Request Number	Requested By	Formal Action Y/N	Chapter	Strategy	Requested Change	Staff Analysis	Staff Recommendation	PC Discussion Y/N	PC Action
1	City of Verona	N	Appendix	N/A	p. 119 Strategy 4 Actions: – Change letter a to letter d. (See attached email from City of Verona staff, Adam Sayre.)	Agree.	Incorporate this change.	N	
2	Community Development Authority	N	C&C	5	Make language about views from lakes general, so it includes Lake Wingra in addition to Lake Monona and Lake Mendota.	It appears the Plan text is general. It is not specific to Lake Monona and Lake Mendota.	Retain existing language.	N	
3	Landmarks Commission	Y	C&C	2	Madison's 1st Landmarks Ordinance was adopted in 1971 (not 1969). p.76	Agree. Correction.	Incorporate this change.	N	
4	Landmarks Commission	Y	C&C	2	2b. text: delete "which has changed little during that time." New second sentence: "The city in 2015 adopted a thorough revision of the Ordinance's provisions relating to process and procedure, and is currently updating the standards in each of the local historic districts." Add to end of third sentence: ", and recent state legislation." (p. 76)	Staff agrees with this change.	Incorporate this change.	N	
5	Landmarks Commission	Y	C&C	2	Add an action under strategy 2 that would update the Zoning Code to ensure preservation of historic districts and protection of other historic corridors. The wording could be modeled after C&C Action 1d.	Staff agrees with this change.	Incorporate this change.	N	
6	Economic Development Committee	N	C&C	N/A	The Between the Waves Conference and Festival is unique in the US. The Plan should reference this event.	Agree. A reference could be added to CC Strategy 4.	Incorporate this change.	N	
7	Board of Park Commissioners	Y	C&C	3	Feedback is related to Strategy 3b: "Design and program a wide variety of new parks and public spaces in developing parts of the city for enjoyment by a broad range of users." Proposed new parks will be acquired as identified in Neighborhood Development Plans or to address parkland deficiencies and planned and developed in accordance with the adopted Master Plan policy. The City of Madison Parks Division does not program park facilities.	Actions 3a covers improving existing spaces, while Action 3b is about new spaces. Staff agrees that proposed new parks will be acquired as identified in Neighborhood Development Plans or to address deficiencies. It was not intended that the Parks Division would program the facilities.	Remove the word "program" from Action 3b.	N	
8	Alder Zellers	N	C&C	N/A	Support the letter submitted by Linda Lehnertz. See attached letter.	As explained to the Landmarks Commission, staff believe that many of the points raised in Ms. Lehnertz's letter have been, or will be, addressed in several efforts that have been completed (Downtown Plan) or are currently underway (Historic Preservation Plan and Historic Preservation Ordinance revision). Upon further discussion with Ms. Lehnertz, it seems that the highest priority was to remove the reference to "modern construction methods and materials" as a reason for updating the ordinance.	Revise the last sentence under the discussion of Action 2c to delete the reference to "modern construction methods and materials".	N	
9	Alder Zellers	N	C&C	1	Action 1c. Include something about restoration of historic assets.	This is consistent with the focus of this action.	Revise the text describing Action 1c to incorporate this reference.	N	
10	Alder Zellers	N	C&C	2	Include something regarding Heritage tourists stay longer and spend more money.	This is true and could be added to the text to emphasize the importance of heritage tourism.	Incorporate into the text of the 5th (last) paragraph before the discussion about specific actions.	N	
11	Alder Zellers	N	C&C	3	Agree with need to add and upgrade parks to create more community spaces.	Agree.	Retain existing language.	N	
12	Alder Zellers	N	C&C	7	Include something about architecture as a public art. Generally the built environment needs to be better incorporated in the Plan.	Staff feels this topic is covered in C&C Strategy 1.	Retain existing language.	N	
13	Finance Committee	N	E&O	5	Include a reference in E&O 5a to the EG section regarding co-location of City/community facilities.	Agree.	Incorporate this change.	N	
14	Economic Development Committee	Y	E&O	7	Move Action 7b "Business Incubators" to Strategy 6.	Action 7b would be appropriate under Strategy 6. Many of the Comprehensive Plan's Actions relate to multiple Strategies.	Move Action 7b to Strategy 6 and move Action 6c to Strategy 7.	N	
15	Economic Development Committee	N	E&O	N/A	There are only a few references to Madison College. They are an important entity for education and training for middle class jobs.	Agree.	Incorporate this change.	N	
16	Committee on the Environment	N	E&O	7	Action 7c - add Public Health to "Lead Agencies" in appendix chart.	Agree.	Incorporate this change.	N	
17	Alder Zellers	N	E&O	3	Action 3a - strengthen this by including data on MN economy.	The Plan discusses community feedback regarding the need for living wage jobs and includes three related Actions. Staff would like to avoid comparing Wisconsin's economy to Minnesota's economy since many variables impact economic performance.	Retain existing language.	N	
18	Alder Zellers	N	E&O	5	Action 5a is not specific enough - should do a better job of assessing and priortizing where to fund neighborhood centers.	The text references an upcoming review of City funding (both operating and capital) for neighborhood centers. The review will include more thorough analyses than could be accomplished through the Comprehensive Plan process.	Retain existing language.	N	
19	Alder Zellers	N	E&O	7	Rehabbing buildings provides more local impact - can we include this somewhere?	This could be incorporated into Action 6b regarding employment opportunities related to construction.	Incorporate this change.	N	
20	Eskrich (informally at Finance Committee)	N	EG	2	Regarding the RTA, may want to make a more generalized statement to include other potential mechanisms for regional transit funding, in case an RTA isn't possible.	Agree.	See discussion under #22 and #23.	N	

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21	Transit & Parking Commission	N	EG	N/A	Need more references to working with CARPC and MPO (Transportation Planning Board).	There is discussion of working with CARPC and the MPO in Action 1a.	Retain existing language.	N	
22	Transit & Parking Commission	N	EG	2	Discuss the County having a role in the establishment of an RTA.	Agree.	Incorporate this change.	N	
23	Transit & Parking Commission	N	EG	2	More discussion of transit funding is needed - it won't all be covered by an RTA.	See analysis for # 96; could add more discussion of funding to EG Strategy #2.	Add more discussion of funding (RTA and other sources) to EG strategy #2.	N	
24	Urban Design Commission	Y	EG	N/A	Regional Interactions: Employment and transportation are more regional functionalities and the plan really doesn't speak about how we could be impacted by another Epic located someplace else.	The Plan is a City of Madison document. While we can commit to working with other governmental units and maintaining good intergovernmental relations, we cannot undertake planning for other entities. The Plan is written to be adaptable to changing conditions, but cannot anticipate every eventuality. The impacts of "another Epic" located "someplace else" would be dependent on where the someplace else is. If another major employer locates in an area community and we think it will have a major impact on the City that the Plan does not adequately address, it may be necessary to update the Plan.	Retain existing language.	N	
25	Alder Zellers	N	EG	9	Action 9c about programmed building inspections - should mention this is blocked by state legislation.	Agree, the City can do them, but it requires them to go through a new process - also see comment #130. It may be useful to include commentary at the beginning of the Plan about the City's actions with regards to current or future limitations due to State legislation.	Note reference to State law and how it changes programmed inspections. A resolution is now required before the City does programmed inspections. Add commentary about State pre-emption of local action at the beginning of the Plan.	Y	
26	Alder Zellers	N	EG	9	Action 9a - Report a problem could be better used to collect data on contacts and resolution.	Agree.	Report a Problem should track how it is used now and how it could be better used to track how contacts are resolved and the program's responsiveness to City customers.	N	
27	City of Verona	N	EG	4	P. 104 Intergovernmental Boundary Agreement Map - The City of Fitchburg boundary agreement line color needs to be changed in the legend to match the map. (See attached email from City of Verona staff, Adam Sayre.)	Agree.	Incorporate this change.	N	
28	City of Verona	N	EG	8	p. 110 - "Lack of trust in the Madison Police Department MPD) was"… Change MPD) to (MPD).	Agree.	Incorporate this change.	N	
