FORM BASED CODE – PUBLIC INFORMATION SESSIONS
April 5, 2012
Park City Library & Education Center

Attending from City:
Thomas Eddington, Planning Director
Katie Cattan, Senior Planner
Kayla Sintz, Planner/Architect
Charlie Brennan, Intern

Gateway Planning – Consultant:
Scott Polikov, - Principal
Jay Narayana, - Senior Associate

Bonanza Park
Business Owners/Tenants – 9:30 am

1. **Tom Wells** – local, Habitat for Humanity President, Christian Center Board Member. Previous developer experience in Belleville, Washington

Questions:

How are you going to establish ROW's. City will have to take a role. Gives example of large blocks in Belleview; transitional area around core, Tom was supportive of breaking up perimeter to open up grid and breaking down super block (mixed use was intended around perimeter to core interior density). Argument was not won…property owners are reticent to dedicate land to the ROW because of timing of developing and WHO will do it/when? The more property owners the more difficult and how many of these owners are NOT developer/builders and they may just want to get money out of their land. (Tom discusses grid of Belleview). You have to convince this inexperienced land
1 owner this is MORE valuable. Compress it into a story that is believable and credible to get property owners on board. What are you going to do for them today? Is the market really there? It's important for area to have a large property owner (like Fisher) but you will need half the property owners on board with a formula to incentivize (with involvement). Traditional lenders are trying to find a way to get back into Traditional Lending. We need to find a comparable finance method used in the past. This isn't the time for a brand new, fresh idea in the financing arena. Does the City have the means to do tax increment financing?

Be aware of diminishing returns, even with incentivizing and incentivizing, etc. Mid-rise is not cost effective for elevators (5-9 stores not efficient with building costs). Parking is a whole other issue. Developers/bankers won't go for underparking.

What about a property owner task team? Bring them to the table and get their buy-in on phasing and infrastructure. They will NEED to buy into the program in a significant way.

Outside the perimeter of Bonanza Park how is the infrastructure? Water, power, etc.?

Why did these boundaries stop where they did? Why didn't they go further into Prospector?

Downtown Belleview funded the task force

Given the FBC umbrella as master it is time to bring as many of the key stakeholders together so that they can carry the umbrella and they can be proactive in assisting the City in working through infrastructure, phasing and how this all starts to flow.

At end of the day property owners are the ones who will make this happen.

Huge impacts occurring from redo of existing streets (that shuts down properties) speaks to the fact that a strong gridwork is needed.

Answers/Discussion:

ROW's designed around property lines; financially advantageous for owners to go with this plan to increase their density based on zero lot lines, etc. It's a large fiscal issue as well. Council's experience is Greenfill MPD's . We will have to put in infrastructure. What is mechanism to get infrastructure in IF city does not contribute. Show the potential development rights…is market ready? Use FBC as externalities and form partnerships. What are these mechanisms and what is vehicle to make this happen? Property owners will HAVE to sell the City to be an active participant.

Livable Centers (Houston/Galveston) similar to Envision Utah with municipality participation with shared revenues across property ownership. Cross relationships with shared/carried interest…is this too creative for the traditional under-writing mindset? What about private TIFF's? More of what if the City aggress to a shared infrastructure and then Fisher comes in and tries to get construction financing (he has the equity and it all makes sense with proforma) but there is a clause in the D.A. that says a certain level of return must go into a pool to go towards shared infrastructure costs? Would this work? Can we overcome the perceptions of past (for fatal flaws) on financing projects?

What about a 'bid'?

Each D.A. will be in a different 'stage' and may require infrastructure in sooner than another.

We no longer have the ability for Tax Increment Financing in Utah, but this area (part of it) is in the RDA. We cannot create new RDA's. You could have a BID on top of the existing RDA. What is this current BID assessment at on the Main Street RDA (find this). You could use a deferred assessment or until you get 'enough' developers as the trigger.

We should ask City Council what happens if another section isn't going to happen…what if WE take on the critical pieces but take on certain pieces (Mandatory Street System). Be careful of putting in streets and then not having anything happen. You would want to have a real project with real timing (Fisher and Wintzer). Phasing Plan may be tool. There will always need to be understanding with property owners that City will make critical investment . What about ROW Reservation, Easements? (will need to Code for those things no matter what). If City doesn't take a role then property owners will argue (due to different $ paid for property in vastly different economic times).

