



## CPED STAFF REPORT

Prepared for the City Planning Commission

CPC Agenda Item #4  
February 9, 2015

### SMALL AREA PLAN SUMMARY

<i>Project Name:</i>	Holland Neighborhood Small Area Plan
<i>Prepared By:</i>	<a href="#">Haila Maze</a> , Principal Planner, (612) 673-2098
<i>Ward:</i>	I
<i>Neighborhood:</i>	Holland Neighborhood Improvement Association
<i>Existing Land Use Features:</i>	<i>Activity Center:</i> <ul style="list-style-type: none"><li>• Central &amp; Lowry</li></ul> <i>Commercial Corridor:</i> <ul style="list-style-type: none"><li>• Central Ave NE</li></ul> <i>Community Corridors:</i> <ul style="list-style-type: none"><li>• Lowry Ave NE</li><li>• University Ave NE</li></ul> <i>Neighborhood Commercial Node:</i> <ul style="list-style-type: none"><li>• University Ave NE &amp; Lowry Ave NE</li></ul>
<i>Zoning Plate Numbers:</i>	9 & 10

### BACKGROUND AND PROCESS

The Holland neighborhood is located within Minneapolis' Northeast Community. The neighborhood's mainland boundaries are 27<sup>th</sup> Avenue NE on the north, Central Avenue NE on the east, University Avenue NE on the west, and several neighborhood streets (including 17<sup>th</sup> Avenue NE and 19<sup>th</sup> Avenue NE) on the south. The majority of land area in the neighborhood is residential, but with significant areas of commercial, mixed use, and industrial. The neighborhood is bisected diagonally by a mainline railroad track, which are partially elevated with overpasses over several streets.

The neighborhood includes approximately half of the Central & Lowry Activity Center. The remainder of the Central & Lowry Activity Center is split by the Audubon Park and Windom Park neighborhoods. The guidance for the Activity Center split by these neighborhoods is consistent, thanks to previous planning for this Activity Center in the Central Avenue Small Area Plan. Holland is bordered by the Central Avenue Commercial Corridor and University Avenue NE Community Corridor, and crossed by the Lowry Avenue NE Community Corridor. It also contains a portion of the University & Lowry Neighborhood Commercial Node.

This is the Holland neighborhood's first small area plan. It was initiated and led by the Holland Neighborhood Improvement Association (HNIA). The motivating factors for planning included: (1) the aforementioned Activity Center; (2) a desire to accommodate growth and development and to proactively respond to developer inquiries, and (3) an effort to enhance the neighborhood through investments in transit and public realm. This includes responding to the ongoing Nicollet-Central

streetcar project, whose proposed alignment would run along the neighborhood's Central Avenue NE border.

This planning process overlapped in scope and timeline with Hennepin County's Lowry Avenue NE Community Works planning process. Since Lowry Avenue NE runs through the middle of Holland, it was important to ensure the two processes were coordinated and have compatible recommendations. This has been largely accomplished. Since the Lowry Avenue NE plan is not yet available for public review, it is not possible to have a full comparison between the two at this time. However, coordinated staffing and review should ensure the plans work well together.

Holland has been identified as a Racially Concentrated Area of Poverty, which may reflect the need for greater public intervention in certain areas. However, the plan focuses on building on community assets and amenities, not on deficits.

### **Planning Process and Community Engagement**

Prior to beginning its plan update, the HNIA board developed a request for proposals to hire a consultant to assist them with the planning process. They retained the services the Cuningham Group consultant firm, which worked with them throughout much of the process.

Working with the consultant, HNIA assembled a representative steering committee to guide the planning process. The process included robust public outreach, including:

- Three community-wide public meetings
- Three steering committee meetings
- Four topic-specific work groups, which each met twice
- Ongoing communication with the neighborhood as a whole through print and electronic media

This planning process lasted for about a year, from mid-2013 to mid-2014. HNIA reviewed and finalized the draft in late Summer 2014.

### **Review and Approval Process**

The plan was first brought to the City Planning Commission Committee of the Whole (CPC COW) on October 30, 2014, to provide an overview of the plan. The 45-day public review period was held from November 10 to December 24, 2014. Public comments received during that period were compiled, and a response was provided for each one. Comments and responses are included here.

The plan was subsequently brought back to CPC COW on January 29, 2015. Since then, the plan has been amended to reflect comments from the 45 day review and from the CPC COW meeting.