29	Transit & Parking Commission	N	G&R	N/A	There is no discussion of global warming or the City's carbon footprint - what is our plan to address carbon emissions?	The introduction for the chapter briefly talks about climate change. Text for Strategy 3 talks about it briefly as well. The Sustainable Madison Committee requested strengthening language regarding renewable energy sources and reduced emissions and citing the Energy Plan/Carbon Neutral Program.	Add text about what the City is doing and plans to do regarding carbon emissions by discussing the Energy Plan/Carbon Neutral Program.	N	
30	Board of Public Works	N	G&R	2	Should consider advocating for using trees with lower phosphorus leaves in terraces to reduce phosphorus in lakes.	Agree. Research shows some tree species have nearly double the amount of phosphorus in their leaves than others. This could be added into the discussion for Action 2b regarding leaf collection.	Incorporate this change.	N	
31	Board of Public Works	N	G&R	9	Concern about the City turning over public parkland for the sole use of individuals for community garden plots.	Overall feedback about activities in parks was that generally we should increase the amount of programmed spaces and add more activities in our parks.	Retain existing language.	N	
32	Urban Design Commission	Y	G&R	6	Vegetation and Tree Canopy: Canopy trees and vegetation are part of the city's infrastructure and must be considered at the beginning of a project. Setbacks need to be provided to allow for trees. It's a general statement that should be in the plan, but isn't. This is a health/social equity issue too. Tree canopy should be measured, and because we are covering so much ground with buildings, some of that will have to be replaced on private property so that it is maintained and we don't lose any more.	This is generally covered under Strategy 6 (Develop a healthy and diverse urban tree canopy). Action b talks about the competition for space in the terrace during the development process and the need to work across agencies to make our canopy more abundant.	Retain existing language.	N	
33	Urban Design Commission	Y	G&R	N/A	Natural Environment: The second sentence of the introduction to the Green & Resilient section says that the visual character of the city is established predominantly by the built environment. That's not so true of Madison. Maybe there should be a statement in this section about the benefits of the natural environment for people and our health and well-being.	Health benefits of the natural environment are mentioned in 3 different places in the Draft Plan. Staff feels that the visual character is largely established by the built environment; this is a subjective judgement, but the city's skyline and views of the Capitol contribute significantly to its visual character.	Retain existing language.	N	
34	Economic Development Committee	N	G&R	4	The City's parks would benefit from adult fitness areas and running tracks.	This is addressed in G&R Strategy 4. The paragraph for Action 4a describes working with residents to identify park preferences specific to different cultures, ages, and abilities.	Retain existing language.	N	

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35	Board of Park Commissioners	Y	G&R	4	Recommend working with Parks Division staff to revise language under G&R Strategy 4 (p. 91), and Actions b. and c., to include language that is consistent with the Park and Open Space Plan goals to decrease parkland deficiencies.	Planning staff has some hesitation because the POSP is much more specific and detailed than the level of the Comprehensive Plan. Additionally, the language used for this Strategy and the corresponding Actions is in response to specific community feedback.	Planning staff will work with Parks staff to revise the language for G&R Strategy 4.	N	
36	Board of Park Commissioners	Y	G&R	7	Recommend clarifying language under G&R Strategy 7 (p. 95) “Improve public access to lakes.” The City would not pursue purchase of protected shoreline easements without ensuring public access. This section should be clarified to ensure this does not mean purchasing easements to maintain shoreline on private property.	Agree.	Add the phrase "public access" on page 95, first sentence of the second column to read "The City should identify the highest priority lakeside properties and purchase or option public access easements when these properties become available."	N	
37	Board of Park Commissioners	Y	G&R	7	For G&R Strategy 7, access to lakes should ensure access to the lakes for lower income residents.	All residents can use public lakeshore land. Many of our beaches are on the isthmus and are highly accessible by transit.	No change needed.	N	
38	Board of Park Commissioners	Y	G&R	6	For G&R Strategy 6 (diverse tree canopy), practices that protect the ecosystem should be considered in selecting tree species, such as native tree species and species beneficial to pollinators.	Agree.	Incorporate this change.	N	
39	Sustainable Madison Committee	Y	G&R	Intro	Add more specific language to reflect items already being worked on, particularly the Energy Plan and MOU with MG&E. Add a reference to the City's Sustainability Plan in the Introduction for the chapter.	Agree.	Add a reference to the Sustainability Plan in the introduction for the chapter.	N	
40	Sustainable Madison Committee	Y	G&R	1	Add an Action stating, Keep residential water affordable and change the Project Home action to expand who City and residents could work with to help with residential water upgrades.	The Strategy focuses more on the physical and environmental aspects of keeping our water clean and safe.	Retain existing language.	N	
41	Sustainable Madison Committee	Y	G&R	2	Add additional action: City should participate in phosphorous removal program for “legacy phosphorus” in lake beds and streams, within the county and city environs.	The phrase "legacy phosphorus" is not very common and may not mean much to most readers of the Plan. Staff suggests including a reference to this in the paragraph describing Action 2a.	Add reference to removing "legacy phosphorous" from our waterways.	N	
42	Sustainable Madison Committee	Y	G&R	2	Add the word "efficiency" to Action b so it reads: "Increase frequency and efficiency of leaf collection and street sweeping to reduce phosphorus runoff." Update corresponding descriptive paragraph.	Agree.	Incorporate this change.	N	
43	Sustainable Madison Committee	Y	G&R	2	Add language about Madison being committed to phosphorus reduction regardless of federal requirements.	Agree.	Add this language in the introduction paragraph for Strategy 2.	N	
44	Sustainable Madison Committee	Y	G&R	3	Add the word "dramatically" at the beginning of the Strategy so it reads: "Dramatically increase the use and accessibility of energy efficiency upgrades and renewable energy."	Adding this adverb would be inconsistent with the remainder of the Plan.	Retain existing language.	N	
45	Sustainable Madison Committee	Y	G&R	3	Add a reference to the Energy Plan and MOU with MG&E to the introduction for Strategy 3.	Agree.	Incorporate this change.	N	
46	Sustainable Madison Committee	Y	G&R	3	Create a new Action (listed as the first Action) about implementing the Carbon Neutral program. Add text discussing the City's role in energy efficiency upgrades. Move the first sentence of the paragraph for Action c to the introduction for the Strategy.	Agree.	Potential Action text: Implement the Energy Plan to reach the goal of 100% renewable and Zero-net carbon emissions.	N	
47	Sustainable Madison Committee	Y	G&R	3	Expand and strengthen Action 3d so that is about more than just electric vehicles. Also add to Action d: “expand the use of electric vehicles and ecosystem-friendly fuel sources, including…” Include more specific details about being in the implementation stage of converting City fleet.	Agree.	Incorporate this change.	N	
48	Sustainable Madison Committee	Y	G&R	6	Add something about an education component - including that most trees are on private property.	Agree.	Add sentence about education component and trees on private property into the introductory paragraph(s) for the Strategy.	N	
49	Sustainable Madison Committee	Y	G&R	6	Under Action b, add something about working with non-City entities: MG&E, construction companies, developers.	Agree.	Incorporate this change.	N	
50	Sustainable Madison Committee	Y	G&R	8	Under Food Scrap Recycling, remove “must secure a permanent processing site.” Replace with something that says City must be a leader in reductions of organic waste reduction and improved recycling.	SMC seemed to want to emphasize using food scraps for energy, rather than composting alone. As far as City services go, it is important to find somewhere to go with the organic material in order to have a composting program at all. The suggested change does not specifically address that need.	Retain existing language.	Y	

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51	Sustainable Madison Committee	Y	G&R	9	Descriptive paragraphs should highlight the social aspect of community gardens. Relationships are important.	This might be a better fit under N&H 8b. The comment more closely relates to the discussion included for that Action and the role of gardens in neighborhoods.	add to end of penultimate sentence in Action 8b text: "...and encourage neighborhood interaction and increase social capital."	N	
