.	7/23/2018
8324	81	/policies/social-connectedness/	Neighborhood associations need to be held accountable to make sure they are actually representing the neighborhoods, instead of the interests of homeowners who typically make up the boards of neighborhood associations.	7/23/2018
8325	82	/policies/aging/	Very supportive of this policy.	7/23/2018
8326	83	/policies/people-with-disabilities/	Very supportive of this policy.	7/23/2018
8327	1	/policies/access-to-housing/	We strongly oppose this plan. It has badly missed the mark. This plan that does not take into account the unique differences and circumstances associated with different neighborhoods and constituencies. It is a free-for-all that leaves every resident who has invested in their neighborhood's current character at threat of waking up to a vastly different reality in their small corner of the city. The 2040 Plan is grounded in social goals that people support. But your policies will cause a host of undesirable consequences that we outright reject. This plan must be put aside and reworked. In its place a plan must be developed with strong, localized, community input that recognizes and respects the unique and multi-faceted nature of each neighborhood within our great city. Our neighborhoods should be cherished - not threatened with destruction. Kenneth Mark Heithoff	7/23/2018

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8328	0.1	/topics/land-use-built-form/	<p>I can't believe you are even talking about this! My parents moved to Minneapolis in 1930 when I was two years old. I lived on Ewing Avenue until I got married to my husband. My husband and I were lucky enough to find a house on Ewing Avenue. We bought it and have lived on Ewing for 64 years and are still lucky enough to be here. We always have said how lucky we are to find a place as wonderful as this neighborhood and have enjoyed many special friendships with my neighbors, my Ewing community for 64 years. It has been a major part of my life. All my friends that have moved to the suburbs have always been so envious of my neighborhood even though my house and houses on my block are much smaller than theirs are.</p> <p>I just celebrated my 90th birthday and I don't want fourplexes or duplexes next to me as my present. I love my house and all my neighbors!</p> <p>Sincerely, Marilynn Krekelberg</p>	7/23/2018
8329	84	/policies/public-safety/	Very supportive of this policy.	7/23/2018
8330	27	/policies/transportation-partnerships/	Find a way to get a pot of money in order to fill in for funding transit improvements when the financing fails at the state or national level.	7/23/2018
8331	1	/policies/access-to-housing/	<p>We strongly oppose this plan. It has badly missed the mark. This plan that does not take into account the unique differences and circumstances associated with different neighborhoods and constituencies. It is a free-for-all that leaves every resident who has invested in their neighborhood's current character at threat of waking up to a vastly different reality in their small corner of the city. The 2040 Plan is grounded in social goals that people support. But your policies will cause a host of undesirable consequences that we outright reject. This plan must be put aside and reworked. In its place a plan must be developed with strong, localized, community input that recognizes and respects the unique and multi-faceted nature of each neighborhood within our great city. Our neighborhoods should be cherished - not threatened with destruction.</p> <p>Nathaniel Ross Heithoff</p>	7/23/2018
8332	1	/policies/access-to-housing/	<p>I strongly disagree with the 2040 plan regarding zoning.</p> <p>We live in a single family home that would be rezoned as part of this plan. We do not want large density housing to replace our house or to be next to our house. If this plan goes through we will leave the city as will many others. All you will be left with is lower income residents. One suggestion is to make only half of the affected roads high density. In the case of 44th St. S. the North side already has high density where as the south side does not.</p>	7/23/2018
8333	85	/policies/access-to-health-social-and-emergency-s	Very supportive of this policy.	7/23/2018
8334	58	/policies/business-districts-and-corridors/	The Minnehaha mile is a great example.	7/23/2018
8335	1	/policies/access-to-housing/	<p>We strongly oppose this plan. It has badly missed the mark. This plan that does not take into account the unique differences and circumstances associated with different neighborhoods and constituencies. It is a free-for-all that leaves every resident who has invested in their neighborhood's current character at threat of waking up to a vastly different reality in their small corner of the city. The 2040 Plan is grounded in social goals that people support. But your policies will cause a host of undesirable consequences that we outright reject. This plan must be put aside and reworked. In its place a plan must be developed with strong, localized, community input that recognizes and respects the unique and multi-faceted nature of each neighborhood within our great city. Our neighborhoods should be cherished - not threatened with destruction.</p> <p>Rowan Heithoff</p>	7/23/2018
8336	2	/policies/access-to-employment/	I think its important to encourage density and growth in areas served by transit, especially the METRO routes, and the High Frequency bus routes.	7/23/2018
8337	47	/policies/housing-maintenance/	Maintaining an older home, particularly one with deferred maintenance, may not result in a sales price to cover the cost of repairs, so may not be something some homeowners would undertake. Deferred maintenance may result in tear-downs as a cheaper alternative to repairs.	7/23/2018
8338	86	/policies/healthy-food-in-institutions/	Very supportive of this policy.	7/23/2018
8339	65	/policies/urban-agriculture-and-food-production/	Community gardens are not a good use of space for a city in a housing crisis. Indoor year round agriculture can be a good way to provide jobs and access to food, but land in Minneapolis is too valuable for farming. Policy should not artificially limit the value of land to keep it as a garden.	7/23/2018

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8340	1	/policies/access-to-housing/	explore using ADUs, possibly by allowing non-owner occupancy, to fill most of the gap in density by strongly building the woonerf concept. bringing alleys alive. https://www.minnpost.com/politics-policy/2017/04/minneapolis-first-woonerf-really-just-nice-looking-parking-lot http://www.sightline.org/2013/03/15/adus-and-donts/	7/23/2018
8341	1	/policies/access-to-housing/	We strongly oppose this plan. It has badly missed the mark. This plan that does not take into account the unique differences and circumstances associated with different neighborhoods and constituencies. It is a free-for-all that leaves every resident who has invested in their neighborhood's current character at threat of waking up to a vastly different reality in their small corner of the city. The 2040 Plan is grounded in social goals that people support. But your policies will cause a host of undesirable consequences that we outright reject. This plan must be put aside and reworked. In its place a plan must be developed with strong, localized, community input that recognizes and respects the unique and multi-faceted nature of each neighborhood within our great city. Our neighborhoods should be cherished - not threatened with destruction. Finlay Heithoff	7/23/2018
8342	43	/policies/housing-displacement/	I'm not clear on how action step b is going to work with the rezoning implied in the land-use/built-form maps. Maybe there could be a tax break for maintaining buildings or a loan program. There could also be disincentives like a deconstruction ordinance that would help make maintenance the more affordable option for landowners.	7/23/2018
8343	17	/policies/complete-streets/	This is a good policy and already existing City policy. However, walking and biking and public transit really should be central to our city. The City needs to be prioritizing walking and biking and public transit, more than it already does. Space for cars should be decreasing, not increasing. This includes lane widths for cars, number of lanes for cars, and the amount of space dedicated to on-street car parking. Recently the City downgraded the bicycle lanes on Park and Portland leading into Downtown. Despite the Complete Streets policy, travel is much less comfortable and safe for both pedestrians (faster car speeds) and bicyclists (much worse bike lane).	7/23/2018
8344	15	/policies/transportation-and-equity/	Thank you for prioritizing equity in transportation. The time spent in transit, and the accessibility of transit, are huge barriers to many people in our communities. Transportation can be a huge leveling factor, if equity is considered and all modes of transit (not just cars) are enhanced.	7/23/2018
8345	88	/policies/public-services-policy/	Very supportive of this policy.	7/23/2018
8346	47	/policies/housing-maintenance/	Receiving a combined mortgage and rehabilitation loan through our local neighborhood organization in Minneapolis was essential to our ability to purchase and fix-up a duplex in 1992. We still own the property and it is an unending source of pride for us to care for it and we provide affordable high quality housing. Support today's prospective homeowners with well designed and affordable combined mortgage/rehab loans	7/23/2018
8347	89	/policies/technology-in-the-city-enterprise/	Very supportive of this policy.	7/23/2018
8348	16	/policies/environmental-impacts-of-transportation/	Another part of reducing the impact of transportation is reducing the need for it. Creating complete neighborhoods, so people don't have to drive or even bike to run errands. Supporting telecommuting and distributed offices, so people don't need to drive or even bike to work.	7/23/2018
8349	97	/policies/heritage-preservation-legislative-advocacy/	Only if you can remove them being used as a tool to block development and change.	7/23/2018
8350	1	/policies/access-to-housing/	Prioritizing single family housing is exclusionary and divides the population, creating a culture that is fractured in its communication and resentful among sub-communities. Improving access to public transit could eliminate at least one expense from cost-burdened families.	7/23/2018
8351	90	/policies/technology-in-the-economy/	Very supportive of this policy.	7/23/2018
8352	59	/policies/downtown/	Nicollet mall needs to become a premier shopping district. Work to get more flagship stores into this area.	7/23/2018
8353	25	/policies/innovations-in-transportation-and-infrastruc/	Adding more parking in the near future would be an incredible improvement for congestion and people just wondering around the city just trying to find a parking space and when the time comes for autonomous vehicles we will be ready for parking situations	7/23/2018
8354	71	/policies/soil-health/	We need to reduce car dependence and fossil fuel/oil run-off, particularly near waterways, including limiting private vehicle access on parkways. We need up explore penalizing /disincentivizing those who maintain turf lawns with chemical and microbe-killing inputs.	7/23/2018
8355	63	/policies/food-access/	Allow food carts and more food halls.	7/23/2018