After review and action by the Minneapolis City Planning Commission on February 9th, CPED intends to take the plan to the Zoning and Planning Committee of the City Council on March 5, 2015.

Pending full adoption of the plan by the CPC and Council, it will be submitted subsequently to the Metropolitan Council for amendment to the *Minneapolis Plan for Sustainable Growth* (the City's comprehensive plan).

## PLAN OVERVIEW

The Holland Plan policy direction is divided into two main sections: (1) **plan frameworks** for overall neighborhood-wide systems and issues and (2) **initiative areas** with geographically-specific recommendations.

### Plan Frameworks

*Land Use (see page 22 of plan)*

The land use framework includes a future land use map and designation of land use features for the neighborhood. This is largely consistent with the existing land use pattern. The plan identifies new mixed use and high density development opportunities along key corridors, including Lowry Avenue NE and 22<sup>nd</sup> Avenue NE (discussed further in the initiative areas section). Specific recommendations include:

- Much of the neighborhood remains single family and duplex housing. Growth is targeted to Lowry, Jackson, around the Commons and the freight rail line.
- Jackson Street transitions to medium density housing, in support of intended streetcar and continued growth of Central Avenue.
- Lowry Avenue gradually transitions to a street with medium density housing and small neighborhood nodes located at University, Washington, Monroe, and Jackson Street. (As described below, this includes the addition of several new Neighborhood Commercial Nodes to the future land use map.)
- Properties along the freight rail line are redeveloped with a mix of medium density housing and workshop / artist space.
- Encouragement of medium density housing between the Commons and 18th Avenue.

*Open Space (see page 23)*

The open space framework looks at parks and open spaces in and near the neighborhood, and bicycle and pedestrian connections between them. The plan recommends new and/or enhanced connections and public realm along several major corridors and in specific “initiative” areas, including the Commons. Specific recommendations include:

- The Commons is enhanced with more accessible public buildings, improved park space, gathering spaces, and more recreational space. Public art is also a component.
- A variety of east-west bicycle routes are provided, building on the City’s bicycle master plan.
- Redevelopment projects along the freight rail incorporate walking trail and publicly accessible private open spaces with public art.
- Existing informal open spaces such as the community gardens and green space adjacent to the freight rail line are supported.
- Offset intersections are rebuilt to create small parks, green space or plazas with art and stormwater management.
- New buildings at Nodes on Lowry are set back 5’-10’ to create generous sidewalks.

*Access and Circulation (see page 24)*

The access and circulation framework looks at streets, trails, railroads, and other transportation corridors through the neighborhood. It recommends improvements to bicycle, pedestrian, and transit facilities connecting through the area. The plan also addresses some recommendations outside the study area, since they impact Holland. However, it acknowledges these are beyond the geographic scope of the plan. Specific recommendations within the study area include:

- Central Avenue becomes a commercial corridor with streetcar service along its length.
- Lowry Avenue becomes a transit and pedestrian friendly street connecting the neighborhood to the River.
- 22nd becomes Holland's signature street.
- A full east/west/north/south neighborhood bike network is created.
- Bike boulevards at 5th St. and Monroe St. are enhanced with safer intersections and traffic calming measures.
- Washington St. is improved for transit with safer intersections and traffic calming.
- Publicly accessible walk/bike trail is introduced as part of an easement on new developments along east side of railroad.

#### *Built Form and Urban Design (see page 26)*

The built form and urban design framework looks at what the appropriate height and scale of development should be within the neighborhood. It provides a corresponding framework that complements the future land use map in terms of guidance for intensity of development. Specific recommendations include:

- 22nd Avenue becomes an active street with allowances for galleries, workshop, small commercial and cafe uses.
- Key intersections throughout the neighborhood have commercial uses on the ground floor.
- Collections of "era houses" are celebrated as unique assets in the neighborhood.
- Places where the grid is skewed are celebrated with terminated views.
- Views to downtown from public spaces are protected.
- There are some suggested heights included for various areas in the neighborhood, stepping down from highest levels on main corridors.

#### **Initiative Areas**

The plan identifies five areas of the neighborhood as Initiative Areas. An initiative area is a location in the neighborhood that has been identified as a priority area for change. The direction for each of these areas is summarized briefly below.

#### *Lowry Avenue (see page 31)*

Lowry Avenue NE is envisioned as a Community Corridor that continues to connect Holland to the River and beyond while also providing opportunities for additional growth in housing and small neighborhood commercial.