How does the developer cash in on the savings that are potentially passed on to the owner? What seeds do we need to plan with Council and Stakeholder that these are issues to be resolved OUTSIDE OF THE CODE but need to be resolved for the Code. Gateway can call the discussion on the hard issues.

We could use a road incentives for dedicated ROW back to the developer. Issues are you can cap out with all of our proposed incentives.

We have a hard time with mass, scale and density, view corridors (5 stories seems to be max) without having environment to push density into a hill. The Council will not go for more than 5 stories.

What about Seaside example for certain architectural towers, etc. (probably doesn't cut it). If the market can absorb 5 stories on every block you are ok (but the market CAN'T absorb this right now so you wouldn't build it that way.

Fisher would/could maybe max out his 5 stories for his individual 16 acres. Whoever gets in first can control it. Fisher will chase 5 stories and push to that amount.

Structured parking is extremely expensive. 4-5 stories are stick built and anything higher is different system (more expensive). We will try to under-park area (not residential but possibly commercial).

4-5 owners have expressed an interest in building soon with this possible plan.\

Consider breaking down into smaller development areas (within the 100 acres). Plan already sets up that in some manner but may be better to get buy-in with smaller phased development.

Boundaries of BOPA stopped where they did because we can't handle all of the specific issues with their HOA

10:30 Business Owners

2. Garth Holmoe – owner of Silver King Coffee; interested in how plan affects his longer lease options.
What did Main Street business think of this plan?
Where did the gondola idea come from? Was that from Mark Fisher with PCMR.
Is it going to be ONE property owner taking this on?

3. Rob Harter - Christian Center
How many of the bike paths are existing and how many are proposed?
How much residential would go into area?
What about affordable housing options?
Is there hard date about this being the fastest growing area in the nation?
Are there any current projects in the works?
How long might this process take?
Where will City come up with money to fund these projects?
Probable immigration laws are intimidating to latino community

4. Peter Wright - Recycle Utah
What are the other water treatment alternatives/challenges for this City, any potential unforeseen issues?
In FBC does that prevent Rite Aide and CVS?
Can you talk about transition in prior projects you have knowledge in?
The end result will be how much will move from what it is today to what it can be? How do you go from what we are to (let's assume everyone buys in). There seem to be a lof of 'ifs'

5. Georgia Rush -Tenant – White Dog Ski Rental (Park City Plaza) & Realtor
How was the local real estate community notified? She didn't see anything and she does residential real estate.
Who hired Gateway Planning? Where are you from?
Concerns about how setbacks are being limited…how will snow storage be managed?
Gondola idea fantastic.
Density is huge. I'm not sure the town is ready for that. The plan, yes. The density, not sure.
Regarding Bonanza Drive reconstruction that has already occurred…the road construction and construction in general is a huge issue for existing businesses. Small road construction has HUGE impacts on community (avoidance).

Answers/Discussion:

Local demographer at U recent book documenting area (Summit County second fastest growing County in Nation, first was County in Colorado with similar attributes). BOPA document also gives background info.

Old building models – building is independent of use it was originally intended for (Main Street historic model) vs Strip Malls, etc.

"Hang out factors" Do you want to hang out here? Most of these great cities have separate neighborhoods with identities

More planning up front = more predictability. Time kills deals. A good project will always find $.

FBC allows the market to work out uses, such as if a car lot comes in they just need to be an internal dealership (interior of building). There will always be discussion of use and conflict. Use doesn't go away it just becomes secondary and tertiary. You don't prevent a national tenant but they would have to be designed to meet he code (no franchise design) so when they leave another use could go into this building. It should easily be able to be managed within FBC.

PC doesn't have limitations on national chains and franchises. FBC would not disallow Starbucks and current code doesn't disallow Starbucks. Is the issue chains or size? Is Roots ok but Target is not? The City has not answered that yet. It 'should' be more local than Chain. Council doesn't want size.

FBC can't be the answer for everything but you have to be directly responsible in order to move forward. Other policy implications will have to be used. FBC is the platform (and let's answer those questions now).

FBC can grow and diversify a neighborhood; a mix of both is healthy. Multiple coffee shops may be necessary. Some property owners will view 'growth' and more stock as a burden, not an opportunity.