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8356	18	/policies/walking/	As an avid walker, the best thing that has promoted pedestrian safety is timing the walk signs to flash on some seconds before the green light signal comes on. Curb bump outs and other odd constructions are unnecessary and can actually be confusing for all on the streets, including bikers. Please focus efforts for pedestrians on educating bikers about safe, predictable riding and deferring to pedestrians and utilizing crossing light timings that get pedestrians into the crosswalk before bike and auto green lights.	7/23/2018
8357	91	/policies/heritage-preservation-outreach/	We need to make sure heritage preservation is not a tool to be abused by people who are only interested in stopping new development, regardless of the actual historic significance of the building in question.	7/23/2018
8358	95	/policies/heritage-preservation-financial-incentive/	Allowing higher density in all neighborhoods may result in the historic property's neighbors being replaced, thus altering the streetscape and the desirability of the historic property.	7/23/2018
8359	3	/policies/production-and-processing/	I like the stress on smaller format production, such as neighborhood breweries and distilleries.	7/23/2018
8360	20	/policies/transit/	The addition of transit 'amenities', like shelters heating and lights, need to be checked for impartiality. Seek a data driven solution to where more 'amenities' are needed. View enough transit funding as essential to everyday life as funding to maintain roads. Continue to promote talent development for operating the transit system.	7/23/2018
8361	73	/policies/stormwater-management/	don't overbuild and don't pave everything. look at ellicott city, md. what density figures work best for the water shed?	7/23/2018
8362	12	/policies/lighting/	Reduce or stop the wide-deployment daylight-temperature streetlamps. Streetlamps should be below 3500K, particularly in residential areas. Energy savings is important, but light temperature is also a public health issue. This is not appear to be well-considered at this point.	7/23/2018
8363	74	/policies/integration-of-water-management-into-	protect the water shed.	7/23/2018
8364	64	/policies/food-businesses/	Make more farmers market in all neighborhoods. Don't let all the vendors just go to the rich neighborhoods.	7/23/2018
8365	77	/policies/park-access/	Increase accessibility to parks by greatly increasing housing and retail allowed directly adjacent.	7/23/2018
8366	39	/policies/fair-housing/	Beyond preventing fair housing violations, how can we give reparations or otherwise correct past fair housing violations that have resulted in significant wealth disparities? How will fair housing assessments examine implicit bias in the type of housing that is available to residents?	7/23/2018
8367	42	/policies/expand-homeownership/	The push for increased density often seems to implied increased rentals, which works against this policy. I think the City should explore incentives for developers to create condominium associations in their multifamily buildings, especially for the areas with fourplexes. This would counter the concerns about people not taking ownership of the appearance of the property and provide greater community engagement.	7/23/2018
8368	6	/policies/pedestrian-oriented-building-and-site-de-	This is an important policy. Especially important are action steps k, n, and o. For k and n, dedicating land to car parking is not a good strategy for productive land use. For o, drive-throughs and gas stations increase the number of curb cuts and also prioritize car uses over all other uses.	7/23/2018
8369	33	/policies/affordable-housing-production/	Production of affordable housing by the state, as opposed to 'deluxe' housing options by independent contractors, will stem the ugly and destructive tide of gentrification in Minneapolis. This will make for more balanced communities, more in touch with themselves.	7/23/2018
8370	67	/policies/climate-resilient-communities/	A thorough plan should include scientific data regarding the hydrology and geology of the metro and how it is interrelated to other communities and their management of resources. Working communication really just began with an agreement in March of 2017 to share information across different entities including the Minnehaha Creek Watershed, Metropolitan Airports Commission, Park Board etc. Each contributes to the Minneapolis watershed and we are often reminded that many neighborhoods are built on wetlands. Aging infrastructure is adversely affected by fluctuating groundwater levels causing expensive repairs to homeowners. How does the plan address this without a full understanding of water flows? Also, Minnehaha creek is at its max. Where will surface water be drained to after large rain occurrences due to climate change? What responsibility do communities upstream have to find alternatives to current watershed management that is not handling current water levels. We are already seeing large amounts of erosion to creek and lake banks, backups of water into neighborhoods as well as into basements. We are losing trees because of water saturation. How will this be solved and at what cost to taxpayers?	7/23/2018