- Create a street that prioritizes transit service and the pedestrian environment by reducing to 3 lanes and providing a tree-lined edge, high-quality transit environment, and safe pedestrian crossings.

- Establish a land use pattern that encourages small-scale mixed-use development at nodes and medium density housing in-between nodes.
- Ensure development along Lowry transitions smoothly to the single family neighborhoods to the north and south.

*Jackson Street & Central Avenue (see page 39)*

Jackson and Central will be a brother-sister pair that work together to help make Holland a complete neighborhood. Jackson will support the commercial and mixed use character of Central with a complement of higher density residential that transition into the surrounding neighborhood.

- Encourage a development pattern that supports transit and Central Avenue as a Northeast main street with a local flavor.
- Ensure that development along Central and Jackson transitions smoothly to the single family neighborhoods to the east and west.
- Create shared parking, service, and access on the blocks between Jackson and Central Ave.

*22nd Avenue (see page 44)*

22<sup>nd</sup> Avenue NE is envisioned as a “community signature street” that prioritizes walking and biking and demonstrates Holland’s spirit of innovation in arts and the environment. (This is not a designated land use feature in the comprehensive plan, but a new concept that may need further development.)

- Prioritize walking and biking by introducing parkway characteristics, such as streetscape amenities and stormwater features.
- Use the streetscape and adjacent land to showcase innovative ideas and test pilot projects related to public art, parks, community, and the environment.
- Encourage arts- and community-oriented development along 22nd.

*Holland Commons (see page 50)*

Holland Commons, a collection of important buildings and open space at the heart of Holland, will be a synergistic collection of public spaces and buildings where Holland expresses itself and gathers together as a community.

- Enhance the Commons for use by more people in all times of the year.
- Encourage higher density development by investing in the Commons as an amenity.
- Develop a common visual and thematic vocabulary (environment, arts, and community) for the Commons to create a cohesive sense of place.

*The Railroad (see page 57)*

The freight railroad corridor is a former barrier re-envisioned as an opportunity for partnership, redevelopment, open space, and art.

- Redevelop properties along the rail for mixed residential and production space.
- Incorporate publicly-accessible trail and open space in new development along rail.

- Improve pedestrian and biking connections across/under railroad. This includes improving streetscape under rail bridges and creating a new bridge over the rail at 27<sup>th</sup> Avenue NE.

## COMPREHENSIVE PLAN CONSISTENCY

This plan will be consistent with the following applicable policies of [The Minneapolis Plan for Sustainable Growth](#):

**Land Use Policy 1.1: Establish land use regulations to achieve the highest possible development standards, enhance the environment, protect public health, support a vital mix of land uses, and promote flexible approaches to carry out the comprehensive plan..**

1.1.6 Develop small area plans for designated land use features, particularly Activity Centers, Growth Centers, and Major Retail Centers, in consultation with neighborhood associations, residents, and other stakeholders.

**Land Use Policy 1.5: Promote growth and encourage overall city vitality by directing new commercial and mixed use development to designated corridors and districts.**

1.5.1 Support an appropriate mix of uses within a district or corridor with attention to surrounding uses, community needs and preferences, and availability of public facilities.

**Land Use Policy 1.8: Preserve the stability and diversity of the city's neighborhoods while allowing for increased density in order to attract and retain long-term residents and businesses.**

1.8.1 Promote a range of housing types and residential densities, with highest density development concentrated in and along appropriate land use features.

**Land Use Policy 1.9: Through attention to the mix and intensity of land uses and transit service, the City will support development along Community Corridors that enhances residential livability and pedestrian access.**

1.9.1 Support the continued presence of existing small-scale retail sales and commercial services along Community Corridors.

**Land Use Policy 1.11: Preserve and enhance a system of Neighborhood Commercial Nodes that includes a mix of housing, neighborhood-serving retail, and community uses.**

1.11.2 Support the continued presence of small-scale, neighborhood-serving retail and commercial services in Neighborhood Commercial Nodes.

**Land Use Policy 1.12: Support Activity Centers by preserving the mix and intensity of land uses and by enhancing the design features that give each center its unique urban character.**

1.12.2 Encourage mixed use buildings, with commercial uses located on the ground floor and secure entrances for residential uses.

**Transportation Policy 2.1: Encourage growth and reinvestment by sustaining the development of a multi-modal transportation system.**

2.1.1 Continue addressing the needs of all modes of transportation, emphasizing the development of a more effective transit network.

