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**Sent:** Tuesday, November 08, 2022 7:15 AM  
**To:** City Council <[CityCouncil@a2gov.org](mailto:CityCouncil@a2gov.org)>  
**Cc:** Planning <[Planning@a2gov.org](mailto:Planning@a2gov.org)>  
**Subject:** TC-1 & front setbacks on Stadium

Dear Mayor, Council & Planning Commission,

I just got caught up on the specific concerns with front setback requirements for West Stadium. For portions of West Stadium that have sidewalk right up on the curb, I think this is a good faith concern but it is not an urgent one, and one that can be fixed with a text amendment. However, it **should not delay rezoning**. Amendments should not be rushed, and should be carefully considered to avoid undermining the larger goals of this zoning district.

My understanding from Planning staff is that if they believe a site plan with a too-shallow front setback would create a safety hazard, the City has the ability to deny approval on those grounds. 15' plus the width of the existing sidewalk is quite deep, with plenty of room for a sidewalk and buffer. We may wish to *allow* deeper front setbacks in cases where the existing sidewalk is right on the street and narrow, and this is the kind of goal we should try to accomplish with a text amendment, but there is no urgency for this change, as it will take time before we see redevelopment proposals and we already have tools to avoid worst case scenarios. It isn't worth getting into the weeds with this at the Council table. **I suggest Council request Planning Commission draft a text amendment that achieves a narrow goal of allowing deeper front setbacks where there is very little buffer on the right of way for sidewalks.**

Additionally, **we shouldn't treat the current roadbed width and configuration on West Stadium as sacrosanct**. At its current traffic volumes, it is already a candidate for a road diet, which would create additional space between the sidewalks and car traffic. If and when we do see substantial new housing added here over the years, we ought to find it more sensible to create dedicated bus lanes, or even dedicated light rail dedicated right of way as we achieve our climate goals of reducing VMT.

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