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8371	17	/policies/complete-streets/	Yes, love this complete streets policy! All streets should be accessible to all people. I very much hope that this policy stays strong and the complete streets policy is a requirement for al future projects. Cars have dominated transit funding and decisions for too long. Though I am privileged enough to own a car to use when needed, I want to fee just as safe and have just as many options when I take transit or ride my bike or walk.	7/23/2018
8372	31	/policies/creative-workers/	As an artist with significant racial and other privilege, I'm 100% for this.	7/23/2018
8373	65	/policies/urban-agriculture-and-food-production/	What about working with the park board to identify food production in neighborhood parks? Check out dowling gardens.	7/23/2018
8374	14	/policies/tree-canopy-and-urban-forest/	Where trees and power lines conflict, rather than "butcher" the trees by extreme trimming, consider burying the lines or replanting with more compatible (smaller) trees.	7/23/2018
8375	92	/policies/identify-and-evaluate-historic-resources/	The money and staff time needs to be committed so that historic resources can be identified and then studied to see if they actually do qualify for designation status. Right now, historic resources are identified, but no time is put into actually determining their eligibility for designation until a demolition application comes in, which can unnecessarily delay development projects.	7/23/2018
8376	1	/policies/access-to-housing/	Eliminate rental licenses for Single Family houses. Allow current tenants to stay, until they choose to leave, and then mandate the house be for sale, or owner occupied. This would help open SFHs for purchase.	7/23/2018
8377	75	/policies/waste-reduction/	don't be so picayune about recycling. just take everything. what's the carbon cost to leaving paper tags every time you put a plastic bag in the blue bin. stop it! learn from dc. they take everything and then sort it later. no judgment if you mess up. frankly it's a jobs program. have sorters look for batteries and electronics. just dump it all in. better you sort it than we hide it in the trash, right?	7/23/2018
8378	84	/policies/public-safety/	Better trained officers and support other technique to handle mental health issues/calls. Have officers live in Minneapolis.	7/23/2018
8379	4	/policies/access-to-commercial-goods-and-service/	Is their any way to the city could encourage development of specific commercial uses when the market is not doing so? For example, could the city help fun grocery stores, hardware store, or similar day-to-day requirement commercial establishments in areas where such establishments don't exist?	7/23/2018
8380	19	/policies/bicycling/	This is an important policy. Often construction impedes bicycle facilities, with obstructions in the bike lane, lack of detour, and lack of signage. Also, see the recent Park and Portland bicycle lane downgrade as an example of what not to do. Despite the City's Complete Streets policy the bike lanes are much worse now. Communication of this change was also sorely lacking.	7/23/2018
8381	41	/policies/tenant-protections/	In response to action step b I think this is an area where partnerships with neighborhood organizations could be very beneficial. Iâ€™m not sure what ways there are to reduce evictions and some of these loftier goals. Are there other cities that staff are looking at for a direction in this? Iâ€™m also not sure how all of this could be enforced.	7/23/2018
8382	93	/policies/stewarding-historic-properties/	Good policy for already existing historic landmarks and districts.	7/23/2018
8383	34	/policies/affordable-housing-preservation/	This is incredibly important in protecting lower-income residents who live in communities where they are threatened to be priced out of their neighborhoods by gentrifying entities.	7/23/2018
8384	82	/policies/aging/	I doubt that many of us will want to be part of the changes you are going to make to our city. Why would we stay, the apartments that have been affordable are being snatched up by developers that support Frye's campaign. Look down the list! Oh surprise Doran and Bader are right on the top! All of you are hired by the current administration, now you are the developers puppets. Get your resumes ready because in a couple years we will have honest seasoned candidates to get your boss out of office. And, as many council people that go along with this ludicrous plan! I'm not leaving my families city going back three generations without a fight!	7/23/2018

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8385	1 /policies/access-to-housing/		<p>The radical reconfiguration of the land use patterns in Minneapolis to include districts with extremely high densities leveraging moderate density apartments (fourplexes) in virtually all single-family neighborhoods IS A PLAN THAT BENEFITS ONLY DEVELOPERS AND NOT THE RESIDENTS OF MPLS. Those of us that bought houses in single family neighborhoods did so INTENTIONALLY. The plan to change these over to FOURPLEXES will only benefit developers. This will NOT provide increased affordable housing. In addition, it is going to DEVALUE all the single family homes in these areas, which by the way decreases the MPLS tax base, is a HUGE CONCERN that is BASED IN DATA not unproven theories. These neighbors are neighborhoods because of the fact there has been clear delineation of where single family homes go and where high density housing goes. When I bought my house 14 years ago I intentionally bought it in an area surrounded by single family homes, not apartments and fourplexes. It does not seem like a well thought out plan, where the idea of changing the densities of different neighborhoods without any thought or consideration on the impact to the neighbor is COMPLETELY UNACCEPTABLE.</p> <p>Changing the zoning on an UNPROVEN THEORY is ridiculous and seems to be trying to do a superficial fix that doesn't really address the issue. The evidence from every other North American city shows the opposite: that density is associated with less affordability, in part because building bigger and higher costs more per unit. I AM COMPLETELY OUTRAGED THAT MPLS is TESTING OUT A UNPROVEN THEORY THAT IS GOING TO IMPACT THE RESIDENTS IN A SIGNIFANTLY</p> <p>This part of the plan makes me really question the intention of those who are in charge and responsible for writing it. Are you being subsidized and funded by larger developers? Is your campaigns being funded by developers? This plan is not about trying to fix affordable housing in a proven methodology that And, it is even more disturbing that single family home residents were not even asked about their input before this plan was in place.</p> <p>In addition, the other SIGNIFICANT PROBELM with the Minneapolis 2040 plan is it fails to take into account the fact that every critical element of our city's infrastructure is broken or underfunded. Planners refer to the "carrying capacity" of infrastructure. Pick an essential municipal function " parks, public safety, transportation, schools, transit, stormwater management " all challenged, underfunded and in need of improvement.</p> <p>Seriously, what are you people thinkings? Yes, there needs to be more affordable housing in Minneapolis. Can't you take the time to research proven methods? And can't you figure out solutions that leverage the existing zoning areas for high density? Minneapolis is a large city with already tons of high density zoning areas. The problem is those areas are not being leverage properly to create more affordable housing in those existing high density areas. MY REQUEST AS AN ACTIVE VOTING CITIZEN OF MPLS, DO NOT INCREASE THE HIGH DENSITY</p>	7/23/2018
8386	7 /policies/public-realm/		<p>Love his idea" and an important way to showcase neighborhoods and what's important to them, and collaborate with local artists as well!</p>	7/23/2018
8387	1 /policies/access-to-housing/		<p>Abolish the notion of "Existing Neighborhoods".</p> <p>The white man has been pillaging america ever since he arrived.</p> <p>Give this land back to the native people</p>	7/23/2018
8388	76 /policies/new-parks/		<p>is theodore wirth's original vision still in place? I thought everyone in the city got a park within 1/4 mile. stick to that plan and then make sure the parks are great in underserved areas so we can get people moving in and rebuild but NOT DISPLACE! housing security is key!</p>	7/23/2018
8389	6 /policies/pedestrian-oriented-building-and-site-de		<p>I am very happy to see no parking minimums, no new drive throughs, no new gas stations, and requirements that buildings be oriented to the sidewalk. These are really important!</p>	7/23/2018
8390	21 /policies/freight/		<p>The production of high power charging stations at some delivery points is essential to the electrification of freight. Consult with businesses about what they need from the city to enable electrification.</p> <p>Work with electricity providers to ensure both the electrical and economic systems are prepared to support transportation levels of energy.</p>	7/23/2018

