

Land Use: Air & Soil				
PROBLEM 1: TRANSPORTATION (CARS, TRUCKS, CONSTRUCTION VEHICLES, ETC) Excessive automobile exhaust in the neighborhood		Near Term (1-2 yrs)	Mid Term (3-4 yrs)	Long Term (5-7 yrs)
1	Permits for Transportation Pollution of a Project in SSGZ. Require permits related to on and off-road vehicle increases occurring from an infrastructure or development project (new build or significant modification) impacting the current state of safety, air emissions, air deposition to land and water, and run-off impacts. Includes during construction and post, such as expected increase from employee cars other operating vehicles. Projects that show a decrease in transportation related pollution and improve local neighborhood health/safety in the southside green zone qualify for permitting benefits. Community has a voice in permitting process and city must say no to the project if it is increasing traffic pollution.			
2	Tier 4 Diesel Controls. Require industrial operations and other construction projects within the SSGZ have the highest controls (Tier 4 diesel controls for engines) in support, delivery and work vehicles.			
3	Non-Toxic Paving Materials Pilot. Pilot non-toxic paving products for city-owned and operated roadways/streets slated to be repaved in the next few years in the SSGZ. If necessary, rewrite paving material requirements in City Public Works Documents (i.e. Standard Supplemental Specifications for the Construction of Public Infrastructure in the City of Minneapolis by the City Public Works Department?)			
4	Advocate for Health Impacts Mitigation Plan of Major Transportation Infrastructure Projects. Expansion/modification and projects planned for highways (35W and 94) within or adjacent to SSGZ should assess all potential air emissions impacts, air deposition impacts, and potential run-off to land and water surfaces that may affect public health. Based on this analysis City should advocate and submit comments through the EIS and other avenues to the state/federal agencies for actions to mitigate these environmental justice impacts and improve the health burden the SSGZ experiences from this infrastructure.			
5	Enforce Anti-Idling Ordinance in SSGZ. Enforce anti-idling ordinance in Southside Green Zone via "idling sweeps". Hire extra staff if needed. Focus on enforcement of trucks and school buses. Incorporate an education of parents (flyering cars, etc) on health impacts and officials at schools.			
6	Advocate to have Metro Transit run Cleanest Vehicles in SSGZ. City include in its IGR support for requiring Metro Transit to run their cleanest vehicles in the highest pollution areas on bus routes through Green Zones.			
7	City Workforce Vehicle Pollution Reductions. City vehicles operating in the SSGZ required to be low emission vehicles. Target City Fleet replacement and conversion (EVs) to facilities located in the Green Zone. City workforce take actions to reduce the portion of their workforce that commutes by single occupancy vehicles to enter the SSGZ (as destination or pass through via 26th / 28th Ave, etc).			
8	Large Employers in SSGZ Reduce Vehicle Emissions. City use incentives and other political capital to expand and improve operational vehicle and commuter programs that decrease transportation related local air pollution from Abbott/Allina, Wells Fargo, etc. operations and employees in the neighborhood.			
9	City Harness Minnesota's State Volkswagen Settlement Funding for SSGZ Diesel Pollution Reduction. City apply to state for priority projects in the SSGZ and support SSGZ community entities to target diesel pollution and exposure to workers/residents. By support we suggest letters of support, providing city data, and assistance with any technical aspect of the grant writing. This funding is managed by MPCA, controlled by requirements of the settlement and includes \$47 Million over 10 years.			
10	Expand City Pollution Fees to include Business Mobile Operations. City fees are same as state fees right now - Expand these fees to include mobile sources (vehicles and off-road) that result from business operations. Money should go into to expanding Green Business Cost-share program to reduce emissions in SSGZ.			

