

Subject:

Chapter 5 CLUP Discussion

From: Gregg Saldutti Jr**Sent:** Monday, May 12, 2025 1:26 PM**To:** Planning <Planning@a2gov.org>; City Council <CityCouncil@a2gov.org>**Subject:** Chapter 5 CLUP Discussion

Committee Members,

First, thank you for your continued work and thoughtful debate on shaping the future of our city. It is sad to see that the rhetoric surrounding this process has devolved into personal attacks on committee members, but I hope you continue with the good work that you are doing.

There is a lot I would like to say about the increasingly fractious atmosphere, however many of us don't always find the time we would like to devote to engaging with local policy issues. I also hope that, while hearing public comment, you remember that [research findings](#) have suggested that public commenters don't always represent the majority of voices.

Regarding Chapter 5, I would first like to reiterate the importance that our transportation system plays in improving the quality of life in the city as it densifies. I think it is essential that, as the city makes room for new residents who choose to live here, important work is done to ensure that the transportation system not only improves the mobility options for ALL users (walkers, bikers, transit users) but also aims to limit the issues that might arise if the transportation system does not diverge enough from the status quo of car centric design.

Second, I think it is important to consider broadening transition zones, particularly in a case where changes in the transportation system lags or- worse- don't materialize. I think it would be somewhat unjust to concentrate denser developments along corridors that may not be changing in the way that they should be. This would concentrate all of the negative effects of living close to highly trafficked roads to renters, lower-income residents or otherwise people sacrificing space for dense living and contributing all the social benefits that denser living brings.

If we have a plan that concentrates more housing units along these corridors, it is even more important that we make these corridors people centric and I would suggest that the plan addresses that more specifically.

Finally, I hope that, as well-informed public servants, you are able to address some of the incomplete information arising from a recent memo in opposition to the plan.

Thanks again for your hard work,

Gregg Saldutti

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