52	Committee on the Environment	Y	G&R	2	Add discussion of how infiltration is important method in maintaining surface water quality. We need a clearly defined infiltration policy as part of any discussion of stormwater management.	Agree. This is alluded to in the paragraph for Action c regarding green infrastructure, but it could be more specific.	Add discussion of how infiltration is important for maintaining surface water quality.	N	
53	Committee on the Environment	N	G&R	1	Add language about specifically working with large entities, such as the UW and Madison Metropolitan School District, on improving winter salt application practices.	Agree. Currently we do not call out any specific entities. Staff is hesitant to add specific references, but working with these large entities could have a big impact.	Add language about working with large entities such as UW and MMSD.	N	
54	Committee on the Environment	N	G&R	2	Improving monitoring of stormwater management/erosion control measures during construction needs to be discussed. Education (and enforcement?) should be expanded. Consider increasing the intensity of storm that must be addressed in preventative erosion control measures.	Agree.	Planning Division staff will work with Engineering Division staff to incorporate this requested change.	Y	
55	Alder Zellers	N	G&R	1	Action 1b should be stronger.	Staff feels Action 1b is reasonable. The descriptive paragraph discusses what is already being done about the road salt issue and recommends training materials should be multi-lingual to improve accessibility in addition to working with many partners to address road and parking lot salt application.	Retain existing language.	N	
56	Alder Zellers	N	G&R	3	Actions 3c and 3d need to be stronger, more specific about geothermal and charging stations. Can we explore requiring that buildings with __ # of units must include ___ # of electric vehicle charging stations?	The first part of this suggestion aligns with feedback from Sustainable Madison Committee.	See response to feedback from Sustainable Madison Committee (#44-47)	N	
57	Alder Zellers	N	G&R	4	Add an Action about dog parks. Receives a lot of feedback from residents about the need for dog parks.	In general, there was a moderate amount of feedback from the community (mostly via the website) about adding dog parks and allowing dogs on leash in more parks. An earlier draft of the Plan included the Action: "Develop new off-leash dog parks and continue the pilot program to expand dogs in parks." Some internal feedback questioned both whether the Action was too specific for the Comp Plan and whether the Action was equitable. Additionally, feedback from Parks Division staff was that it was too specific for the Comp Plan. Because of these issues, the Action was removed.	Retain existing language.	Y	
58	Alder Zellers	N	G&R	6	Mention that streets with trees tend to be safer.	The Plan already references many of the primary benefits from trees.	Retain existing language.	N	
59	Alder Zellers	N	G&R	6	Include something about Silva cells [which support street trees in heavily paved areas].	Staff feels this is too detailed for the Plan.	Retain existing language.	N	
60	Alder Zellers	N	G&R	6	Action 6c - should mention that spacing of trees on terraces and proximity of trees to intersections.	Staff feels this is adequately covered.	Retain existing language.	N	
61	mike.s.barnett	N	G&R	Intro	[p. 86] City tracks its CO2 emissions related to city operations and the community. If one of the goals is to reduce our City's contribution to climate change, shouldn't we include the data for these CO2 emissions in this section of the report?	Agree.	Add City CO2 data from page 19 of City Snapshot document to the Plan's G&R introduction.	N	
62	Petert	N	G&R	Intro	[p.86] Missing: Madison's single largest current and long term environmental liability: the new and recently expanded coal plants that supply the majority of the electricity to the city. Plenty of data available to illustrate Madison's financial and environmental liabilities to the Columbia coal plant in Portage WI and the Elm Road coal plant in Oak Creek WI. If the plan can devote data snapshots to water quality and beach closures, surely something as significant as the coal dependency of the two utilities serving Madison (MGE and Alliant) is warranted.	Agree. Both MGE and Aliant buy some of their power from other companies. MGE owns two wind farms and purchases wind capacity from three other Midwestern wind farms.	Add to either G&R intro (pg 86) or G&R Strategy 3 (pg 90): "Madison Gas & Electric (MGE), which provides electric power to most Madison customers, sources 12% of its electricity from renewable resources and purchases 19% of its electricity, some of which may be renewable. Alliant Energy (Wisconsin Power & Light), which serves portions of the city, obtains 15% of its electricity from renewable sources plus 5% from nuclear power."	N	

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63	Petert	N	G&R	3	Is "partnering with electrical utilities" the ONLY option to educate Madison residents about renewable energy and energy efficiency? Absolutely not. The plan should identify the other options for increasing energy efficiency and renewable energy such as: The City actively participate in regulatory cases at the Public Service Commission of Wisconsin, particularly when the utilities serving Madison propose rate structures directly at odds with energy efficiency and renewable energy, such as MGE's current rate structure. Madison participated, hired expert witness and formally opposed MGE's current rate structure and this type of participation will be needed in the future; identify alternative methods to meet aggressive goals for energy efficiency and renewable energy such as negotiating the City's electrical contracts with utilities and investigating the formation of a municipal utility. Many cities across the county are identifying the costs and benefits of switching from investor owned utilities (like MGE and Alliant) to a municipal utility like the ones operated by diverse cities including Austin, TX, Sacramento, CA, Springfield, IL and Sun Prairie, WI. Cities currently investigating a switch explicitly to meet aggressive energy efficiency and renewable energy goals include Boulder CO, Decorah, IA, and Davis, CA.	Agree.	Add text that addresses other alternatives to educating the community about how renewable and energy efficiency can be provided. See response to feedback from Sustainable Madison Committee (#45-48).	N	
64	Petert	N	G&R	3	Madison can also identify and implement zoning and building codes that can help residents increase energy efficiency and renewable energy. For example, both utilities that serve Madison have sought to increase fixed fees for electricity and reduce variable fees. This actually hurts energy efficiency and renewable energy efforts and discourages development of new or renovated multi unit housing from metering and measuring electrical consumption. For example, a two unit near me currently has three electrical, one for each unit and one for the common areas. The fixed fee for these three meters is about $60 per month despite low actual use. The landlord is planning to consolidate to one meter and making electrical included with rent, but that will reduce the ability to measure electrical consumption by different portions of the building and reduce any financial incentive for the tenants to conserve. Furthermore, high fixed fees for electrical service result in high density, low consumption residents in apartments and condos subsidizing low density, high consumption detached residential housing. Building and zoning codes can recognize these disincentives by helping residents and developers identify opportunities to incorporate renewable energy resources such as solar panels on properties with multiple units but one meter, on accessory dwelling units, or allowing adjacent properties to share a single electrical service.	There is a state law concerning separate meters in multi-family units, which does lower the opportunity of renewable energy. Some multi-family building owners will put solar on the roof for the “common areas” but there could be interest to do more as the price of solar goes down. This should be driven by a coalition at the state level.	Retain existing language.	N	
65	danhoan	N	G&R	8	I love an idea of a compost drop off site. We have so many community gardens, could the city not partner with one of those? I live in an apartment would love to do composting, but have nowhere to put the waste. Or is there a place where I can do this that I have not been able to find with my (limited) googling?	Yard waste can be dropped-off at existing sites for composting. Action 8a recommends adding another site. Action 8b recommends the acquisition of a permanent processing site for food scrap composting or digestion.	Retain existing language.	N	