PROBLEM 2: CUMULATIVE POLLUTION & HEALTH IMPACTS			
Excessive overall air pollution in community			
1	Advocate to Change State Amortization Law. Put on City IGR legislative agenda to change state amortization law to allow for transition of grandfathered, polluting facilities. The City Council can change zoning for any parcel (zoning for Bituminous and Smith sites have changed in Comprehensive Plan if a new facility came in), but City is not currently allowed to set a plan for moving out polluting facilities that are grandfathered.		
2	Buffers and Protective Zoning for Neighboring I3 / Residential Areas. In the interim of I3 facilities moving out, establish a higher level of buffers and set-back requirements between industrial zoned areas and residential areas in the SSGZ. For example, the distance between bituminous roadways and the nearest residence is very small.		
3	Advocate MDH to Establish an inhalation health benchmarks for Ultrafine Particulate Matter. City advocate that the Minnesota Department of Health (MDH) create a health benchmark for ultrafine particulate matter (PM). There is no standard or health benchmark for ultrafine particulate matter, which is less than 0.1um and can reach the innermost parts of the lung. There is a permanent ultrafine monitor at the Near Roadway site (in East Phillips), but community cannot put these concentrations into context with potential health impacts without this additional information.		
4	Dedicated and Funded SSGZ Staff Positions for Upcoming High Impact Projects (94, 35W, Smith, Bituminous, Abbott). Create new staff positions at the city, hired in collaboration with the SSGZ community. Must be adequately funded. This team has cross section of expertise so they can understand the complex cumulative impact and environmental pollution data from city and state studies across agencies; effectively conduct community engagement to communicate complex information to the diversity of SSGZ residents; advocate for cooperation between various levels of government such that communities are adequately served; and coordinate SSGZ attendance of community members at major project and infrastructure information sessions and public meetings. I-94 rebuild/changes, 35W, Franklin road changes; as well as the upcoming Abbott, Smith Foundry and Bituminous Roadways state permit renewal process are expected to all come up in next 2 years. Smith Foundry and Bituminous Roadways are going through a joint state air permit renewal process which requires a cumulative levels and effects analysis. The result of all these major projects will either severely hurt the health of the community or work to improve it, depending on the City and community response. These dedicated staff would be the point people and responsive to the SSGZ Council and residents on these major upcoming projects.		
5	Establish a Low Emissions Zone (LEZ) in the SSGZ. A low-emission zone (LEZ) is a defined area where access by some polluting vehicles is restricted or deterred with the aim of improving the air quality. All LEZs apply to heavy vehicles, some to diesel vans, others also to diesel and gasoline cars.		
6	Adopt Municipal Version of Phillips Cumulative Levels and Effects Legislation. City adopt state language (MN Statute 116.07 subd. 4a: requires analysis and consideration of “cumulative levels and effects of past and current pollution” before an air permit may be issued in a sub area of the SSGZ) so it covers smaller facilities, and multiple sources of pollution impacting human health (i.e not just for permitted facilities, and not just air pollution).		
7	Expand City Pollution Fee to include Greenhouse Gases. This fee for projects - with money going directly to energy and climate resiliency efforts within the Green Zone.		
8	Implement MNTAP Reviewed Projects in SSGZ. MNTAP (Minnesota Technical Assistance Program) worked with several businesses in the Phillips community and made recommendations to reduce Volatile Organic Compounds. City staff should review information on this effort from MNTAP and develop an Action Plan for Phillips (http://www.mntap.umn.edu/interns/currentprojects/), expand Green Business Cost Share to assist in emission reductions projects in the SSGZ.		
9	Integrate City Conditional Use Permits with direct Community Benefits. As city conditional use permits come up for review for polluting facilities/industries, require accountability measures and assess community benefits, with community as part of the decision-making process. Unlike Community benefit agreements which happen post permits and between communities and developers <i>after</i> a project is already expected to move forward, this community benefits process is prior to city approval of a project's conditional use permit. If there is not verifiable benefit to the community in terms of environmental or other SSGZ priority benefits, there is an opportunity to deny renewing the permit.		

PROBLEM: 3/ SOIL contamination in community			
1	Establish Green Alleys Program. These projects may include replacement of city maintained alley pavement with permeable pavement to improve water quality, greening projects inclusive of native and local plants, and inclusion of high efficiency lighting. Benefits to safety, walkability, and overall environment have been found with these projects.		
2	Strategic Green Infrastructure Measures in High Pollution Areas of SSGZ. Promote Green roofs, tree canopy and other air/water filtering plant "technologies" in the South Side Green Zones with a specific southside target. Intent is to heal the soil and remediate toxins in neighborhood; replace polluted ground soil; and reduce impact of air pollution.		
3	Action Plan for Arsenic Pollution. In 2019, all but 9 sites were removed from the federal EPA's Superfund site. City staff develop an Action Plan of current issues persisting with arsenic release in the neighborhood, compiling information from federal and state agencies for community understanding. Action Plan should include advocating for additional (multi-jurisdictional) resources for homeowners to address pollution that spread into community beyond CMC Heartland (Arsenic Triangle) site.		
4	Study Eminent Domain for Public Health Benefits. Study the use of eminent domain and its possible use for positive community benefit (city taking land for public benefit - getting bad stuff out of the Green Zones).		
PROBLEM: 4/ Information, education on AIR & SOIL contamination in community is not transparent and easily available / understandable			
1	Grants for Community Education. Grants for SSGZ community nonprofits, community groups, public libraries, schools, and community centers to do education and outreach to people on soil, air, lead, pests, mold, etc.. This includes partnering with community organizations and leaders on culturally aware/competent climate preparedness; includes use of traditional environmental knowledge (TEK).		
2	Data Workshops in Community. Transparent about what data the state and city already have on our localized site-specific pollution Data workshops. The SSGZ recommends/advocates for the City to facilitate data workshops for air quality and other environmental quality data that is developed or collected by the City (VOC project) and the state. The goal of these workshops shall be to support prioritization of air pollution sources for further SSGZ recommendations. The data may include: city VOC, state air toxics, PAH, Criteria pollutants, GHG emissions for various sources in the SSGZ, ultra-fine PM2.5, and computer modeled air concentrations (MNRISKS). The data workshops could be centered around existing published data tools (from federal, state and city government, and non-profits), and the workshops could be used to train community members to use them and as well provide tool creators with feedback on making these data tools more useful to community members.		
3	Facility Signage for Community Communication. Establish signs outside of large facilities / project sites that can easily communicate with the community about when community meetings (related to their facility permitting, air and pollution violations affecting public health, ambient air quality high risk days, etc) are. This is similar to MNDOT signage on highways communicating with drivers. These would provide early communication with residents when there is a potential impact to human health and the environment, so residents can be aware and take precautions.		
4	Link City and State Complaint and Violations Systems. City and state develop a formal process to communicate about complaints received through their separate complaint systems.		
5	Action Plan of Key Schools and Day Cares. Based on known pollution data in the SSGZ (soil and air), develop clean-up action plans and initiatives at areas where children in community attend such as childcare facilities, Andersen School, Bdote Learning Center, Anishinabe Academy; increase monitoring systems based on results. Collaborate with MPS for Capital Improvement as needed.		