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8391	0.1	/topics/land-use-built-form/	While I appreciate the steps towards liberalizing land use shown in these maps, I think further changes should be made to undo the effects of past exclusionary and racially discriminatory policy. To the extent that we determine future zoning based on the status-quo zoning, we are (more or less) perpetuating a history of land use and housing policy that were used to keep people out of certain neighborhoods. I think small-scale apartment buildings should allowed throughout more of the city where past policy has kept neighborhoods unaffordable and segregated. (for example, in much of Southwest)	7/23/2018
8392	91	/policies/heritage-preservation-outreach/	Any designation of lhistoric value should require a minimum # of hours per week of public access to the site, to make sure the designation is for the public, not a form of locking in exclusionary housing forms	7/23/2018
8393	0.1	/topics/land-use-built-form/	I'm concerned about height, aesthetics and density allowed for new buildings on University Ave. between Malcolm and Bedford, which impacts the historic core of the Prospect Park neighborhood. I'm also concerned that building 4- plexes and new multiple unit dwellings on residential lots throughout the Prospect Park neighborhood will erode the character of the neighborhood, while benefitting developers and landlords.	7/23/2018
8394	53	/policies/quality-of-life/	You know what would make the quality of life better paying people a living wage and building enough homes so they can afford to live and stay in the city.	7/23/2018
8395	10	/policies/street-grid/	Not sure where to put this comment. So here it is. Please limit the amount of density along major thoroughfares. Hennepin, Glendale, Central, Lyndale, Nicolett, Broadway. Too much density will make it very challenging for people to get around, busses, emergency vehicles and cars alike. All of which will make it less safe for pedestrians.	7/23/2018
8396	80	/policies/development-near-metro-stations/	I support all of this! Please do it!	7/23/2018
8397	19	/policies/bicycling/	Where are protected bikeways and greenways? This is a big oversight. This section needs to focus on serving people interested in biking, but worried about safety.	7/23/2018
8398	84	/policies/public-safety/	Incentivize or require police officers to live in the city. They cannot protect and serve this community if they see its citizens as 'The Other'.	7/23/2018
8399	35	/policies/innovative-housing-types/	In addition to preserving equality and diversity in our communities (by thwarting gentrification), this one just sounds exciting. There are some new creative housing options that are just really super neat.	7/23/2018
8400	94	/policies/heritage-preservation-regulation/	Supportive of action step D. Right now, our current ordinance regarding the demolition of historic resources is too complicated and unnecessarily delays development for historic resources that are ultimately determined not to be eligible for designation.	7/23/2018
8401	6	/policies/pedestrian-oriented-building-and-site-de	Point K is very important to me. Please do it!	7/23/2018
8402	84	/policies/public-safety/	Police are asked to do too much, many "public safety" issues are better handled by a well resourced social worker than a police officer. Even police officers are needed to deal with actual violence or immediately imminent violence, the causes of that violence most likely need someone like a social worker to get to the bottom of and help people grow and develop the skills needed to avoid these confrontations.	7/23/2018
8403	95	/policies/heritage-preservation-financial-incentive	I shouldn't be afraid of calling the police for fear that the people I'm trying to help will actually be harmed by actions of police officers	7/23/2018
8404	96	/policies/heritage-preservation-recognition/	Supportive of this policy.	7/23/2018
8405	19	/policies/bicycling/	Supportive of this policy.	7/23/2018
			The bicycle lanes have been overbuilt in some areas and poorly considered in some aspects (e.g., having bicycle boulevards on bus routes). One-way streets, created years ago to improve traffic flow, have been reduced too often to one-lane to accommodate bike lanes and large buffer areas. This is frustrating and makes navigating the city overly difficult. The design of bike lanes should follow actual traffic patterns and usage, not the "if you build it they will come" philosophy, which is wasteful of public dollars and inefficient in helping the city be a navigable and welcoming place to all.	7/23/2018

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8406	97	/policies/heritage-preservation-legislative-advoca	<p>Technical assistance and design guidelines can help a property owner make sympathetic additions to a building or restore or renovate the property, such as with energy retrofits.</p> <p>Funding is always an issue.</p> <p>Contractors may need training to do some work.</p> <p>The Minnesota Historical Society had a list of contractors I found useful when seeking contractors who could do desired repairs/restorations. Many property owners may not know where to find resources.</p>	7/23/2018
8407	0.1	/topics/land-use-built-form/	<p>*****</p> <p>COMMENT: Putting up to four dwelling units on a traditional size city lot in a residential area, is a RADICAL, unnecessarily dense and impractical proposal. When combined with other proposals to reduce of the number of required off-street parking spaces, developers are likely to build as many units as possible on small city lots with as little off-street parking as possible. City planners need to try driving in the uptown area, especially during the winter with a lot of snow on the ground. Current residents often have to park 3-4 blocks away from their apartment or home if they don't have off-street parking. Why would we want to create those conditions in many more areas across the entire city?</p> <p>Why would the city consider giving developers such a huge blank check to fit in multi-unit structures wherever they please, anywhere in the city? The city can make fairly minor changes to current zoning regulation maps in the areas closest to downtown and near downtown, and near major transportation routes and still achieve the necessary increase in dwelling units needed in future years.</p> <p>A lot of housing is already being built in the city, but these new radical 2040 proposals go way, way beyond and reasonable changes to inc toThe city needs to focus on facts, not theory in producing additional housing units in the city.The city does not need to make such radical density proposals to To city council members and city staff and fellow city residents:</p> <p>I agree with many of my neighbors and those who follow city and neighborhood issues closely:</p> <p>The Met Council is not asking for the kind of massive, quickly implemented goals and physical changes being proposed by an elite, top-down visible and invisible force that's pushing and rushing 2040 toward approval before city residents are fully informed and can discuss and debate alternative approaches.</p> <p>The Met Council planning process does not require the City to throw our hard-won, healthy, award-winning "city-baby" out with the bath water! We can refresh the bath water by fine tuning the carefully developed processes we already have!</p> <p>Where's the city's and the developer's evidence that 2040 will actually increase affordable housing? Has any major city ever done this kind of massive up-zoning across their entire city and what were the measurable results, other than happy developers?</p>	7/23/2018
8408	73	/policies/stormwater-management/	We need to design for winter and for a changing climate, particularly sidewalks which currently do not drain	7/23/2018
8409	97	/policies/heritage-preservation-legislative-advoca	Supportive of this policy.	7/23/2018
8410	18	/policies/walking/	We need lower speed limits and slower speeds throughout the city. We need stop lights that don't leave people walking as an after thought. We need freeway entrances and exits that are death traps for people walking. Please add these in the next draft.	7/23/2018
8411	1	/policies/access-to-housing/	Lower the height in all the areas that are higher than 2.5 stories. You don't have to limit everything to 2.5, but all the other categories need to come down, from 4 to 3, from 6 to 5, from 10 to 8, from 15 to 13, etc. you get the idea. This level of density could be the ruination of our fare city.	7/23/2018
8412	40	/policies/homelessness/	More support for transitional and supportive housing options--I'm concerned about the supportive housing facilities that have been threatened with closure recently due to lack of funds.	7/23/2018