66	Urban Design Commission	Y	General	N/A	Tradeoffs: The plan focuses on the “goods,” and doesn’t talk about conflicts, tradeoffs, or decision points where you have to choose, and that’s really what the commission deals with all the time in deciding on the interplay amongst a variety of design issues. Everybody wants all of these things when you’re making a concrete decision, but the consequences need to be weighed as well.	The Plan focuses on the "goods" because it is a representation of what the City should be pursuing in the future, which, in the judgement of all of the participants in Imagine Madison, are things that will, on balance, be improvements to the City. The nature of the Plan is a general document for the whole City, and the nature of Urban Design Commission tends to be a focus on detailed design elements of specific projects. The City will continue to rely upon its various boards, committees, and commissions to undertake the detailed work that follows a general plan, including balancing tradeoffs when it comes to implementing actions. For example, it has been broadly agreed that BRT is a good option to improve our transit service. We do not yet know the specific design or all the tradeoffs that such a detailed design may require for implementation, but still need to acknowledge that is planned for our future. It will be up to the City's transit-related committees, the Plan Commission, and the City Council to weigh tradeoffs as more design details of BRT are developed as part of further study.	Unless there are specific tradeoffs or conflicts that are recommended for inclusion in the Plan discussion, retain existing language.	N	
67	Economic Development Committee	N	General	N/A	Highlight that a portion of the Town of Madison is coming into the City.	This is included in the Boundary Agreements map on page 104.	No change recommended.	N	
68	City of Verona	N	General	N/A	The layout and photos are very sharp. Please adjust the maps to make it easier to read by adding labels on all of the major roads (CTH M, PD, etc.) and placing the polygons underneath the roads.	Staff will label more of the major roads.	Make changes as suggested.	N	

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69	Transit & Parking Commission	N	GF	GPA Map	The Oscar Mayer site should be called out on the Growth Prioritiy Areas Map (p. 16) as an Activity Center.	The site is not shown because it is planned for industrial development on the GFLU Map and the current planning process for the site has maintained an employment focus. Activity Centers are defined as mixed-use areas in the Plan. In order to maintain internal consistency between the GFLU map and the Growth Prioritiy Areas Map, Oscar Mayer would need to include other uses on the GFLU Map in order to be shown as an Activity Center. Note that the east side of the Packers/Commercial intersection is shown as a "Transitioning" Activity Center on the Growth Priority Areas Map.	No change recommended.	Y	
70	Transit & Parking Commission	N	GF	GPA Map	Add N. Sherman Avenue as a corridor on the Growth Prioritiy Areas Map. It is planned for BRT.	Similar to streets like Whitney Way (which is also planned for BRT) and N. Midvale Blvd., there is a significant amount of existing Low Residential (LR) development lining N. Sherman. Activity Centers have been designated where there is greater potential for redevelopment of auto-oriented commercial areas into mixed-use. The two larger strip malls along N. Sherman are included as transitioning Activity Centers. Corridors are designated where there is a substantial amount of existing or planned employment, general commercial, mixed-use, and multifamily residential development lining the street, with accompanying existing or planned high-frequency transit. N. Sherman has the planned transit, but, because it has intervening areas of LR, lacks the mix of uses along the entire street. Designating N. Sherman as a mixed-use community or regional corridor should be accompanied by a change to the GFLU map to allow for mixed-use redevelopment along the length of the corridor.	Either maintain map as-is, or change GFLU Map along N. Sherman to increase allowable development intensity and mix of uses if the street is mapped as a corridor on the Growth Prioritiy Areas Map.	Y	
71	Economic Development Committee	Y	GF	GPA Map	Make Packers Avenue a regional corridor on the Growth Priority Areas Map.	Centers and Corridors have been designated on the Growth Priority Areas Map where there is greater potential for redevelopment of auto-oriented commercial areas into mixed-use areas. The Growth Priority Areas Map also corresponds to areas planned for Mixed-Use on the GFLU Map. Packers Avenue is primarily recommended for Industrial and Employment uses along with some Low Residential and Medium Residential areas.	Either maintain map as-is, or change GFLU Map along N. Sherman to increase allowable development intensity and mix of uses if the street is mapped as a corridor on the Growth Prioritiy Areas Map.	Y	
72	Economic Development Committee	N	GF	GPA Map	Many of the peripheral growth areas on the Growth Priority Areas Map coincide with prime farmland.	The City's support of infill /redevelopment in the interior of the city along with compact growth on the edge of the city slows the conversion of farmland for development.	No change recommended.	Y	
73	Ped/Bike/Motor /Vehicle Commission	Y	GF	GPA Map	Change Packers Avenue to a Regional Corridor from Pennsylvania to Northport on the Growth Priority Areas Map. It has high traffic counts, the potential for a lot of redevelopment at Oscar Mayer, and could become the BRT route for the North Side.	This is a similar comment to 71. Traffic counts did not play into staff's mapping of corridors. Corridors were drawn where streets were lined with a mixture of employment, general commercial, mixed-use, and GFLU categories that allowed multifamily residential development. This was combined with high levels of existing or planned transit service. In the case of Packers, it is lined largely with industrial (the Oscar Mayer site and other sites on the west side of the street) and parkland (Demetral Field). The are some smaller areas of Low Residential, with employment that is along Packers but only accessible from Pankratz Street. A small Medium Residential area exists close to Northport. The main mixed-use area along Packers (at the intersection with Commercial Avenue) is shown as an Activity Center. Transit service exists, but is limited. The BRT study completed by the MATPB identified N. Sherman as the BRT route through the area, which, while it could be changed in the future, is the currently adopted routing shown in Madison in Motion and other City documents. The corridors and Activity Centers shown in the Growth Priority Areas map are a simplified representation of mixed-use growth areas shown on the GFLU map. Showing corridors on the Growth Priority Areas Map without allowing for the type of development that the corridors represent (via the GFLU map) creates an internal inconsistency in the Plan. If the ongoing detailed Oscar Mayer planning process results in a change to the future land use for that area, the GFLU map and Growth Priority Areas map could be amended to reflect that.	Staff recommends maintaining the Growth Priority Areas map as shown. If showing Packers Avenue as a corridor is desired, the GFLU map along that corridor should be changed to allow for a wider mix of uses in close proximity so that the future land uses accurately reflect the meaning of a corridor on the Growth Priority Areas map.	Y	
74	Housing Strategy Committee	Y	GF	GPA Map	Staff should work to incorporate additional “Community Corridors” that could accommodate additional housing, such as Midvale Blvd., N Sherman Ave., and Monroe Street. Assuming the Plan Commission agrees, we’ll need to work on this together to specify additional corridors prior to plan adoption.	Monroe, Midvale, and N Sherman are all predominantly residential corridors with mixed-use Activity Centers interspersed along the length of the streets in areas that are appropriate for increased development intensity. Designating the entire length of these, and other, streets as "Community Corridors" would require substantial changes in the GFLU map to accommodate additional housing. Such changes could technically be made, but would be a substantial change this late in the process.	No change recommended.	Y	

Request Number	Requested By	Formal Action Y/N	Chapter	Strategy	Requested Change	Staff Analysis	Staff Recommendation	PC Discussion Y/N	PC Action
75	Alder Zellers	N	GF	N/A	Should recognize historic districts on GFLU Map.	Historic districts are included in the Plan on pages 77-78. Historic districts are not a land use, and therefore should not be shown on the GFLU map. Additionally, showing districts on the map would make it overly difficult to interpret both the districts and the underlying land uses, given the amount of information that is already displayed on the GFLU map. There are many things that impact development that are not shown on the GFLU map, including urban design districts, historic districts, and design guidelines in neighborhood plans. It would be impossible to produce a legible map with that includes all of these considerations. While the GFLU map tends to be the most-referred to map in the Plan, the other Elements of the Plan are just as important, and should not be diluted by shifting components to the Growth Framework section and the GFLU map. Additionally, language has been included in the text that accompanies the GFLU map on page 17 that references the importance of other plans and ordinances (including the historic preservation ordinance) in the consideration of development.	No change recommended.	Y	
