

Lenart, Brett

From: Scott Trudeau <scott.trudeau@gmail.com>
Sent: Monday, January 20, 2020 11:44 AM
To: Planning
Subject: re: MSGCU Credit Union Site Plan

Dear Planning Commission,

I took a quick look at the MSGCU Site Plan this weekend. Overall, given our current ordinances and current use patterns on W Stadium, I agree with the staff recommendations and I'd expect approval of this site plan; I trust you all to unpack the details. I appreciate the bicycle parking near the street-facing door (as shown in the elevations) and the general orientation of the building on the site as it relates to the street.

This specific proposal aside, this site plan is a good illustration of why re-thinking our mixed use zoning on arterials and parking regulations is needed. A small single story, single use, limited hours building on a much larger parcel mostly dedicated to storing & circulating automobiles squanders valuable space that could instead serve a mix of uses at a higher intensity with a multistory structure or structures. I look forward to seeing the next rounds on T1 zoning (or whatever emerges from that process) to start thinking differently on how we redevelop these sorts of parcels.

Scott Trudeau
526 N Main St
Ward 1

Lenart, Brett

From: Kirk Westphal <writetokirk@gmail.com>
Sent: Monday, January 20, 2020 5:50 PM
To: Planning
Subject: Credit Union: is the exception truly "special"?

Dear Commissioners:

I'm writing once again with regard to the proposed bank drive-through on Stadium.

I sense that the direction of the community is strongly in favor of housing density and less automobile dominance, and your great work toward transit-oriented zoning options reflects that. I believe the rationale for instituting a special exception use for drive-thrus several years ago was a step in that direction: to give staff and commission greater control and guidance away from uses that are not only almost exclusively auto-oriented, but also act as a repellent for pedestrian activity nearby as well as a barrier to future parcel assembly for housing.

To me, the point of a special exception would be to allow relief in certain circumstances, say to an existing property owner with a drive thru that wants to make minor modifications but big enough to trigger a site plan. Or maybe a service that had an ancillary drive-thru use (certainly not 3-lanes of idling cars).

This area could soon be appropriate for medium density residential. But with every new auto-oriented building, especially a bank, this future becomes less likely.

I respect your analysis of this situation. Whether or not you choose to allow more drive-thrus along arterials, I do hope that options for higher-density, car-light and car-free housing are coming back to commission for consideration soon.

Thank you as always for your kind consideration and dedicated service.

Best,
Kirk Westphal

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