This is NOT about clearing out businesses to make way for new/bigger businesses. It should/could make sense for current businesses to stay there forever…and create opportunity for succession development. Expansion of current businesses is more likely (should I stay here, should I expand, should I pre-negotiate my space in that new building). Have ability for existing tenants to go to property owners are they move forward and how can you be a part of that new plan.

Big Questions: Who will pay for and when?

Two parallel tracks have to be implemented. 1) Using coding process to create predictability across multiple properties. (so someone down the street from you is creating value for you) 2) Figure out phasing and paying for common infrastructure. A minimum segment of infrastructure has to be put in place to get momentum going AND we need developers to move forward with actual projects (Roanoke as an example). Once plan was announced adaptive re-use started to take place, once infrastructure started to approve then new construction followed the new infrastructure. More restaurants came in early and then restaurants (opposite may be true in PC). Hang Out factor will increase.

This is a market based approached and here's the envelope to do your business but we will let the market make the detailed decisions (compared to traditionally the City has done business…some may perceive this as a threat, others as an opportunity).

How do you deal with externalities the existing code doesn't deal with anyway (affordable housing, local business, etc.) Sometimes it takes a catalystic project to start it off.

Who is keeper of flame?

Mark Fisher would be first potential project to come in. He has engaged Powercorp as well in the process and has hired an architect.

The gondola idea came from the City. This may relieve some traffic from utilizing the existing parking from PCMR. Housing in this area could assist the workforce on PCMR. It wasn't envisioned as a resort base. Also, it could be used for a capture factor apres-ski and pacing traffic out. This could also increase extra demand for eating, etc. What large property owner or investment group would/could participate in this idea.

Scott had issues finding eating establishment outside of Burger King and Butchers post 11 pm without having to go all the way up to Main Street.

Infrastructure will drive timeline. Coding changes will create micro changes in investment and development. Local tenants who are informed will know expansion opportunities will have positive impacts on growth of existing businesses. Will parking be available for demand? How will traffic be handled?

Mark Fisher has a desire to invest and put $ into this (next 5 years maybe). The rest of the neighborhood may react accordingly.

Common denominator of all successful projects is property owner who has become leader in adopting the development model.

The draft plan would give incentives in order to have property owners buy in to participating in development of proposed ROW's. Council feels they have given some already, however, does the property owner feel this is adequate.

Maybe capitol improvement funds are the answer BUT the City has not agreed to that (incentivizing, encouraging, assisting? City is cautious). Not the entire area is in the RDA unfortunately.

FBC doesn't make a property owner wait to accumulate lots, etc. prior to moving forward. It creates an entire framework so even a modest property owner can jump in the process and be on board developing moving forward without waiting for one entity control…like a small business program.

You don't know what you don't know. This is day 1 and accumulating of info. Hopefully you can predict success at the end. It is a challenge to get people to the table. We may need to bring people to the table to make them responsible.

Challenges in reaching out to the latino community which is 50% latino (if they are renting are they aware of these meetings)? Is there a citizen group of business owner group to work together.

Current Leadership program's project is better anglo/latino relationships. Communications through non-profits and churches should be informed as well.

Snow storage management will be CAREFULLY managed and thought out.

Construction Management Plans have to be carefully developed. Conceptually phasing plans should also be looked at.

12-1 Charlie and Mary Wintzer – Property Owners

(we did not go through presentation with this group. We went straight to Mary's questions and concerns)

5 <u>Questions:</u> Would you crate a different set of regulations for Iron Horse separate of Marks?
How could we keep our area part of the Industrial (and salt storage Public works issues) and not partake in this change?

Clarify quality of design versus quality of construction…

Our rents would be half of what Mark's rents are. One of the reasons is because our buildings are utilitarian and that adds in to keeping the rent down. If we are controlled to moving up to the next notch of construction then we can't keep the rents at that price.

I would never build now what is currently allowed in the existing zone and I couldn't sell it. The projects that work in town are the least dense, not the most dense. I have all the density I want or need. Mark is different.

How was Roanoke funded? Did the City assist?

We have SUCH a different vision than Mark and a tremendous LOYALTY to our tenants who have been there for 20 years.

