

From: [Steve Szafran](#)
To: [Heidi Costello](#)
Subject: FW: Public comment towards the 185th Street Station Subarea Planning
Date: Monday, February 23, 2015 8:33:38 AM
Attachments: [image001.png](#)

...and another one.

From: Kenrick JORUS [mailto:kenrick.jorus@gmail.com]
Sent: Sunday, February 22, 2015 10:55 PM
To: Steve Szafran
Subject: Public comment towards the 185th Street Station Subarea Planning

According to the design dialogue notes from the Real Estate / Developers Workshop that happened in 2013, we can see that the recommendation were already as follow:

- - **Pace of phasing** is important
- - **Over-zoning** may lead to unintentional land banking
- - Should **focus on narrower area**
- - **Density should be 3 or 4 blocks from the station**
- - Concern that **185th doesn't have freeway access**
- - Draw for developers may be just at the station

Although I support the light rail and the development of the city, I urge the city council to it a smart and careful way:

- Do not rezone to much at once
- Do the rezoning in phasing
- Phase the rezoning based on the needs of the city in terms of growth. Not based on a random timeline:
 - o Start a phase 2 after the growth of phase 1 reached a threshold point (50% of growth)
 - o Start a phase 3 after phase 2 reached another threshold point.

This will allow the city to grow in accordance with its needs for development and to allow the city to make adjustments to the following phases of rezoning by adjusting for issues and loopholes found during previous phases.

REAL ESTATE / DEVELOPERS

- BEGIN W/ END GOAL IN MIND - EG. EXPANDED ROW ON 185TH
- * 185TH ST CORRIDOR IS A VERY LARGE SPACE - PACE OF PLANNING IS IMPORTANT
- + OVER-ZONING MAY LEAD TO UNINTENTIONAL LANDBANKING
- * SHOULD FOCUS ON NARROWER AREAS - WHAT IS CRITICAL TO DEVELOPING A PLACE
- + SHARPLING HAS AN OPPORTUNITY TO DEVELOP DENSER LOW-RISE DEVELOPMENT (COTTAGE, DUPLEX, ROWHOUSES)
- * DENSITY SHOULD BE 3 OR 4 BLOCKS FROM STATION
- ELEVATION CHANGES WILL BE A MAJOR BARRIER TO NORTH CITY
- * CONCERN THAT 185TH HAS NO FREEWAY ACCESS NOT IDEAL FOR ^{COMMERCIAL} COMMERCIAL/RETAIL
- * PARCEL ACQUISITION IS DIFFICULT + UTILITY IMPROVEMENTS ARE NOT AS ROBUST AS AURORA ~~AREA~~ - DEVELOPMENT MAY NOT BE PREFERABLE COMPARE TO AURORA
- * DRAW FOR DEVELOPERS MAY JUST BE THE STATION
- * MAY BE 50 UNIT DEVELOPMENTS POSSIBLE
- * 185TH STATION IS AT AN EDGE
- ^{PEARL DISTRICT} * LOOK AT PEARL DISTRICT AS AN EXAMPLE - FIRST HAD ROWHOUSES + SMALL APARTMENTS, THEN BUILT UP NEIGHBORHOODS w/ ^{COMMERCIAL} COMMERCIAL ZONING INCENTIVE. PROGRESS WAS INCREMENTAL
- * WHAT IF WE HAD MORE CREATIVITY IN DEVELOPMENT? TAKE AWAY PARKING REQ. + ~~ADD~~ HAVE HEIGHT + FAR, FLEXIBLE ^{OR NO HEIGHT} COMMERCIAL OR LIV/WORK. COULD SUPPORT TOWNHOUSES OR OTHER TYPES
- * OLDER HOUSES IN AREA
- * COULD ALSO MAKE SMALL PARKS W/ ~~SMALL~~ ZONING CHANGES TO CREATE DENSER ~~POCKET~~ POCKETS THAT ARE INTERESTING OR ^{SUPPORTING}

Workshop Notes

Kenrick J.
Living on Burke and 185th

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