76	Alder Zellers	N	GF	N/A	p. 20 Using the phrase "building forms" is not clear. Better phrase?	The use of "building forms" as a phrase maintains consistency with the zoning ordinance. The residential and mixed use charts on pages 20 and 22 are adapted from the zoning code, including the "building form" header for the first column.	Retain existing language.	N	
77	Alder Zellers	N	GF	N/A	p. 22 Push back against allowing 1-story buildings in mixed-use districts on the GFLU Map.	At the March 2018 meeting, the Plan Commission directed staff to develop an exception for convenience stores in Neighborhood Mixed Use (NMU) areas, which is included in the NMU text. Previous discussions with the Commission led to the footnotes included in the mixed-use chart on page 22.	Retain existing language.	N	
78	Alder Zellers	N	GF	N/A	p. 22 First column, last paragraph -- Language about avoiding "gaps" in commercial street frontages. Is this really a problem?	Staff feels that it is important to maintain commercial frontages on traditional shopping streets. For example, State Street and the commercial nodes of Monroe Street should maintain ground floor commercial and avoid construction of ground-floor residential units that interrupt the commercial pattern. Inclusion of such units is harmful to the long-term health of traditional shopping streets, as pedestrian shoppers are more likely to cut their walk short if they are interrupted by residential units. Retaining storefronts is important to the long-term health of the city's (generally) local retail and restaurant scene along these traditional commercial areas.	Retain existing language.	N	
79	Community Development Authority	Y	Intro	N/A	Maintain accountability to stakeholders/participants. Specifically provide information on how feedback through Imagine Madison is resulting in positive change during Plan implementation.	Agree.	Incorporate language in the Introduction's "Assessing Progress" section.	N	
80	Urban Design Commission	Y	Intro	N/A	Measurements and Tracking: The plan lacks a way of measuring “success” and how we will know if we are making progress.	Agree. An annual progress update will be completed. This is briefly mentioned on page 7.	This will be addressed through the annual progress update.	N	
81	Economic Development Committee	N	Intro	N/A	Provide more information on how the lenses were applied.	Agree.	Incorporate this change.	N	
82	karirandrje	N	LU Supplement	N/A	[p. 126] How is it possible that the city planning staff feels that there will be NO industrial land use demand within the city limits over the next 20+ years? Does the city expect all of this activity to occur in the suburbs, and/or is it actively discouraging the growth of industrial activity in the city? I don't understand.	As noted in the Plan, national trends in the decline of manufacturing jobs have not spared Madison. Between 2001 and 2016, Dane County jobs in manufacturing declined from 30,033 to 25,177. There is weak growth in associated industries (mining, utilities, construction, and transportation and warehousing), but it is not enough to counteract the decline in manufacturing jobs. Regardless, the proposed GFLU Map includes 196 more acres of Industrial-designated land than the current adopted GFLU.	Retain existing language.	N	
83	karirandrje	N	LU Supplement	N/A	[p. 127] Again, where do the assumptions come from that industrial employment is actually going to decline? In a growing metropolitan area like Madison, I find this hard to believe. It may grow less than other sectors, but I still expect some growth.	See analysis for #82 above.	Retain existing language.	N	
84	Alder Zellers	N	LU Supple-ment	N/A	Bassett Plan is missing from the list of plans (p. 124)	http://www.cityofmadison.com/planning/ndp/bassett.pdf	Incorporate this change.	N	

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85	Alder Zellers	N	LU Supple-ment	N/A	p. 123 last sentence on the page - the use of “may be” in the sentence. Suggested to say: This Plan “will be” modified if a sub-area plan makes…	Agree.	Change phrasing to "should be".	N	
86	Alder Zellers	N	LU Supple-ment	N/A	In the first sentence on page 124 - the word “intended” is not clear enough. Midway through the second paragraph on page 124, beginning with “But if in the neighborhood plan….” The Plan should specify what will happen in the case of an inconsistency (i.e. the Comp Plan should be changed).	The end of the third paragraph on page 124 discusses what should be done to rectify inconsistencies between land use designations between sub-area plans and the Comp Plan.	Change "intended" to "generally." Staff feels that the language at the end of the third paragraph on page 124 is adequate.	Y	
87	Alder Zellers	N	LU Supple-ment	N/A	The list of sub-area Plans (beginning on p. 124) - some have amendment dates and some do not. Should be consistent and ideally should include the amendments dates.	Amendments are most common for NDPs. Neighborhood Plans and other plans are infrequently amended. If there are amendments that are not listed, staff will revise the list.	Incorporate this change.	N	
88	Alder Zellers	N	LU Supple-ment	N/A	p. 125 In text for sub-area Plan retirement, near middle of the long first paragraph - who decides whether the plan reflects current City priorities?	Agree.	Revise sentence to read: "As the city continues to grow and change, plans that have largely been implemented, have been superseded by a more recently adopted plan for the same area, or no longer reflect current priorities, as determined by this Plan, the Plan Commission, and City Council, should be retired."	N	
89	Transit & Parking Commission	N	LU&T	2	Strategy should include a mention of 5-year Transit Development Plan (TDP).	Agree.	Can integrate into text of LU&T Strategy 2.	N	
90	Transit & Parking Commission	N	LU&T	1	Include discussion of special assessments as a means of funding BRT.	Agree.	Add discussion to Action 1d, revise action to cover TIF and other funding sources.	N	
91	Transit & Parking Commission	N	LU&T	7	Mention working with the State under the Park-and-Ride action.	Agree.	Can integrate into text under Action 7d.	N	
92	Transit & Parking Commission	N	LU&T	N/A	Could use more discussion of reaching out to other communities on transit issues.	There is some discussion of this under LU&T action 2a and EG Strategy 2.	Retain existing language.	N	
93	Transit & Parking Commission	N	LU&T	2	Should we add a note that the cost of extending transit service when we do peripheral development needs to be accounted for? Right now we just stretch existing service to new areas, not add service.	Agree.	Add language under Strategy #2 (either in intro or under Action 2a) to discuss this topic.	Y	
94	Transit & Parking Commission	N	LU&T	N/A	We need to do a better job of syncing right-of-way planning with development planning.	While development would ideally take place in a systematic way, with road systems being constructed sequentially and with appropriate connections from the start, we are dependent upon landowner interest in developing their property. Short of the expensive and generally unpopular option of condemnation, there are few ways to ensure right-of-way is dedicated and roads constructed outside of the standard neighborhood development process. The City's Neighborhood Development Plans are a good way to ensure the long-term connectivity of developing neighborhoods, but do not solve the interim issue of connectivity as areas are built out in phases.	Retain existing language.	N	
95	Transit & Parking Commission	N	LU&T	2	Discussion of exploring a transit impact fee should be added to the Plan - it could help finance the capital costs of transit expansion.	Agree.	Add language under Strategy #2 (either in intro, under Action a, or as a new action) to discuss this topic.	N	
96	Transit & Parking Commission	N	LU&T	N/A	There are no strategies and actions that address cars in the plan. 90% of people will still get around by car in the future.	While Strategy #9 under LU&T does discuss using new technologies to make better use of our thoroughfares, as well as not expanding major roads in already-developed areas and working on accommodating connected/autonomous vehicles, there are not specific strategies and actions that address driving. A number of factors led to this outcome in the current draft. First, there was very little feedback from the public concerning automobile traffic. Second, the Plan is more forward-looking, in terms of planning for changes that need concentrated City action to implement. Third, the City has limited control over what happens to major highways that run through our jurisdiction (Verona Road, Beltline, etc.). Fourth, the GFLU map shows the planned street network for developing areas, which is an indication of continued development of the local road network. Finally, there are several general statements concerning encouraging connectivity of the road network.	If there are specific changes that are recommended to how the City handles automobile traffic that are at the appropriately broad scale of the Plan, those should be brought forward for discussion. Barring that, staff recommends retaining the existing language.	Y	