So you can gear this to leave it as is, but don't take away our ability to sell for that value IF in ten years we are leaving.

"We've put in any business that doesn't require an ego." They don't get overextended and don't step over themselves.

We wanted to get artists to work here but unless they come from money they can't afford to make it work.

Garden City, Idaho (iron works and iron sculpture) . Salt Lake City has great live/work example as well.

Public Works has ruined our property. We have lost part of it to this salt mine facility. Before we can buy into this the City has to buy into something at the PW facility. We can't be required to build to the front of our property while that facility is still there. How about put planting down the street to buffer and get away from it.

The residential units across from the salt storage rent for $1000 a month and people don't want to stay there. They COULD rent for $2000 a month IF the issues next door did not exist. (lots of discussion on poor selection of public works facility and bike paths without getting public input or input from adjacent property owners). We need a mass transportation study to look at how this works through the neighborhood.

We are concerned how this street cut through my property affects what I can do there. I can't commit to these grids until I know what the master plan is. Could this also be flexible in regards to whether it is street versus pedestrian? If you put a street through my property then can I have control of that street? If so I would have more buy-in. I could then restrict the buses on this street and control how often plowed, etc.

We have lots of concerns for aging population to live (nice condos for people can STAY in PC) that is full-time residents. I'm not convinced I need two more streets through my property when I have all of these other roads around me. If you live here it is different than walking distances for shoppers (people will walk further). Everyone here is athletic so it is very different than the south.

Per the direction of the physical setting I would want to put my open space in the front (to gain sun and views) and build behind it with my verticality. Can I do that with this proposal/process?

If we sold out in 10 years would we be able to do a boutique hotel in our area afterwards?

We know we make our living on Resort Commercial now. Will our two small roads going into town get overrun by other people driving in to work here? We don't want to disrupt the resort/ski experience (including that related to traffic). I think Mark sees flex office space here.

It is assumed people would put their own infrastructure in (under today's code). If not would the City form a Special Improvement District?

Pat Putt: when the code is developed will it be mandatory or optional? Tom indicated you would scrape the existing GC and LI code. Could it be an overlay zone or?

So would they take away our LI? Would we still be able to do residential.

You need to protect the lowest rent area you have or we will lose it for the entire City.

National Chains that relate to our community are welcome (Marker, Roots, North Face, Marmot). Walmart is NOT.

We are where the 99% and the 1% come together to create the 100% of the community. Mark is the 1% and WE DON'T WANT THAT.

I'm scared of big box.

How will topography changes be handled, especially with the 8 foot grade change at my property and proposed streets.

Answers/Discussion:

The code allows you to focus where you want your attention to be on. Be careful of differentiating yourself totally however, as you may want to be able to have the flexibility.

Main Street is an example of full density that works. We aren't trying to replicate Main Street but treats a different market.

Roanoke example discussed again to show the differences in the adjacent streets and densities. A lot of different investors participated and it didn't scrape all of the old with the new. In this specific photo example you can't go higher than two stories. Two streets down you can go to 5 stories. You can break the district up in sub-areas and point the market in different directions and be COMPLIEMNTARY.

Get the value of present potential and continue as you are today.

We are creating cool, funky, lower rent areas as part of our varied range of uses (Industrial Arts District).

Paducka, Kentucky was a great artist example.

Atlantic City did this to diversify economy (mainly casino).

Maybe the salt storage and PW facility KEEPS the immediate adjacent properties at a lower rent initially. The city would have a long-term facility plan to deal with this 15-20 years out. This should be brought up with the decision makers (put your money where your mouth is) in order to get the redevelopment buy in where it needs to be.

You could have the flexibility for streets if there were lot/block standards. Certain ones are required but you can move them (based on flexibility with parameters).

250-400 feet is good block spacing. The idea is to make it connected so that you CAN walk through it. We could look at the code to be private drives, alleys, a system of A and B streets (pedestrian versus service) and B Streets would mesh with the salt facility at public works building.

We can develop nuances in the code and we need that feedback regarding street uses, public layout of spaces, etc. and indicate ways of retrofitting.

We don't see a need to flex office space here or a market for it. There is a market and that will drive what can and will be done here. It won't be the maximum that you can do on paper because it will never pencil.