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8413	24	/policies/shared-mobility/	I think by adding for public use automobiles similar to the "nice ride" bicycles would eliminate the use of parking garages and facilities and would easily allow people to not own a vehicle and just use one or both of the city owned services to get too and from work and errands every day	7/23/2018
8414	7	/policies/public-realm/	Please remember to include low sensory places in public areas for people who struggle with sensory overload ex. people with ADHD, People on the Autism Spectrum. etc	7/23/2018
8415	36	/policies/innovative-housing-strategies/	This presents an opportunity to develop the city in beautiful new ways. It could both preserve the identities of neighborhoods (by stemming gentrification and pricing-out), and expand on their identities as well (as the landscape physically changes and new architecture is created).	7/23/2018
8416	0.1	/topics/land-use-built-form/	I'd like to express my concern for allowing buildings with up to 4-unit dwellings in Interior 1 and 2 Built Form areas. I'm not an economist, but it seems like this policy would encourage developers to purchase our City's smallest, least expensive homes, and turn them into less affordable apartment and condo units. Perhaps if the goal is higher density, 4-unit dwellings should only be allowed to replace buildings of equal or greater size/square footage, i.e. allow the removal of some of the City's larger single-family homes in order to build 4-unit dwellings. Neighborhoods with these larger homes could more easily accommodate larger 4-unit dwellings without interrupting the character of the neighborhood.	7/23/2018
8417	61	/policies/environmental-justice/	Highly support this policy. It would be great to get more specific with some pieces of implementation like have an environmental justice screening tool used for new developments (related to point d) to ensure that the impact is considered ahead of time.	7/23/2018
8418	63	/policies/food-access/	This is a good idea.	7/23/2018
8419	9	/policies/open-spaces-in-new-development/	This is a great idea!	7/23/2018
8420	77	/policies/park-access/	actually your main problem is making the park bike/walk trails safer. you need to use "shared spaces" model where rather than putting people on segregated purpose trails you make the trails wider and make the rule that we all share. and teach people how to pass on their bikes. you inform and slow down as needed. stop with all the rules separating this from that. same on the roads. lower speed limit and remove bike lines!	7/23/2018
8421	65	/policies/urban-agriculture-and-food-production/	Policy 65 conflicts with the overall nature of the city. The future of the city depends on increasing density. Setting aside space for farming runs counter to that.	7/23/2018
8422	28	/policies/msp-airport/	Consider what will happen next if MSP reaches full capacity and needs expansion to serve increasing demand.	7/23/2018
8423	1	/policies/access-to-housing/	Action Step C: Change "Allow" to "Mandate". If we don't mandate Multi-family construction on transit routes, and still allow Single Family Homes to be built so close to a tremendous asset that is Public Transit, It creates a clear contradiction of policy, the Minneapolis has been working on for decades.	7/23/2018
8424	40	/policies/homelessness/	This policy and action steps do not do justice to the importance of this issue. These steps don't give real solutions to the problem which needs to be addressed through new innovative ideas instead of just solidifying the existing infrastructure which isn't working for people. Support of shelters should come with requirements to do more than feed and house people, there should be a requirement to take the time to build connections with people and come up with individualized solutions. Perhaps one action step could be develop a framework for supporting individual paths out of homelessness. This policy also barely touches on the issue of homeless youth who might be with a parent or on their own.	7/23/2018
8425	67	/policies/climate-resilient-communities/	Neighborhood organizations should be included in helping with a. and b.	7/23/2018
8426	17	/policies/complete-streets/	Complete Streets requires we phase out cars as a major or common form of transportation	7/23/2018
8427	0.1	/topics/land-use-built-form/	I fully support the inclusion of duplexes, triplexes, and fourplexes in Interior 1. Minneapolis is at a critical moment for housing affordability for the coming decades. Spreading a baseline of density increase throughout the neighborhoods of the city ensures that growth impacts will be dispersed, and that the greatest increases in density can be concentrated along transit corridors. I think it would be worthwhile to allow rowhouses in this built form district as well. It is crucial that housing supply meets growing demand, and that Minneapolis can allow the gradual changes needed to adapt to the future based on rational analysis.	7/23/2018
8428	81	/policies/social-connectedness/	Highly support all of these goals!	7/23/2018
8429	69	/policies/renewable-and-carbon-free-energy/	Necessary. We can't afford, as a species, to keep using carbon-based energy.	7/23/2018
8430	0.1	/topics/land-use-built-form/	I strongly support the fourplex proposal. Greater density is needed to lower housing costs and support mass transit. However, I don't think it goes far enough. 8 or 10 unit buildings add more housing with minimal neighborhood impact.	7/23/2018

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8431	11	/policies/skyways/	Please add greenery to the skyways. It would be wonderful to great something like the Hanging Gardens of Babylon in our skyway system. Also, please increase the number, and visibility, of street-skyway connection points.	7/23/2018
8432	37	/policies/mixed-income-housing/	The idea of mixed income housing is incredibly exciting and important in subtle ways. Instead of isolating our population based on wealth, people of different incomes will be neighbors, creating a greater sense of empathy and fostering a stronger community.	7/23/2018
8433	1	/policies/access-to-housing/	We need more housing allowed, especially in historically redlines areas.	7/23/2018
8434	26	/policies/vision-zero/	Recognize that vehicle users may want to use their vehicle less if they felt safe outside of it.	7/23/2018
8435	53	/policies/quality-of-life/	Rein in the police, such that citizens of color can interact with them without fear of getting murdered.	7/23/2018
8436	72	/policies/sustainable-water-system-management/	High quality municipal drinking water is one of the most important things the city can do to promote equity. We can see what happens when the drinking water system fails in a place like Flint, we can't let that happen to us (and I don't think it will, but we should always be aware of how important water is) Minneapolis tap water is some of the best in the country, and incredibly safe. Many newcomers to this country may come from places where the water is not safe to drink and are used to buying bottled water. The city should do its best to educate the population about our high quality drinking water.	7/23/2018
8437	1	/policies/access-to-housing/	Allow 8+ units all over, especially around lakes/parks	7/23/2018
8438	38	/policies/affordable-housing-near-transit-and-job-	Eliminating the need for a vehicle (and all the attached expenses) could help move families out of a cost-burdened position, and break generations-long poverty cycles.	7/23/2018
8439	78	/policies/park-design-and-programming/	Equity is important, but not not every park decision should be about "equity", especially as the city and park board seem to define it. While North Minneapolis has historically been neglected, the parks there currently receive a lot of funding. Parks in the rest of the city should be funded at adequate levels too.	7/23/2018
8440	17	/policies/complete-streets/	I support prioritizing walking, biking, and transit. I do think the policies offered here fall short of doing that though and I think we need more aggressive policies to support these modes after decades of only investing in cars.	7/23/2018
8441	38	/policies/affordable-housing-near-transit-and-job-	Identify parts of regulations that can be safely relaxed in exchange for affordable units. I'm thinking parking minimums, height limits, maybe design requirements.	7/23/2018
8442	26	/policies/vision-zero/	Vision Zero should not include enforcement of any kind. Police are literally killing people of color, especially black men. If one of the Draft Plan goals is to reduce racial disparities, then you should not have police be involved with Vision Zero. Vision Zero was developed in Sweden and has 3 components: engineering, education, and enforcement. In Sweden the police force very rarely use their firearms and hardly ever kill people. In the U.S. the police kill people every week. This is an article about this issue: https://www.citylab.com/transportation/2016/09/black-lives-matter-and-vision-zero/497495/	7/23/2018
8443	1	/policies/access-to-housing/	Townhomes and rowhouses should also be in the mix for some neighborhoods. This includes multi-family units.	7/23/2018
8444	1	/policies/access-to-housing/	Do not up-zone the city in a one-size-fits-all manner. The current zoning is flexible enough to allow for appropriate development, including along major transit. Allowing -- and incentivizing -- developers to tear down single family homes gives no advantage to the citizens of our city. Increased density does not equal lower housing costs. Rather tearing down modestly priced homes increases housing costs and makes it harder for first-time buyers to find a home to buy. The city should place sensible constraints on developers in order to serve the needs of the residents of the city.	7/23/2018
8445	66	/policies/air-quality/	The city should consider incentivizing use of cars that are high efficiency, hybrids, and electric plug in vehicles to improve air quality. Designated parking for these vehicles, as is currently available at some retail outlets, would be one concrete step that can be easily implemented now.	7/23/2018
8446	6	/policies/pedestrian-oriented-building-and-site-de	I strongly support eliminating parking minimums city-wide. Far too much land in the city is dedicated to auto storage and it is costly for renters.	7/23/2018
8447	80	/policies/development-near-metro-stations/	YES. Cars are the worst and I just want less traffic.	7/23/2018
8448	91	/policies/heritage-preservation-outreach/	What a joke!! Look at what you want to do all in the name of high density!! Preserving? The building that gets torn down might not be the best or an easy build on a parking lot. It's the surrounding area of homes and businesses that you don't care about. Go to 50th and Bryant, it's a thriving little corner with stores, restaurants and walkable. Great homes and some are duplexes with a lot of character, it works!! Don't fix it because you'll screw it up! How many of you grew up here? How many live in Minneapolis? How many homeowners? What is the average age of your team? Think about the people you work for, the citizens of Minneapolis versus trying to make a mark for yourself!	7/23/2018