**Transportation Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.**

2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

**Transportation Policy 2.3: Encourage walking throughout the city by ensuring that routes are safe, comfortable, pleasant, and accessible.**

2.3.1 Ensure that there are safe and accessible pedestrian routes to major destinations, including transit corridors, from nearby residential areas.

2.3.2 Identify and encourage the development of pedestrian routes within Activity Centers, Growth Centers, and other commercial areas that have superior pedestrian facilities.

**Transportation Policy 2.5: Ensure that bicycling throughout the city is safe, comfortable and pleasant.**

2.5.1 Complete a network of on- and off-street primary bicycle corridors.

2.5.5 Provide public bicycle parking facilities in major destinations such as Downtown, Activity Centers and Growth Centers.

**Transportation Policy 2.9: Promote reliable funding and pricing strategies to manage transportation demand and improve alternative modes.**

2.9.3 Link transit improvements, such as streetcars, to economic development outcomes.

**Housing Policy 3.1: Grow by increasing the supply of housing.**

3.1.1 Support the development of new medium- and high-density housing in appropriate locations throughout the city.

3.1.2 Use planning processes and other opportunities for community engagement to build community understanding of the important role that urban density plays in stabilizing and strengthening the city.

**Housing Policy 3.2: Support housing density in locations that are well connected by transit, and are close to commercial, cultural and natural amenities.**

3.2.1 Encourage and support housing development along commercial and community corridors, and in and near growth centers, activity centers, retail centers, transit station areas, and neighborhood commercial nodes.

3.2.2 Engage in dialogue with communities about appropriate locations for housing density, and ways to make new development compatible with existing structures and uses.

**Economic Development Policy 4.9: Focus economic development efforts in strategic locations for continued growth and sustained vitality.**

4.9.1 Prioritize economic development efforts around designated neighborhood commercial nodes, commercial corridors, activity centers, and growth centers.

**Arts and Culture Policy 9.1: Integrate and utilize arts and culture as a resource for economic development.**

9.1.6 Encourage the implementation of the Northeast Arts Action Plan, and the creation of cultural plans for other neighborhoods and districts.

9.1.8 Make Minneapolis a more livable place for artists through support for arts initiatives that contribute to the city's community development priorities.

**Urban Design Policy 10.5: Support the development of multi-family residential dwellings of appropriate form and scale.**

10.5.1 Smaller-scale, multi-family residential development is more appropriate along Community Corridors and Neighborhood Commercial Nodes.

10.5.2 Medium-scale, multi-family residential development is more appropriate along Commercial Corridors, Activity Centers, Transit Station Areas and Growth Centers outside of Downtown Minneapolis.

**Urban Design Policy 10.9: Support urban design standards that emphasize traditional urban form with pedestrian scale design features at the street level in mixed-use and transit-oriented development.**

10.9.1 Encourage both mixed-use buildings and a mix of uses in separate buildings where appropriate.

The plan recommends the addition of three new Neighborhood Commercial Nodes at (1) Lowry Avenue NE and Monroe Street NE, (2) Lowry Avenue NE and Washington Street NE, and (3) University Avenue NE and 22<sup>nd</sup> Avenue NE. All of these locations have existing commercial uses and commercial zoning, and are located along Community Corridors. The plan recommends additional mixed use development at these locations, consistent with the guidance for Neighborhood Commercial Nodes. The justification for the new land use features is to more fully accommodate growth and development in the City in appropriate locations. This overall goal is highly consistent with the comprehensive plan.

Otherwise, this plan's land use and design guidance is otherwise largely consistent with existing comprehensive plan guidance for the applicable land use features. The plan is also largely consistent in terms of its guidance on other topics, including housing, transportation, and urban design.

This plan is also largely consistent with the portion of the Central Avenue Small Area Plan that overlaps with the study area. However, it does provide some more detailed and updated guidance for that specific area, in comparison to that earlier plan.

## FUTURE RELATED ACTIONS

Implementation of the plan recommendations is part of Planning staff's 2014 work plan and will likely continue into the future. Elements of this include:

- **Comprehensive plan changes.** This plan will be incorporated into the City's comprehensive plan, including incorporating this plan's future land use map into the comprehensive plan's citywide Future Land Use map and making the changes noted above to the land use features. This requires Metropolitan Council review for consistency with regional systems plans, in accordance with state law. As this review follows City approvals, City adoption of the plan as part of the comprehensive plan will be contingent on the pending Metropolitan Council review. This will move forward after plan adoption, possibly bundled with other pending comprehensive plan updates.