FBC works because as the market changes you know you will have the dependability of a quality project (with a flex of uses) as needs and market changes.

We don't have a silver bullet for affordable housing. It will take public subsidy and the city will have to decide they want to put $ toward it AND $ towards the infrastructure. Otherwise it will be impossible to realize the vision. For redevelopment and infill there is typically a shared infrastructure cost. This is different for a Greenfield in a suburban area where developers are used to going in and doing it all. Public/Private shared costs are critical.

LI zone would be eliminated but the new FBC would deal with context base (not use based). It will be mandatory otherwise it isn't worth doing. The goal would be to get MORE OPTIONS of uses.

At the end of the day you want diversity to carry an economy. Consider the larger chains to subsidize the lower rents you need to make available. At the end of the day if McDonalds can meet the good standards of the code then for zoning you have to be neutral.

You may be worrying about big box and it may never happen.

1:30 pm Mark Fischer, Powder Corp
Jeff Werbelow, Craig Elliott, Mike Sweeney, Mark Fischer, Tim Brenwald (PCMR), Michael Barille (works with PCMR)

Mark Fisher:
It would be remarkable if staff could approve a project under the FBC. That's a huge benefit.
I may have a Kentucky Derby conflict. Is the May 1 date flexible.
I'm thrilled you are here and excited for what the City is finally doing. We are going to be VERY cooperative. We should know about substation by the end of this month. It seems to me we are having this discussion as if the substation is moving. The biggest thing I want you thinking about is I will totally freak out if they build a 4-story building

behind what you want me to donate as a park. This will impact me because it will take away my views. I see the Wintzers gaining in a very economic way. It should be s a shared situation. You would have to give me a 10 story building behind it to make it equivalent. I think we need to address that head on. Could half of this park go into Charlie's land? OR we run it in a rectangular shape (more like Pearl Street in Boulder, CO). It would be pointless to put a 4-story building there on the park because you would take away the park view to the mountains. We get along with the Wintzers well but they shocked me with their presentation that day (with the U of U project). I think the park should go into phases so maybe I do half and the second half comes when Wintzers do their part. When I give up half my property I may not be able to make this work for me (that property sits on $2 million dollars worth of land). In every document I see the park has that configuration. Where is the love? Let's share that park burden. The land I'm trading for the substation and the recycle center is a fair trade already. You know me already. I'm a community guy. I want to live here. I'm very fair. If the city wants to exchange the park for taller buildings, then let's go there but that hasn't been what the city has been willing to do.

We think people will convert the condos (Tom Peek lives there) @ Com Park. I tried to buy these properties but when the recession hit I backed off. The biggest obstacle is ComPark. The church would move if we provided them an alternative.

I will go back and see what the church plans are. "This church is more business and less faith. "

Charlie Wintzer should be able to help you with Sports Authority. Wolf's estate owned that.

I'm great with the give/get but it has to work financially. I assume this is typical across the U.S., right?

I envision Pearl Street here. Could this be considered instead of a large green space.

We want to help you move forward as quickly as possibly. Let's meet ahead of time and meet about the park thing.

Craig Elliott – Elliott Workgroup Architecture (Mark Fisher's Architect):
In regards to questions on screen, short and long term goals are the same. Take the word draft out of the word and let's get it to happen now. It needs to be real. It's a great document and there's no reason it should have a draft word on it. In regards to Desired Outcomes: we need to know what we are doing or for any team going in to know what to expect. The process we go through today with MPD may be a bit arbitrary (it opens up questions generally irrelevant to projects). Leaving freedom for design within that is the tricky part. Barriers: will be within the plan itself. I've worked on this project for 10 years. The properties with the roads going through it will be difficult. The other will be the road through the 16 small business owners (Com Park condos and Mountain Chapel). I don't know if you can do this. You should work around this NOW. Find a solution that doesn't require this acquisition. This is BIGGEST barrier. You could look at phasing this at a later time if they wanted to play in the game. I wouldn't count on it because it is so complicated.

Infrastructure responsibility will be interesting discussion. I don't think anybody knows that until you get into how the project works. The good part is you have worked with a lot of existing infrastructure. If it is currently in, leave it.

The reality is the parking evaluations for this area have to be re-assessed.