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8449	20	/policies/transit/	Set specific desired transit investments in the 2040 plan, so there's a base from which to advocate with the county, Met Council, and state. Midtown Greenway LRT is an obvious first step.	7/23/2018
8450	14	/policies/tree-canopy-and-urban-forest/	Please increase the downtown urban canopy. There are areas with zero trees on it. Ex, S 5th Street	7/23/2018
8451	28	/policies/msp-airport/	I'd like to see fees for airlines that are unwilling to switch to quieter technology. I think there should also be higher limits for how close to the ground the planes can be over Minneapolis when landing or taking off. I understand it is a complicated issue, but they are sometimes so close to the ground over South Minneapolis that it shakes everything in my house.	7/23/2018
8452	20	/policies/transit/	The City should invest in improving transit. We pay for roads, why not transit? We should also do more to provide transit advantages. And build out the arterial bus rapid transit network now!	7/23/2018
8453	19	/policies/bicycling/	we should use the "shared spaces" model europe uses and put people on par with cars on par with bikes. lower speed limit to 20 mph on most roads, get rid of most stop signs, use roundabouts and traffic circles, get rid of bicycle lane signage except for a few protected bicycle highways. this includes bicycle lanes in parks!!!! widen those park lanes and allow people and bikes and remind everyone that it's shared spaces.	7/23/2018
8454	22	/policies/downtown-transportation/	Point d is major. Please do it	7/23/2018
8455	20	/policies/transit/	By 2040, Minneapolis should be planning, if not already building, a north-south and east-west transit tunnel through downtown.	7/23/2018
8456	83	/policies/people-with-disabilities/	We need to allow higher density housing everywhere to make wheelchair accessibility more common and reduce disparities	7/23/2018
8457	40	/policies/homelessness/	The solution to homelessness is providing home, this policy has a good soul.	7/23/2018
8458	38	/policies/affordable-housing-near-transit-and-job	I think all the points are great!	7/23/2018
8459	81	/policies/social-connectedness/	Writing this here since I'm not sure where else to put it"how is this plan going to address how policing impacts communities? Feeling safe on the streets is critical for public health and social connectedness. Having a nonpolice response unit for certain neighborhood issues, like mental health needs, would be a critical way to enhance this policy. Having community oversight in policing would also be important for this policy and overall goal. Development planning without considering the police context is incomplete. I know this plan does not have any control over police policies, but finding ways to tie these goals and comp plan policies for the need for more community oriented policing is an important opportunity.	7/23/2018
8460	42	/policies/expand-homeownership/	Support multi-unit cooperative housing, granny flats, etc. that would allow people to build equity with a smaller investment. I am seeing a lot of single-family homes and duplexes being purchased as rental property investments rather than owner-occupied homes. Is there a way to establish preference for buyers who intend to live in homes vs. rent out? (Particularly when many of the people buying for investments are white and out-bidding people of color who have had less access to homeownership) Expand number of land trust properties to control increases in housing costs--I would be interested in investing in a city land trust to keep housing costs affordable.	7/23/2018

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8461	1	/policies/access-to-housing/	<p>Presently Minneapolis offers a diverse style of neighborhoods. Eliminating single family dwelling neighborhoods will have significant negative impact to the city. Single family rentals will likely be the first to be changed into multi-family units. The affordable "starter homes" that we have in our area will likely be bought and converted. The most desirable single family areas will bring the best rents to investors. It could happen faster than people think in certain neighborhoods.</p> <p>Will these units produce affordable rentals? That is at the prices needed to meet the need? Not likely. They will be listed at what the "market will bear". Investors need to make a profit. Unsubsidized, only excess availability will move the price down. Now price can go down with a decrease in desirability. And that may occur in a more accelerated manner than expected as Single-Family dwelling buyers will look outside of Minneapolis to put their housing investment. Knowing how difficult it is to reverse zoning laws, buyers would be prudently shy about buying into Mpls. Renters don't share this risk. Mpls could quickly become a "Rental City". The current level of rental in my zone surprised me when I learned of it.</p> <p>We recently had the opportunity to learn about how a multi-unit occupancy looks with regard to on street parking over a 2 year period when a home owner rented his dwelling to someone who rented out the rooms and basement. 5 to 7 extra cars on our relatively narrow street definitely changed the look/feel and function of our neighborhood. There were so many undesirable aspects to the experience we wondered why we put with it so long. Not having a rental license and claiming homestead status the owner (nice folks otherwise -who moved on to a better neighborhood) finally sold the house to a nice couple with their first child. Looks like a good starter home experience like we had in the 80's when we moved here. Both they and their next door neighbors are doing serious landscaping investments. Not something we usually see with rental property houses in our neighborhood.</p> <p>Please take the neighborhood look/feel character aspect of people's comments seriously. Do not eliminate the diverse range of neighborhood offerings in Minneapolis as you address the affordable housing issue that of course needs to be addressed. Keep Single Family (R1) zoning where it makes sense in Minneapolis.</p>	7/23/2018
8462	26	/policies/vision-zero/	I'd like to see more action steps surrounding the assessment of intersections, which feel like the area of greatest concern.	7/23/2018
8463	10	/policies/street-grid/	This policy needs to accommodate street to greenway conversions like the Northside Greenway idea. Greenways should exist in many parts of the city in a place where walking and biking are prioritized.	7/23/2018
8464	82	/policies/aging/	We need commercial everywhere by right, to encourage walkability for slowing seniors	7/23/2018
8465	45	/policies/leverage-housing-programs-to-benefit-c	inclusionary housing isn't enough. we need social housing. minneapolis needs to issue bonds and start building and getting its people housed! also, convert existing commercial vacancies to mixed use and let people live in commercial centers. walkability! housing security!	7/23/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