Request Number	Requested By	Formal Action Y/N	Chapter	Strategy	Requested Change	Staff Analysis	Staff Recommendation	PC Discussion Y/N	PC Action
97	Transit & Parking Commission	N	LU&T	N/A	Parking is not discussed enough - adequate parking is needed for economic development.	Parking is discussed with respect to technology and park-and-rides. Also see comment #91.	Add mention under LU&T 9c of changing transportation technology and how it may impact parking demand. Add mention under LU&T 7d that while downtown can always add more parking, the streets to get cars to that parking are near, or at, capacity during peak hours.	N	
98	Transit & Parking Commission	N	LU&T	1	Remove all BRT-related strategies and actions from the Plan, remove intercity terminal action from the Plan, scale back strategies and actions on expanding transit service. All of these things are too unrealistic.	The Council has endorsed moving forward with BRT planning. Smaller cities have been successful in adding intercity bus terminals. There was significant feedback related to expanding transit service.	Maintain all of these topics in the Plan.	N	
99	Transit & Parking Commission	N	LU&T	N/A	Need a stronger link to Madison in Motion in the LU&T chapter, with the acknowledgement that other governments (County, State) have control over some roads.	Agree.	Add additional language in the LU&T introduction to specifically call out Madison in Motion.	N	
100	Transit & Parking Commission	N	LU&T		The Plan should address parking impacts in mixed-use centers - demand will go up as redevelopment occurs. Should there be more City lots? What is the role of the parking utility as we create more mixed-use areas?	More discussion on parking could be added - see recommendation at right. Also see #s 91, 99, and 103.	Add discussion of addressing parking within the plans mentioned under LU&T 5d. Add further discussion of handling parking in the Growth Priority Areas (page 15).	Y	
101	Transit & Parking Commission	N	LU&T		Our City policy of no local roadway expansion needs to be explicitly stated.	This is mentioned in the introduction for LU&T Strategy 9.	Retain existing language.	N	
102	Board of Public Works	N	LU&T	9	Need more of a "global" look at parking than Action 9c. Many neighborhoods have parking issues - should be considering challenges beyond just downtown.	Agree. Also reference requested change and staff recommendation for #s 91, 99, and 103.	Add discussion under LU&T 5b.	N	
103	Economic Development Committee	N	LU&T	N/A	Parking is very expensive downtown. This is an impediment to more businesses locating downtown.	Provision of public parking is a significant public cost that should be borne by the users of parking. The Plan supports investments in transit, park-and-rides, and other modes of downtown access to ensure that downtown is accessible and friendly to all modes.	Retain existing language.	N	
104	Committee on the Environment	N	LU&T	4	Add discussion of safety under Strategy #4, specifically with regard to Dutch Mill Park-and-Ride, which also serves as an intercity bus pick up point.	While safety at bus stations is important, this issue is too specific for the Comp Plan.	Retain existing language.	N	
105	Committee on the Environment	N	LU&T	N/A	Add language about ensuring that major greenspace/public amenity destinations have transit access (example of the Zoo not having transit service was given).	There is transit service a few blocks away from the Zoo. With all of the other strategies and actions that recommend transit improvements, this concern should be addressed if they are implemented.	Retain existing language.	N	
106	Ped/Bike/ Motor/Vehicle Commission	Y	LU&T	8	Change language to "**Develop** and adopt a citywide bicycle plan and citywide pedestrian plan . . ." and change the detailed discussion under Action d accordingly.	Agree.	Incorporate this change.	N	
107	Alder Zellers	N	LU&T	1	Why not impact fees for transit? Can we add language about exploring this?	Agree.	Add a mention of transit impact fees to the Plan.	N	
108	Alder Zellers	N	LU&T	3	Add language about clearing snow from bike lanes so they can be used year round. Additionally, consider adding something regarding snow emergencies and moving vehicles on one-way streets.	Snow clearance from bike lanes was a low priority in the Imagine Madison process. The are two main reasons why snow does not get cleared from bike lanes as well as it does from car lanes. First, much of the clearance from car lanes is actually accomplished through the friction of frequent traffic on the pavement. Second, snow plowed when there is already a lot of snow on the curb tends to tumble back on to the street. Both of these could be solved, but would likely take the same type of attention and expenditure that is undertaken within the City's downtown BID, except on a citywide basis for all streets with bike lanes. Given the pressing needs expressed within the Plan, staff feels that recommending such a high level of expenditure would not be beneficial in the context of all the other actions that are included in the Plan. Staff feels that addressing the moving of vehicles during snow emergencies is a detailed policy issue compared to the more general Comprehensive Plan.	Retain existing language.	Y	

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109	Alder Zellers	N	LU&T	5	For Action b - add something about parking/traffic issues. For action c - would like something added about clearing bike lanes on streets with snow.	Agree--see recommendation at right. For the snow issue, see the discussion above.	Staff recommends adding a mention of parking/traffic issues under Action d (i.e., something along the lines of "Such plans should include an analysis of existing and projected traffic issues and methods that could be used to mitigate such issues."	N	
110	Alder Zellers	N	LU&T	6	Overall the language does not focus enough on the best places for infill/redevelopment. Recognize infill growth "in the right places" and not just all over in neighborhoods.	Agree.	Add language under Action c to specify that redevelopment should be properly located and reference the Growth Priority Areas map.	N	
111	Alder Zellers	N	LU&T	7	In the description for Action b, ~~new~~ downtown events - remove the word "new."	Agree	Incorporate this change.	N	
112	Alder Zellers	N	LU&T	8	Would like language added to address winter biking. For 8d, clarify between recreational and peripheral paths vs. commuting paths and on-street bike lanes.	Agree.	Staff can revise language to clarify that "primary" paths are paths that are used for both commuting and recreation, whereas "secondary" paths are used almost exclusively for recreation.	N	
113	Alder Zellers	N	LU&T	9	Clarify what we mean by "technological advancements." Add "such as…." to describe examples.	If this is in regard to Action c, an example is given (sensors to provide real-time availability and demand-responsive pricing).	Retain existing language.	N	
114	jmackay	N	LU&T	1	Please have the BRT with dedicated lanes the whole way through, even if it means eliminating a lane for cars.	The Plan does not determine a design for the BRT system - while such a system would ideally operate only on dedicated lanes, such details will be developed as part of a future analysis.	Retain existing language.	N	
115	jmackay	N	LU&T	8	Main arterials should have physically separated bike lanes to make cycling safe and comfortable.	The Plan does not include specific design cross-sections for arterial roads. Example cross-sections are included in Madison in Motion.	Retain existing language.	N	
116	Harald Kliems	N	LU&T	8	I find this sentence misleading. The reconstruction projects on Williamson and Monroe have decided not included substantive improvements for bike infrastructure. And the examples are almost all pedestrian improvements.	More examples could be added, but not every street will be able to have all amenities mentioned as examples.	Add "bike boxes, striped bike lanes" to list of amenities.	N	
117	City of Verona	N	LU&T	8	Bicycle Facilities Map: o The colors on the bicycle facilities map are too close to each other and make it difficult to read. o Cross Country Road – Planned off-street from Hemlock Drive to Tamarack Way. Existing off-street from Hemlock Drive to Reddan Soccer Park. Planned off-street from Reddan Soccer Park to Madison line. Change to existing on-street facility from Enterprise Drive to east of Reddan Soccer Park. o Basswood Avenue – Planned on-street from N. Nine Mound Road to planned and existing off-street facilities. Change to existing on-street facility. o Tamarack Way – Planned on-street from Cross Country Road to Basswood Avenue. Change to existing on-street facility. o Hemlock Drive – Planned on-street from Cross Country Road to Basswood Avenue. Change to existing on-street facility. (See attached email from City of Verona staff, Adam Sayre.)	Agree.	Incorporate these changes.	N	
