

Please let us know your comments, suggestions, or questions regarding the proposed revisions to the City's zoning regulations on urban agriculture discussed at tonight's meeting. Please use ONE card for each topic on which you are commenting, and check the relevant topic:

- Review and Approval Procedure Greater Infill Downtown Core Downtown Links Other

Very informative - NOV. 13 meeting

Kind of wish there was a plan that would then allow city/neighborhoods to approve plan and then developer would have to fulfill the wants/needs of community.

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Thank you so much for all of your work to preserve our city's historic treasures in the face of development.

My priority concern has been ensuring quality development with historic and neighborhood sensitivity reviews. I can see

those concerns addressed in the IID and I'm ^{very, very} grateful.

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I will stop by and check the
maps, okay? I Am @
448 N Stone Ave a C-3 zoning? optional?
Lupita Shestko-Montiel
882-0212
E Mail: lshestko@aol.com

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- ① No APARTMENTS
- ② No Business that handles chemicals or toxics
- ③ Flood CONTROL IS A MUST
- ④ what type of development is being considered?
- ⑤ who is the developer
- ⑥ Repair of ROADS
- ⑦ Will OUR TAXES OR UTILITIES COST MORE?
- ⑧ Will the two zones be 50-50?

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Vehicle reduction requirements should not place transit passes/subsidies on an equal footing with car rental, since only the former supports the city's infrastructure (ie our transit system) whereas rental cars are private industry that, like all other vehicle use, end up taxing our infrastructure (ie roads + downtown space)

At very least, could mitigate that w/ rental car tax, if only it could be dedicated to transit. But better to promote use of transit rather than driving where possible.

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Development costs should include street repair, if neighborhood streets (curbs, road bed) are damaged - which they inevitably are, it seems, by large construction projects. Perhaps much of the damage would be prevented if developers knew they would be responsible. This is not an anti-big-building point of view. Just want to limit city subsidy

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*please retain & strengthen protection for historic
properties + zones*

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Design and height of current student housing
is totally inappropriate for residential areas -

(street use, sewer and water use in areas
c. 1901-1920 existing water/sewer)

(Did really not know the complexity of it all -

Thank you

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El Presidio

- Review and Approval Procedure
- Greater Infill
- Downtown Core
- Downtown Links
- Other

El Presidio residents want:

Aesthetically enjoyable ^{elements}, Historic acknowledgement.

Gradual transition to multi story and avoid 75' elevation

Increase owner-occupancy - Be direct re: parking constraints.

*See remarks made by Robert Freitas

INFILL INCENTIVE DISTRICT (IID) NEIGHBORHOOD MEETING, NOVEMBER 13, 2014

COMMENT CARD

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El Presidio sub area, Toole Ave Area

Commenting on the lack of consideration for

the El Presidio Historic District and adjacent

historic structures

relevant pages 52-56 of the IID, S. 12

Downtown Area.

This proposed revision does not protect the neighborhood
nor the historic district which was part of the Mayor and
Council change to this committee/commission.