8466	1	/policies/access-to-housing/	<p>Presently Minneapolis offers a diverse style of neighborhoods. Eliminating single family dwelling neighborhoods will have significant negative impact to the city. Single family rentals will likely be the first to be changed into multi-family units. The affordable "starter homes" that we have in our area will likely be bought and converted. The most desirable single family areas will bring the best rents to investors. It could happen faster than people think in certain neighborhoods.</p> <p>Will these units produce affordable rentals? That is at the prices needed to meet the need? Not likely. They will be listed at what the "market will bear". Investors need to make a profit. Unsubsidized, only excess availability will move the price down. Now price can go down with a decrease in desirability. And that may occur in a more accelerated manner than expected as Single-Family dwelling buyers will look outside of Minneapolis to put their housing investment. Knowing how difficult it is to reverse zoning laws, buyers would be prudently shy about buying into Mpls. Renters don't share this risk. Mpls could quickly become a "Rental City". The current level of rental in my zone surprised me when I learned of it.</p> <p>We recently had the opportunity to learn about how a multi-unit occupancy looks with regard to on street parking over a 2 year period when a home owner rented his dwelling to someone who rented out the rooms and basement. 5 to 7 extra cars on our relatively narrow street definitely changed the look/feel and function of our neighborhood. There were so many undesirable aspects to the experience we wondered why we put with it so long. Not having a rental license and claiming homestead status the owner (nice folks otherwise -who moved on to a better neighborhood) finally sold the house to a nice couple with their first child. Looks like a good starter home experience like we had in the 80's when we moved here. Both they and their next door neighbors are doing serious landscaping investments. Not something we usually see with rental property houses in our neighborhood.</p> <p>Please take the neighborhood look/feel character aspect of people's comments seriously. Do not eliminate the diverse range of neighborhood offerings in Minneapolis as you address the affordable housing issue that of course needs to be addressed. Keep Single Family (R1) zoning where it makes sense in Minneapolis.</p>	7/23/2018
8467	26	/policies/vision-zero/	I support Vision Zero. Let's also focus on design and education, not enforcement	7/23/2018
8468	52	/policies/human-capital-and-a-trained-workforce/	Recognize that college education is not appropriate for everyone and emphasize alternative education paths, such as apprenticeships. Convey this message to schools.	7/23/2018
8469	41	/policies/tenant-protections/	Protecting low-income/cost-burdened tenants and holding property managers accountable is a no-brainer, do this one for sure.	7/23/2018
8470	1	/policies/access-to-housing/	The plan does not adequately maintain the character of the residential street. Narrow streets, such as Bryant Ave. south of 38th street should NOT have additional density beyond the brick 4-plex and 6-plex that are on Larger-than-single family home lots. Nothing larger than the current buildings south of 38th street should be allowed, and NO larger higher density on Aldrich, where the houses are already very close together and ADU's provide enough options already for limited increases in density.	7/23/2018
8471	23	/policies/coordinated-development-strategy/	I support the Mpls 2040 Plan in its entirety!	7/23/2018
8472	47	/policies/housing-maintenance/	ADUs over teardowns to make duplexes!!!!	7/23/2018
8473	42	/policies/expand-homeownership/	Yes this will break poverty cycles that have lasted generations.	7/23/2018
8474	1	/policies/access-to-housing/	More housing in both neighborhood interiors and corridors. Fourplexes at a minimum or more (6,8,10).	7/23/2018
8475	84	/policies/public-safety/	This policy needs more specifics. What does build trust with first responders mean? How can communities support their own public safety and have non police options for things like mental health issues?	7/23/2018
8476	1	/policies/access-to-housing/	Building fourplexes on 40 x 160 ft. lots is too much density! Unacceptable!	7/23/2018
8477	96	/policies/heritage-preservation-recognition/	I'd be happy to teach a class on Minneapolis History to the Commission, Mayor and Council. There are a number of us that have been active in educating people about our city. Reach out to people via the Heritage Preservation, I will contact them directly.	7/23/2018
8478	1	/policies/access-to-housing/	Magical thinking in the name of development. That's what I see.	7/23/2018
8479	1	/policies/access-to-housing/	More housing everywhere. Abolish ALL Zoning	7/23/2018
8480	48	/policies/data-driven-decisions/	release data in searchable way on property transactions including corporate purchasers and make data aggregable!	7/23/2018
8481	43	/policies/housing-displacement/	Gentrification obliterates communication and breeds ugly resentment. It only benefits those who need no benefits.	7/23/2018
8482	75	/policies/waste-reduction/	Work to support zero waste efforts, including eliminating car dependency	7/23/2018
8483	14	/policies/tree-canopy-and-urban-forest/	What if developers doing new construction had to determine how many trees could fit on a site based on a healthy tree canopy, they could then either plant those trees or pay the City for them into a fund that went to plant the trees elsewhere in the City. It would need to be something rigorous if we really want to maximize our tree canopy.	7/23/2018

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8484	63	/policies/food-access/	This is important! But Food Justice is not just about identifying and mitigating food deserts. How can neighborhoods be supported in their own food sovereignty? How can we support more community gardens, or provide funding or starter packs for people to turn parts of their front lawns into edible landscapes?	7/23/2018
8485	1	/policies/access-to-housing/	Transit is Transit. Frequency can easily be adjusted. Housing, however, takes a lot more time to build, and furnish, and occupy. Allow 3-story 80% lot coverage everywhere.	7/23/2018
8486	97	/policies/heritage-preservation-legislative-advoca	Our community is very interested in this and would like more information on the process of making our neighborhood a historic site. We have American Native Burial Grounds but nothing has ever been done. Who do you contact?	7/23/2018
8487	1	/policies/access-to-housing/	Build highrises by Lake of the isles.	7/23/2018
8488	43	/policies/housing-displacement/	This is one of my top concerns for both residential and commercial properties. (For example, on Nicollet Ave., I've noticed a turnover in immigrant-owned businesses closing and being replaced by upscale, white-owned businesses. We're also seeing a lot of long-term renters who are people of color being displaced due to rising rent costs.) In addition to prioritizing affordable housing in redevelopment, prioritize development that meets the cultural needs of the communities at risk of being displaced. (For example, I read about efforts in the Rondo area of St. Paul to build residential and commercial buildings that fit the needs of African American residents and business owners.)	7/23/2018
8489	18	/policies/walking/	Consider snow placement/removal when siting street crossing buttons mounted on stop light poles. Put street crossing buttons on paved area for street crossing so persons can access the street crossing button easily, especially if using a wheelchair or walker.	7/23/2018
8490	60	/policies/intrinsic-value-of-properties/	Grain elevators should be considered for this--let's find ways to reuse them. The slow disappearance of them from our skyline is a tragedy.	7/23/2018
8491	19	/policies/bicycling/	Bike lanes have been overbuilt and are underused, while dedicated bike paths and the Greenway have been tremendous successes. Keep the focus on maintaining those assets rather than harvesting multiple traffic lanes on one-way streets for overbuilt bike lanes that confuse riders and drivers alike (26th St. So. is a prime example of poor design for all).	7/23/2018
8492	5	/policies/visual-quality-of-new-development/	This is of low importance to me, and I have already seen this become a stumbling block in community members for neighbors who oppose new development to nitpick on superficial design elements.	7/23/2018
8493	20	/policies/transit/	Enforce Hennepin downtown lane for bus, bike, and right turn at the next intersection. Many private vehicle/taxi drivers do not turn right and do not allow bicyclists to have adequate space. Terrifying. I've been almost hit numerable times in a few blocks.	7/23/2018
8494	88	/policies/public-services-policy/	These are laudable action steps but without more details it is hard to envision how they will really lead to excellence in city services.	7/23/2018
8495	2	/policies/access-to-employment/	These are great goals for people who live and work in Minneapolis, but we need to recognize that a lot of people who live in Minneapolis work outside of the city. I know from my work in employment services that transportation to suburban work sites is a huge barrier to employment for low-income individuals. We should encourage more employer-sponsored busing/van pools to help employers meet workforce needs and employees have stable transportation to and from work.	7/23/2018
8496	19	/policies/bicycling/	As a commuter bicyclist, carless senior, I appreciate the bicycle infrastructure. Unfortunately, many vehicle drivers and some bicyclists do not know or follow the rules, resulting in unsafe situations. I do appreciate and use the Midtown Greenway and other off-road options, dedicated lanes, and shared areas, though I am afraid to use off-road areas much after dusk or before dawn due to reports of assault or being personally assaulted.	7/23/2018
8497	14	/policies/tree-canopy-and-urban-forest/	Adding to the urban tree canopy can have broad impact on a number of key policies, from improved air quality and visual appeal to lower cooling expenditures for homes and businesses. One need that is not currently being met in this area is adequate inspectors and crews to identify and remove diseased trees so they do not spread to healthy trees. This has been a problem with both Dutch Elm and Emerald Ash infested trees. Staffing the urban forestry team adequately and better managing responses to diseased trees and planting of new ones will have far-reaching beneficial effects.	7/23/2018