- **Potential text amendment or rezoning.** While the plan does not propose major land use changes that would necessarily impact base zoning (at least not immediately), it does suggest some potential zoning code changes. These may be accommodated through a future rezoning study – again, perhaps handled jointly with other pending changes.
- **Development review.** Future development proposals for property in the Holland neighborhood will require Planning Commission review of development applications such as rezonings, conditional use permits, and site plan review. In this way, the Planning Commission has a role in the incremental implementation of the plan. Environmental impact assessments and/or transportation demand management studies will be undertaken as necessary.
- **Capital project prioritization.** The capital improvements process (through the City, County, and other public entities) provides an important way to implement recommended projects in the comprehensive plan. This plan’s identification of these projects provides additional priority and weight to them in project review and ranking. It also allows for proposals to be made when funding opportunities (such as grants) emerge.
- **Support for stakeholder-led implementation efforts.** As this is the neighborhood’s plan, some implementation may be led by the neighborhood association, based on their interest and capacity. This is anticipated to be ongoing and will need periodic City review or assistance.
- **Streetcar planning.** Additional transportation and design work will be necessary for development and implementation of the plan for the Nicollet-Central Streetcar.

## PUBLIC COMMENT

A number of comments were received during the 45-day comment period from individuals, community organizations, and government staff. There were a number of changes and updates made to the draft plan as a result of these comments, including adding detail and clarification around topics and concepts in the plan. A table listing the comments and the responses to them is attached.

## RECOMMENDATIONS

### **Recommendation of the Department of Community Planning and Economic Development:**

The Department of Community Planning and Economic Development recommends that the City Planning Commission and City Council **approve** the Holland Neighborhood Small Area Plan and **amend** the policy guidance for the area into the City’s comprehensive plan with the following conditions:

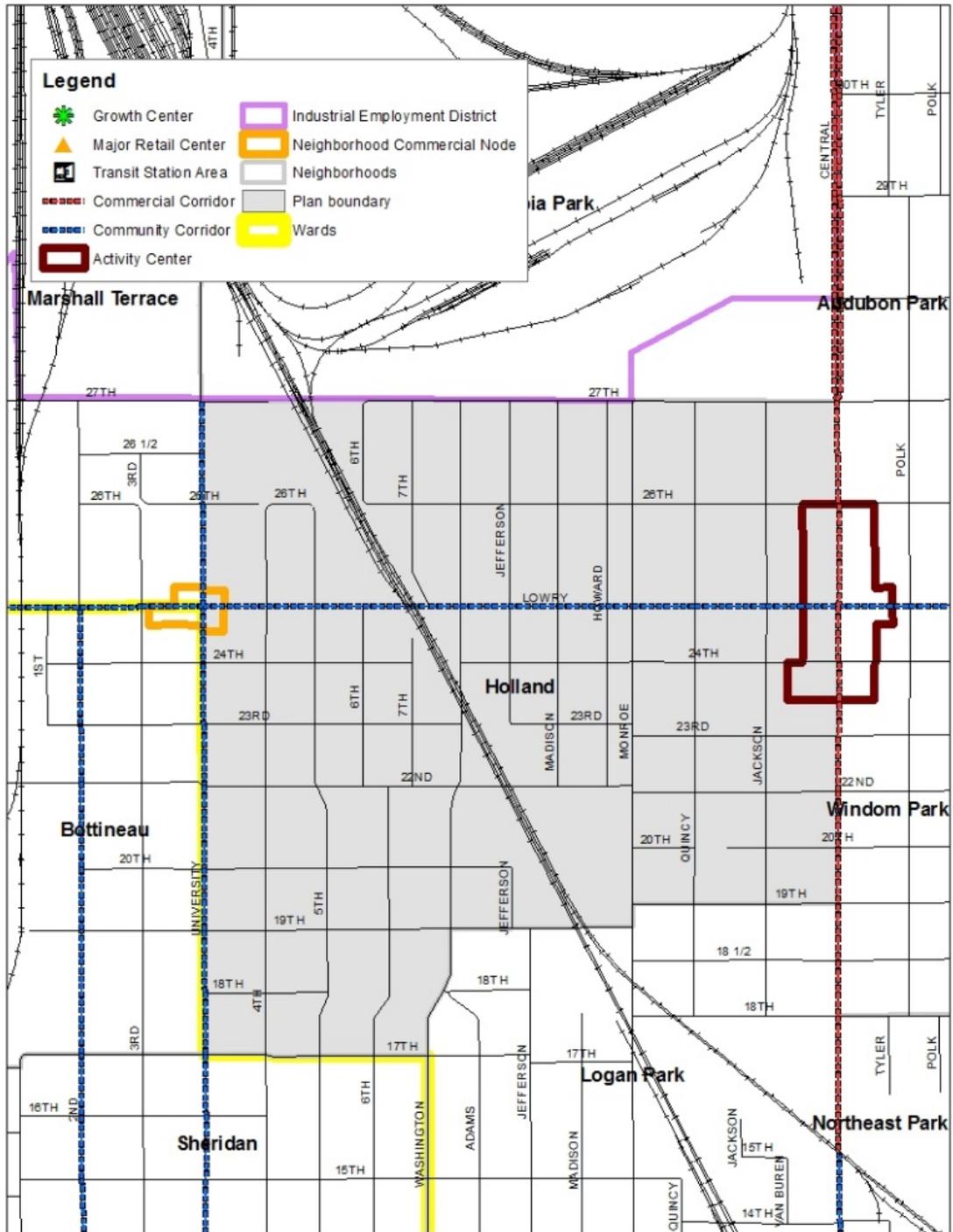
- The comprehensive plan amendment is subject to final review and approval by the Metropolitan Council.
- Additional transportation planning and design work will be necessary for development and implementation of the Nicollet-Central Streetcar. The features and recommendations of this plan will be referenced in that planning process and reevaluated in conjunction with the larger project. They may be adjusted, refined, or updated if necessary.
- The features and recommendations of this plan will be used to guide preparation of an updated comprehensive plan in upcoming years. As with all small area plans, features and recommendations of this plan will be reevaluated and may be adjusted or updated in the next update to the Comprehensive Plan.