Michael Barille:
So it's not currently in the plan to study the infrastructure costs? I would want to see the end of this an implemented FBC. I wouldn't want to see a hybrid. I think it is important that Gateway Planning is up to date in this give/get. Please use us as resources as well.

The cost burden cannot just be on the developers. The proposed enhancements will cost $ instead of just slapping on a Special Improvement District on top of these owners.

Mike Sweeney:
When you are doing this now for BOPA will it go into other areas in the City?
How will contaminated soil be handled? These could turn into huge costs.

Answers / Discussion:

FBC is perceived to only go into the BOPA area for a specific master plan and it is based on the specific details of the plan. Main Street has Design Guidelines. If it isn't broke, don't fix it. We are creating FBC as a tool for econ redevelopment.

Summary of presentation slides, brief discussion on FBC basics.

Do the tough work up front for development standards so community has assurance, when project comes it, it won't be too different from what the vision was decided on to be. Create the master developer context so you don't have one property owner driving it.

We have the opportunity to look at the options with the FBC. Each property owner will have adjacency issues. We won't be able to make everyone happy but everyone will be able to get something out of the deal. The Wintzers have the public works facility to deal with. We would be looking at different stepped back options.

This build out is incremental and 60 years out or 20 years out or whatever. If there needs to be an alteration in the interim, that's fine.

There will have to be shared infrastructure costs. That's a given.

We need to do some level of market assessment to see the rate of absorption of overall development capacity. Feasibly you could go five stories but what can the market absorb? This is a 40-50 year deal. What comes first, chicken or egg, how does this stage and affect the infrastructure. The burden shouldn't be on the first developer.

We would anticipate dropping the parking requirements.

On April 30 we should meet a few hours.

2:30 – 4 Realtors, Bankers, Econ Dev

Stewart Gross – Prudential Realtor Commercial Division
Mark Sletten
Bill Samon – agent with Keller Williams, Build Green
Dave Robinson– Com-Park Plaza
Steve Roney– owner of Prudential Utah Real Esatte
Bill Coleman – same company commercial division
Kate Riggs – planning and land use manners
Nanette Bush – Zions Bank – mortgage lending officer, husband owns Bush Realty Group
Jan Wilkins – Prudential agent

General questions from this group:

(Bill Coleman spoke the most)
So it is less flexible in some ways and more flexible in other ways, but you are planning this as though there are no property lines? You can't evenly distribute who pays for the parking lot, who pays for the park. Isn't the ultimate fairness impossible? Wouldn't one person get 6 stories and wouldn't another person get 3 stories?

All the flexibility does not align with feasibility. This is my main concern. This never registers with the PC or CC. It's actually disallowed for them to consider those issues so it is realistic in what we are dealing with.

Every time someone adds items on from the City level, that it is transferred to the land cost value for whomever develops that land. TDR won't work because these property owners already bought land once. They don't want to buy it again.

Try to find a way to incentivize this land. There typically aren't incentives in the GC zone. It makes sense to combine common benefits but it doesn't let you distinguish one property over another. The communal approach works for the Master planning part but how does it work for the bank or the appraisal company?

If an appraiser was to go in today and value it, and then go back in after this FBC goes in, would this add value simply by creating it? Appraisers don't look at beauty costs typically.

You have some properties with a life cycle of 20 years old and it is now 40 years old and functioning.

How would somebody get financing for this now? Are people underwriting these projects now?

How will you wrap rules around construction staging? Is there a way to stay in business once you go in business there? It would be detrimental to drag out the construction process. If things are consistently under construction at the same time then the area is always torn up.

Is the City looking for a different way to take BOPA to the next level? You want to figure out a way to entice all these different uses, correct? Will the streets go through private property? Would that have to be redefined?

This seems staggering on what you would have to do to plan this out for every single property owner?

VALUATION is the issue. How is this appraised?

Com-Park Condos: We are looking at ways of updating our facility. How is the City planning going to look at this and say this is what we want to do? We are looking at coming in within the next year.

Transportation #1 issue and political challenges. Density created will have challenges with automobiles. Connect his easily with Old Town. Visitors need to spend time in both places.

The infrastructure costs are going to be staggering. How much can be laid off to the City?

Will there be any incentives for non-profits or at least creating space for these groups?