118	Urban Design Commission	Y	LU&T / N&H / C&C	N/A	<u>Established Neighborhoods and Multi-Family Housing</u>: The character of established neighborhoods is sometimes being destroyed by new large multi-family projects. The plan recommends more "by right" "missing middle" multi-family housing, which means you're taking away commission review. That's where you get a lot of tension between what's existing neighborhood character and pushing the new development. A new building's large footprint is a major concern because when we attach one parcel to nine others it becomes a different animal. The illustration on page 38 should be replaced because it looks like a big institutional building next to a lower density residential neighborhood, and hopefully we never see this in Madison. The discussion is fine, but the narrative should also address the footprint. The Downtown Plan has a goal to remove the 60s era large footprint developments that we've decided in the plan are not appropriate because the remainder of the context has not changed much. We have to say that again. Strategy 1c in the Culture & Character section talks about design relationships and context sensitive design in established neighborhoods in close proximity to buildings of historic or architectural value. The following should be added to that: "buildings of historic or architectural value, or an established development pattern."	The intent of the "missing middle" is to build lower-cost small multi-family buildings that are compatible in scale with single-family homes. The suggestion for more by-right development is for a scale of development within the character of existing neighborhoods so that the City and City boards, committees, and commissions need not review every residential development less than 9 units. The suggested action text is already acknowledged in the action discussion for C&C 1c.	Retain existing language.	Y	

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119	Peter Herreid	N	LU&T / N&H / GF	N/A	See attached email from Peter Herreid. Excerpt: Of the innovative concepts included, I was glad to see the plan address "missing middle housing" and encourage the retention and development of small multifamily housing in existing neighborhoods. I think this is important to providing affordable housing and reducing economic (and racial) segregation in the city. It is also in line with the stated goal to "...have a full range of quality and affordable housing opportunities throughout the city." I also like that the plan encourages more owner-occupied multifamily properties, which I believe would lead to better situations for renters. I am writing to push the city to go further and allow small multifamily buildings (up to four units) by right everywhere that is currently mapped "Low Residential" on the generalized future land use map. By making such a change to the future land use map, parcels could then be rezoned to allow for small multifamily buildings at scale with the existing housing stock. This would enable the market to better respond to demand for affordable housing, without forcing individual property owners to do anything. It also does not require the city to spend a dime more on housing subsidies. - The City of Minneapolis is currently considering such a bold move in its draft comprehensive plan.	The intent of the "missing middle" is to build lower-cost small multi-family buildings that are compatible in scale with single-family homes. However, by enabling small multifamily buildings (up to 4 units) everywhere in the LR areas may result in significant neighborhood pushback and political difficulty. Currently, the LR category permits 1-2 story single- and two-unit homes up to 15 du/acre. Along arterial streets, where certain building types already exist, or in sub-area plans, rowhouses and small multi-family buildings can be included at heights up to three stories and densities up to 30 du/acre. Most of the LR areas are currently zoned SR-C1/2/3 or TR-C1/2/3, all of which only permit single-family or (in SR-C3) two-family homes. A significant change to the zoning code or zoning map would be required to allow 2/3/4-units throughout the LR areas on the GFLU. The LMR land use category accomplishes most of Mr. Herreid's suggestions	Leave as is.	N	
120	Peter Herreid	N	LU&T / N&H / GF	N/A	See attached email from Peter Herreid. Excerpt: While the draft plan states that "...it is not the intention of this Plan that any any existing multifamily that may be in the "Low Residential" district must be transitioned to single-family or duplex development" (p. 17), these existing multifamily dwellings may not be replaced according to current zoning. In my opinion, the comprehensive plan should include a specific implementation measure for amending the zoning code to make these multifamily properties conforming. As gentrification spreads southward, I do not want to see the areas south of UW Campus and Monona Bay transition into more exclusive single family home enclaves of the upper classes. I feel that is important to retain and expand affordable housing with middle housing.	At least one sub-area plan (Brittingham) has included recommendations to de-densify the housing mix within a neighborhood. In most current cases, redevelopment of non-conforming dwellings must necessarily result in a conforming, lower density dwelling.	Determine whether a recommendation should be made to allow existing small mult-family (3/4-unit) buildings to be replaced when non-conforming.	Y	
121	Urban Design Commission	Y	LU&T /LU Supp	N/A	Transit Oriented Development (TOD): TOD's generally require that buildings be built to the front property line. This can be a problematic City policy and one that the Commission frequently struggles with, especially regarding how to address back-of-house service areas when buildings are required to be built to the front property line. There should be language in the plan that tempers that. Also, individual independent vehicular transportation is not going away, whether it's automated or electric cars, people will continue to drive on their own. We have to face reality because we're faced with these decisions all the time, but it doesn't necessarily make for good urban design when it doesn't respond to reality.	Context-sensitive design that is well-integrated with its surroundings will always be a challenge. Building to the front property line will continue to be important in facilitating pedestrian activity and TODs. The details of such designs will continue to be reviewed by staff, the Urban Design Commission, and the Plan Commission on a case-by-case basis. Staff feels that the Plan language advocating for TOD in the Plan is appropriate, the general TOD principles in the appendix are reasonable, and that detailed design of service areas can continue to be reviewed and balanced with other design concerns as specific projects on specific sites are proposed and reviewed.	Retain existing language.	Y	
122	Economic Development Committee	N	N&H	6	Energy Savings Inc (ESI) provides energy savings grants (N&H maintain housing stock)	There are a number of private programs for energy efficiency. More study is needed if we choose to list some of these programs in the text	Keep existing text with focus on City and City partner actions	N	
123	Sustainable Madison Committee	Y	N&H	2	Include a recommendation about increasing programming and resources for seniors. It was suggested this would belong in Action 2b regarding life cycle housing.	Agree.	Leave the Action the same but reword last sentence in action descriptive paragraph to read "...and proximity to healthcare, basic needs, and programing and resources for seniors."	N	
124	Housing Strategy Committee	y	N&H	8	At the very beginning of the narrative, change the first sentence back to language that was previously drafted: "Access to healthy food is one of the most basic life-sustaining strategies of the Comprehensive Plan."	Agree.	Incorporate this change.	N	

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125	Housing Strategy Committee	Y	N&H	4	Add Action E: "Support and partner with non-profit organizations to preserve affordable housing for the long term." Suggested narrative: "Many of the affordable housing units across the City are subsidized in order to limit rents households for certain income levels. The most common mechanism, which the City has strongly supported, is the WHEDA Section 42 tax credit program. Housing units constructed with this type of financing must remain affordable for specified income levels for a period of 30 years, but could then revert to market-rate housing units. The City should be aware of the timelines for each subsidized housing development and partner with property owners and non-profit organizations to explore ways to extend the life of affordable housing beyond the required period."	Agree.	Incorporate this change.	N	