## ATTACHMENTS

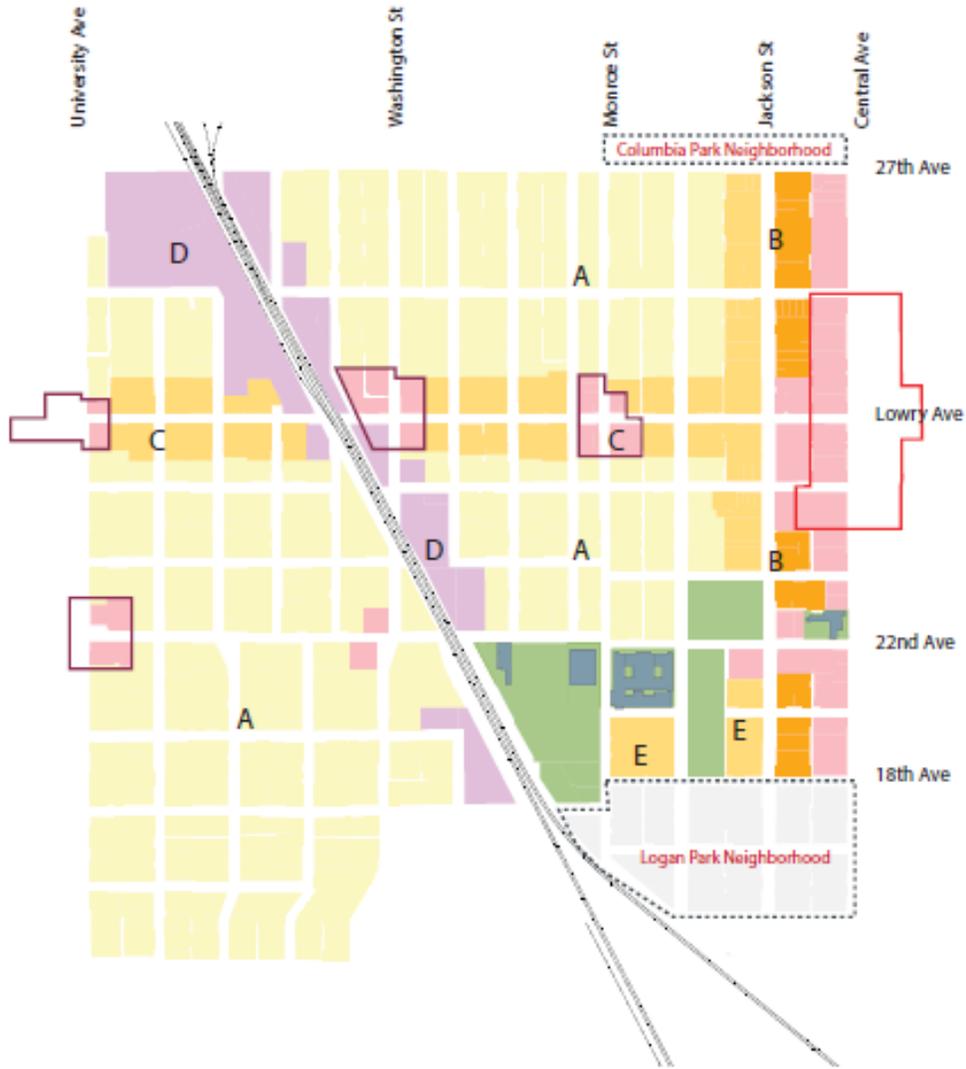
- Maps of plan area and future land use
- Table of 45 day public comments submitted and responses
- Holland Neighborhood Small Area Plan (online and in Dropbox)