We are enthusiastic about this deal and please use us for a resource. Very concerned that City has not bought in. This needs to be bought in NOW.

You have to make sure you simply aren't tacking on additional residential uses in the GC zone…

Answers/Discussion:

Parking demand created the newer model of which property declines (see chart graph model).

"FBC is a Ferrari, not a Buick. If it works well it can go incredibly fast and work incredibly well but it isn't for every place."

"It becomes master de-facto developer."

In a redevelopment role the public sector has to come in for infrastructure shared costs. You have to make sure everyone gets more than they could have gotten under the ad-hoc environment. Each property has different constraints and different adjacencies. You try to create more market sensitive opportunities so over time if you get it wrong, it will self-correct. This is a market driven approach.

When you show this can function as a whole entity then there are shared benefits (and it can't currently function in that aspect).

You want to make sure you don't over-entitle.

We need feedback on the market and for you to comment on the proposed character zones.

How do you handle an over-excess in the office market?

How do you deal with effectively building affordable housing with having height limitation and view corridor strong opinions?

This is a TDR receiving zone and the density currently allowed won't be reduced.

This is really just taking us back to the way we used to develop.

Code it so you can do successional development.

The city is trying to provide incentives to help upgrade the older properties when they are ready, not mass gentrification.

There were numerous projects sold as mixed-use and an over-amount of retail and in bad locations and we are dealing with those issues now.

This area is fully developed so you would have to deal with construction staging and keeping businesses in business. The infrastructure grid needs to be in place prior to project construction going on to alleviate impacts.

Southside (Ft. Worth) example for development during recession (small office and residential). This stopped leakage.

We will have challenges calibrating code with the many incentives. It's currently a s.f. for s.f., not a point system for incentives.

SHARED INFRASTRUCTURE COSTS biggest hurdle at this point.

Do theoretical exercises with bonus incentives in plan and see if it pencils. This group can help with those exercises to make sure it is not upside down from the beginning. Maybe we are missing things? Ideas?

What should we exempt? Roof gardens, internal renovations only?

6-7:30 pm General Stakeholders:

Tim (PCMR), Mary Wintzer, Mike Sweeney and Michael Barille are here from earlier meeting
Mary Cook
Linda Rosepink
Bryan Markkanen
Katie Wright
Greg Friedman
Lee Bergman
Diane & (Michael)Harrell

General Comments:

Note the mass amount of parking over in the Prospector Neighborhood. Putting parking underground makes a lot of sense.

Linda: How many people live in this area now? How many people could fit in this area now? You aren't calculating enough people? Who is going to want to live there when this is built out? Is $200,000 affordable? If this redeveloped I would never be able to get back in this area when new units are built.

Brian Malliot brought a bunch of units at Homestake and moved in renters. I am trying to sell my unit now for $149,000 and nobody will buy it because they can't get a loan. One owner owns more than 10% of the units. Only an investor or with cash can purchase the unit (is not able to get an owner occupied mortgage or FHA backed mortgage). The unit should sell for $179,000 or more. There are a lot of Hispanics there now and culture is different.

Important to have a path for people that got in when they could afford a condo an dneeds to be an effort to re-patriot them back into that area.

When the developer comes in we want to work with them.

Who will live here? I can't see a family with children living here.

What about imminent domain? Will this occur here?

What about RDA's?

Where will people work?

Wintzer's property is great because they have kept it low and it hasn't obstructed anyone's views.

Is power station moving?

The first diagram with the yellow infill is scary and intimidating.

We're sad the density is going up so much.

We used to have the Sensitive Lands Ordinance that would stop the sprawl.

How are roads and pathways going through property parcels (Claimjumper and Homestake).

How do TDR's or Affordable Housing Initiatives play into this code?

Answer/Discussion points:

People will have live/work opportunities.

Very few streets create traffic issues for lack of path options. Grid framework creates choices. Transit plan extremely important and path/pedestrian walkways.. The design of streets will create the speed people are comfortable in traveling.

**Do we need to modify our graphic layout (the full density graphic of yellow parcels). We need to show aerials of Main Street as a comparison (and put it in the overall BOPA plan). We need to show the renderings of pages 102 and 103 adjacent to the build-out plan.

(process needs to anticipate the potential movement of roads +/- in order to accommodate individual property owner options for redevelopment).