126	Alder Zellers	N	N&H	3	Second paragraph is misleading, it comes across as allow infill anywhere. It should be more specific.	Respondent data is not available to provide breakdown of where infill and redevelopment is favored within city. Further, Alder Zellers' concerns should be addressed in paragraph 3, which discusses infill within existing neighborhoods and "the importance of ensuring redevelopment (and infill) can integrate well with its surroundings through context-sensitive design and scale."	Retain existing language.	N	
127	Alder Zellers	N	N&H	3	Action 3d doesn't acknowledge the issues of number of bedrooms in the units.	The zoning code currently includes bedroom mix requirements in downtown residential districts. Except in a limited number of situations (Affordable Housing Fund-financed projects, etc.), the market should dictate most bedroom mixes. Bedroom mix is already covered in the Growth Framework and N&H Action 7B (family-supportive housing).	Include reference to other mentions of building mix (Growth Framework pg 20 and N&H #7 pg 56).	N	
128	Alder Zellers	N	N&H	5	Action 5c, what is the "action" related to homelessness?	The text could better connect the permanent supportive housing program to reducing homelessness rates. May also need to address the identified need to "decriminalize" homelessness, though this is a very touchy subject. Also, the title of the text section (Homelessness) is probably not the best title.	Change title to "Permanent Supportive Housing"	N	
129	Alder Zellers	N	N&H	6	Action 6a - mention state pre-emption	Acknowledge recent legislation regarding inspection of rental properties.	Add to end of action text: "The City should work within the limits of State legislation to use inspections to ensure safe housing for all Madisonians."	N	
130	Petert	N	N&H	2	[p. 49] Accessory Dwelling Units (housing added onto existing residential lots such as an additional unit on top of a detached garage or in a back yard) should be described here. Given the amount of land in Madison that is currently detached single family, ADUs would appear to be a much greater source of additional housing than the other options described and one of the only options to add density without demolition of existing houses.	Agree. Accessory dwelling units are allowed as a conditional use in numerous zoning districts.	Add "Accessory Dwelling Units" to Missing Middle box list. Add to glossary: Accessory Dwelling Unit - a second dwelling unit contained within a single-family dwelling or within a detached building located on the same lot as a single-family dwelling. This definition includes accessory buildings constructed in connection with a private garage or a private garage converted into a dwelling unit.	N	

Request Number	Requested By	Formal Action Y/N	Chapter	Strategy	Requested Change	Staff Analysis	Staff Recommendation	PC Discussion Y/N	PC Action
131	Economic Development Committee	Y	E&O	7	The Food Policy Council's Comprehensive Plan Workgroup suggested changing the language to: **Foster food-related infrastructure across Madison** Madison is positioned to develop strong local and regional food-related infrastructure, and strengthen its economy. The city can progress with this vision by further clustering and incentivizing the growth of aggregation, processing and distribution facilities. The developing Public Market will anchor a food innovation district connected to the north side, linking the FEED Kitchens, Madison College's culinary school and, importantly, the former Oscar Mayer plant site. There will be similar opportunities in south Madison, and elsewhere in the city. Having food-related businesses cluster in close proximity will provide benefits from sharing ideas, talent, vendors, and infrastructure. Food innovation districts in Madison, will, in turn, support growers, processors and buyers in Dane County and the region.	*Staff would like to wait to discuss requests 131-135 until after the Food Policy Council meets on June 6th and makes their final recommended changes. Staff agrees with this change to the Action text, but recommends a slight modification to the title of the Action and the Action text.	**Foster Food Innovation Districts** Madison is positioned to develop strong local and regional food-related infrastructure, and strengthen its economy. The city can advance this vision by further clustering and incentivizing the growth of aggregation, processing and distribution facilities. The developing Public Market will anchor a food innovation district connected to the north side, linking the FEED Kitchens, Madison College's culinary school, and the former Oscar Mayer plant site. There will be similar opportunities in south Madison, and elsewhere in the city. Having food-related businesses cluster in close proximity provides benefits from sharing ideas, talent, vendors, and infrastructure. Food innovation districts in Madison, will, in turn, support growers, processors, and buyers in the region.	N	
132	Sustainable Madison Committee	Y	G&R	9	Include new Action language and descriptive paragraph provided by the Food Policy Council: <u>Action: Establish guidelines for agricultural best practices.</u> "We must also work to reduce the amount of fertilizers, pesticides and herbicides used, as they have negative environmental and health impacts. Fertilizers contain high levels of phosphorus that negatively affect the lakes and waterways; compost is one natural alternative to provide the soil with needed nutrients. Guidelines should be established for community gardens and other forms of urban agriculture to promote best practices that support both the natural environment and public health." Additional information can be found in the memo from FPC.	*Staff would like to wait to discuss requests 131-135 until after the Food Policy Council meets on June 6th and makes their final recommended changes. Feedback from other City staff about an action which establishes guidelines for agricultural best practices was that the impact would be quite minor. With the recent establishment of a task force to review the City's Integrated Pest Management policy, this presents an opportunity for more detailed analysis and can inform the guidelines for best practices.	Include the Action along with the descriptive paragraph.	N	
133	Sustainable Madison Committee	Y	LU&T	6	Include new language provided by the Food Policy Council regarding the value of agricultural land. 1. Add a clause in the second sentence of the paragraph for Action (a) "While they included some forward-thinking aspects, the layouts and mix of land uses tended to be disconnected, car-oriented, low-intensity, *and significantly under-valued agricultural land.*"	*Staff would like to wait to discuss requests 131-135 until after the Food Policy Council meets on June 6th and makes their final recommended changes. This addition could be accommodated but may need to be grammatically revised.	Add in something about under-valued agricultural land as a revised version of the clause provided by the Food Policy Council	N	
134	Sustainable Madison Committee	Y	LU&T	6	See attached Memo from Food Policy Council. Add text somewhere in the introductory paragraphs about the need to preserve farmland for food production. This might be a more difficult revision to achieve during the review and adoption process, and the Work Group hasn't yet finalized language for discussion by the Food Policy Council at its next meeting in June; but having support for this approach would be helpful. Additional information can be found in the memo from FPC.	*Staff would like to wait to discuss requests 131-135 until after the Food Policy Council meets on June 6th and makes their final recommended changes. Staff feels this is quite detailed for the section and would need to see the suggested language.	Do not make a change at this time.	N	
135	Economic Development Committee	Y	EG	1	The Food Policy Council's Comprehensive Plan Workgroup suggested changing the language to: **Work with Dane County and other municipalities in the county/region to develop a regional food systems plan** Dane County has some of the most productive agricultural land in the world, as well as a strong food economy. The City should support Dane County and other entities in developing a regional food systems plan that would identify key components and prioritize development of the regional food supply chain. Strengthening our local supply chain will bring additional food security to our region, job opportunities for residents with a wide range of backgrounds, and support preservation of our agricultural land.	*Staff would like to wait to discuss requests 131-135 until after the Food Policy Council meets on June 6th and makes their final recommended changes. Staff agrees with this change to the Action text, but recommends a slight modication to the title of the Action.	Incorporate change, but use the following for the title of the Action: Work with regional partners to develop a regional food systems plan.	N	