The plan is also available online at: <http://www.ci.minneapolis.mn.us/cped/projects/hollandplan>.

# Holland Plan Locator Map and Existing Land Use Features



Holland Plan Future Land Use Map (see page 22 of plan for key to areas)



- |  |  |
|--|--|
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #f08080; border: 1px solid black;"></span> Mixed Use                  | <span style="display: inline-block; width: 15px; height: 10px; background-color: #4682b4; border: 1px solid black;"></span> Public/Parks |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #ffa500; border: 1px solid black;"></span> High Density Residential   | <span style="display: inline-block; width: 15px; height: 10px; border: 2px solid red;"></span> Neighborhood Nodes                        |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #ffd700; border: 1px solid black;"></span> Medium Density Residential | <span style="display: inline-block; width: 15px; height: 10px; border: 1px solid red;"></span> Activity Center                           |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #fffacd; border: 1px solid black;"></span> Low Density Residential    | <span style="display: inline-block; width: 15px; height: 10px; border: 2px dashed black;"></span> Proposed Joint Planning Areas          |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #9370db; border: 1px solid black;"></span> Transitional Industrial    |  |

**Holland Small Area Plan  
Comments and Responses from 45 Day Review Period – as of 1/5/15**

Comment	Source	Location in Plan	Response
<p>First, as a long-time resident, current Holland board member, and SAP steering committee member, I am pleased with the SAP as drafted by Cuningham and Associates. We all intentionally sought input from property owners, business owners, renters, old, young, jurisdictional partners (county, parks, city, schools) and people from many different backgrounds. In the end I think the Holland SAP reflects an appropriate balance between new intentional and directed investment and the maintaining of a neighborhood vibe where organic, spontaneous, eclectic expression is also highly valued. In the end, it is not about preserving the past simply because it is old - it is about allowing the soul and character of the neighborhood to continue to thrive while also revitalizing challenged infrastructure and building stock.</p> <p>I am also particularly excited about the vision laid out regarding the environment and the arts. It is my hope that, by laying out the intention to invite innovative solutions to environmental challenges and innovation in public art, Holland will find even more partners to help us achieve these visions.</p> <p>Ultimately it is my hope that Holland will continue its upward trajectory as a neighborhood that welcomes all kinds of people, and that offers experience to rival any city anywhere.</p>	<p>Adelheid Koski</p>	<p>Multiple</p>	<p>Comments acknowledged</p>
<p>How does Marshall St fit into Holland plan, if it's not in Holland? What is driving the emphasis on stormwater management there?</p>	<p>Public Works</p>	<p>p. 25</p>	<p>Added language clarifying relationship between Holland and Marshall St, and focus on stormwater</p>