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8498	84	/policies/public-safety/	I am highly concerned about the actions of the Minneapolis Police Department and current proposals to increase the police force, which I believe run counter to this plan's goal of expanding the use of non-enforcement strategies. I would like to see funding from law enforcement redirected to public health and community-driven public safety initiatives that focus on violence prevention and restorative justice. I especially want people in mental health crisis to be able to get crisis intervention from qualified mental health professionals rather than expecting law enforcement to act outside their area of expertise. All public safety initiatives must be trauma-informed.	7/23/2018
8499	65	/policies/urban-agriculture-and-food-production/	Continue the City's policy of not collaborating with ICE to ensure safety for undocumented immigrants.	7/23/2018
8500	49	/policies/educational-and-economic-access/	Illustrate urban agriculture with images of locally-grown food, rather than citrus, pineapples, and bananas. Promote multiple career pathways for high school students, including vocational training and apprenticeships. Support career pathways for people with limited English skills.	7/23/2018
8501	65	/policies/urban-agriculture-and-food-production/	Enact/enforce regulations for temp employment to avoid taking advantage of workers.	7/23/2018
8502	81	/policies/social-connectedness/	Add language to promote pollinators. For example, pesticide-free areas, native plants, and types of flowering plants pollinators can use (some flowers do not permit pollinator access).	7/23/2018
8503	69	/policies/renewable-and-carbon-free-energy/	Support culturally-specific events and spaces Ensure community events are accessible to people with disabilities and language barriers Support community outreach efforts that address social isolation/reach people less likely to come out of their homes or attend public events Continue funding for neighborhood associations	7/23/2018
8504	65	/policies/urban-agriculture-and-food-production/	I disagree with action step g. Protect solar access. Property owners should not be able to prevent development of adjacent properties. If this was allowed, people who could afford to would put solar panels on their roof to ensure that the adjacent properties didn't build higher them. This goal could also be used to justify cutting down (or not planting) large trees which would have a net negative environmental effect. Solar energy is a great alternative energy source, but it is more efficient in large solar farms than small quantities of panels on individual buildings, which in Minneapolis are typically somewhat shaded anyway.	7/23/2018
8505	75	/policies/waste-reduction/	Continue to plant edible landscaping, such as June/Serviceberry, nut trees.	7/23/2018
8506	18	/policies/walking/	I haven't been able to find one, so I would like to see support for stores (especially grocery stores) that prioritize zero waste. Eg. selling ugly food, selling primarily bulk items	7/23/2018
8507	18	/policies/walking/	Do we want both sides of all residential and commercial streets to have sidewalks? For example, some residential areas in the city do not have sidewalks. Some sidewalks are wide enough, though the placement of a utility or other pole may make the sidewalk space too narrow for someone in a wheelchair.	7/23/2018
8508	85	/policies/access-to-health-social-and-emergency-s	Support culturally-based ways of healing outside of clinical settings Support culturally-specific social services and health organizations	7/23/2018
8509	48	/policies/data-driven-decisions/	Expand home visits by CHWs	7/23/2018
8510	18	/policies/walking/	The city needs to collect lots of good data, then connect it to a professional data scientist. Also, we need to know the security of this data is good.	7/23/2018
8511	63	/policies/food-access/	Consider adding more places to sit down, whether a bench or planter edge, so persons with limited endurance may sit down during a walk.	7/23/2018
			Support culturally-specific grocers that reflect the diversity of the neighborhood	7/23/2018

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8512	26	/policies/vision-zero/	Work to change state laws so using a cell phone while driving is an offense. As a commuter bicyclist, the number of near misses I have had have made me even more cautious when entering an intersection, changing lanes, turning, etc. As a pedestrian, I have had to wait for distracted motorists using a cell phone to turn so as not to be hit while entering a marked crosswalk with a walk sign.	7/23/2018
8513	14	/policies/tree-canopy-and-urban-forest/	We need more tree coverage.	7/23/2018
8514	18	/policies/walking/	<p>Enforce no bicycling, skateboarding, scooter on special services area, such as in designated areas in Uptown.</p> <p>Repaint "No bicycling on sidewalk" in Uptown designated area.</p> <p>Paint "No bicycling on sidewalk" by Nice Ride stations in Uptown and other designated areas. Add "No bicycling on sidewalk" areas to Nice Ride map at Nice Ride stations.</p> <p>Republicize and enforce the no branches encroaching on sidewalk on sides and lower than seven feet. I saw a man with limited or no vision using a cane to find the sidewalk walk into an evergreen branch at eye level and become disoriented by the encounter.</p> <p>Widen distance between curb and sidewalk so tree roots less likely to displace sidewalk.</p>	7/23/2018
8515	18	/policies/walking/	<p>Publicize and enforce where vehicle drivers are to stop before a marked crosswalk.</p> <p>Ensure crosswalks have white line for vehicle to stop in front of the marked crosswalk. Some drivers have stopped past the crosswalk, causing pedestrians to walk into the cross traffic lane to cross the street.</p>	7/23/2018
8516	82	/policies/aging/	For work, consider full-time, part-time, seasonal, and contingent employment options.	7/23/2018
8517	1	/policies/access-to-housing/	This policy has been used to justify the massive up zoning that is proposed throughout the city. It has been used to call people who opposed the plan racist. The worst part of all is that the language in the policy makes it seem like what the plan is proposing is a Nobel thing, when in reality it gives the power and land to people who do not live here and will build even more un-affordable units.	7/23/2018
8518	1	/policies/access-to-housing/	Lower the height in all categories, except where the height allowance is 2.5 stories. In neighborhoods that are mostly 2.5 stories homes (from single family to small apartments), the height zoning should stay the same. Along corridors, you don't need to have them be more than 3 stories. Along major corridors (like Broadway), buildings should not be more than 5 stories. This is how you make a city more livable. Look at Paris. With 2 exceptions, nothing is more than 5 stories and it is a highly livable city.	7/23/2018
8519	4	/policies/access-to-commercial-goods-and-service	You can not do away with parking and expect that small businesses will be able to thrive. The majority of their customers come to them in cars. Also, by limiting parking, you limit the ability of people with mobility issues to access the goods and services they need to get to.	7/23/2018
8520	1	/policies/access-to-housing/	NO interior 3!	7/23/2018
8521	1	/policies/access-to-housing/	People want to live in Minneapolis Because of how it is now. This policy would severely and irreversibly change the very character and nature of the city to be one that is very much less desirable. Why is this being done? The policy is used as cover to benefit one or two groups, the developers and foreign investment groups, young single people. Do not sugar coat the policy by selling it as racial equity when it is really about money and power. If this city cared so much about affordable housing it would not be working so hard to privatize the only affordable housing left in the city, Glendale.	7/23/2018
8522	42	/policies/expand-homeownership/	Home ownership is key to keeping our neighborhoods stable. And this plan, with its hyper density, will make it even harder for people to get in to starter homes. You are giving developers the opening to buy up houses, raze them, and put in multifamily housing, which they will either have to rent or they will have to buy at market rate, which will be at a premium, not to mention the condo fees they will have to pay. You can not allow multifamily units to dominate the city, height allowances in excess as proposed in this plan and expect to increase home ownership. That is still the best way to build wealth for middle and lower class people, and the best way to fight crime, build community and keep our city livable.	7/23/2018

Minneapolis 2040 Website Comments (Phase 5: 3/22/18 - 7/22/18)

8523	0.1	/topics/land-use-built-form/	Buildings in these corridors should not exceed three stories. Care should be taken to integrate the building into current housing stock. Corridors should be more commercial in nature with a focus on LOCAL businesses. The plan now will turn all of our local run businesses into Starbucks and juice bars. One of the best parts about Minneapolis is the locally run businesses in commercial nodes. I love going to one of these nodes and obtaining everything I need from hardware to a cup of coffee or breakfast to hair cuts and pet food. These businesses are what make the Twin Cities a unique and desirable place to live. Do not corporatize our local business by making it unaffordable for them to stay in place. Minneapolis should not desire to be another city as it is already one of the best in the country. Local small business is a large reason for that.	7/23/2018
8524	28	/policies/msp-airport/	Build a subway system downtown for faster transit, and so the trains don't block vehicle traffic. If a train were to break down, then traffic on the street level wouldn't be affected. Almost all major cities have a subway system. While the light rail is nice, the Twin Cities is definitely lagging behind in regards to rail transit.	7/23/2018