Implementing bike “sharrows” on Lowry Ave is not consistent with the Bicycle Master Plan.	Public Works	p. 34	Added language more generally supporting safe accommodation of bicycles on Lowry
This is not entirely consistent with the County’s plan for Lowry. The plan should reference the County ongoing Lowry Ave NE Community Works planning process and draft concepts for the roadway and streetscape.	Public Works	p. 31-36	Added references to County’s Lowry Ave Plan, which is not yet available for public review, but was coordinated closely with the Holland planning process
The cross section shown is not consistent with draft in County plan in several ways	Public Works	p. 36	Added references to County’s Lowry Ave Plan, which is not yet available for public review, but was coordinated closely with the Holland planning process
Construction of Holland Basin was intended to address the flooding in in this area. Are there really still problem areas that need additional stormwater management? Would it be more effective to modify the existing basin rather than adding additional BMPs.	Public Works	p. 43	Added modifications to basin as potential option to address stormwater issues. There are still some flooding issues, and growth and development may impact further.
Again what level of flooding is currently being experienced? Small boulevard BMPs are not likely to be very effective for flooding from large rain events.	Public Works	p. 44	Added detail on flooding issues in the community and scale of improvements needed
A “meandering” roadway could present some maintenance issues for snow plowing and street sweeping. The use of colored	Public Works	p. 46	Qualified that options for innovative roads could be

pavements and crosswalks slightly increases capital costs and also results in increased costs for operations and maintenance.			explored, including discussion of increased maintenance needs
Same comments as with pages 43 and 44.	Public Works	p. 47	See above
Make sure proposed alterations/amenities added to Basin are compatible with its primary use of stormwater management.	Public Works	p. 51-52	Added language regarding this
Improving the space under the railroad overpasses with “lighting and art” is a good idea, but the issue of paying for the implementation as well as ongoing maintenance costs should be addressed.	Public Works	p. 60	Added reference to need for additional resources
Definition for “transitional industrial” should match the comprehensive plan – i.e. transition, not transfer	CPED	p. 21	Made suggested change
On all pages, “neighborhood nodes” should say “neighborhood commercial nodes” instead, so it is consistent with the comprehensive plan	CPED	p. 21-22, 35	Made suggested change
The plan should indicate which neighborhood commercial nodes are existing, and which ones are being added with this plan (as well as any other proposed changes to land use features)	CPED	p. 22	Indicated existing and new commercial nodes
Guidance for new building setbacks should be changed to 5’-8’ so it does not conflict with Chapter 530 of the zoning code. Alternatively, change so it is more specific to sidewalk width than to building setbacks.	CPED	p. 23	Made suggested change
Add “street” to the reference to Washington and Monroe. In general, use full street names for clarity.	CPED	p. 25	Made suggested change
In item A, “workshop” should be plural	CPED	p. 26	Made suggested change
Regarding the graphic showing building heights: The zoning code doesn't allow for half stories above 2.5. From three stories on, half stories are just counted as stories. These heights also seem a little conservative for medium and high density development.	CPED	p. 26	Graphic updated with heights more consistent with zoning code and land use guidance
Please clarify the meaning of this sentence: “Places where the grid is skewed are celebrated with terminated views.” It is defined later on, but people may not realize that.	CPED	p. 26	Added clarifying language
Clarify that “joint planning area” is in Logan Park neighborhood	CPED	p. 26	Added clarifying

			language
The railroad era housing in the neighborhood <i>may</i> be potentially historically significant. It likely needs additional evaluation and study before we can make that determination.	CPED	p. 27	Added clarifying language
“Initiatives Areas” – initiative should be singular	CPED	p. 29	Made suggested change
Again, limit the maximum setback of 8' to be consistent with Chapter 530 or make the recommendation more about sidewalk width than building setbacks.	CPED	p. 35 and 36	Made suggested change
“However” should have a comma after it	CPED	p. 37	Made suggested change
“Large surface parking” should have “lots” added to it	CPED	p. 37	Made suggested change
Central Ave in general is not an Activity Center. The area around Central and Lowry has been. Central overall in this location is a Commercial Corridor.	CPED	p. 40	Added clarifying language
Need to clarify that 18 <sup>th</sup> and Central is in Logan Park neighborhood, not Holland	CPED	p. 40	Added clarifying language
The height recommendations on this page don't match completely with those on page 26	CPED	p. 41	Made changes for consistency
Have the suggestions here for the use of Edison High School and Jackson Square Park been vetted with MPS and MPRB?	CPED	p. 51	Clarified that there as ongoing involvement of MPS and MPRB in planning process
Need to ensure height guidance is consistent with other parts of plan (e.g. p. 26)	CPED	p. 53	Made changes for consistency
“dependant” is misspelled	CPED	p. 56	Made suggested change
“along side” should be one word	CPED	p. 58	Made suggested change