Heritage Redevelopment Community Meeting

November 11, 2020

For Amharic, please remain on Zoom with volume off, <u>and</u> call 703.746.3009 using Access Code 381000#

Agenda

- Introductions

- Presentations from Staff
  - S. Patrick Street Strategy Overview
  - Housing Affordability
  - Current Heritage Proposal
  - Zoning Overview
  - Traffic Study and Transportation

- Questions and Comments

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Staff Panelists

Planning and Zoning

- Karl Moritz, Director
- Catherine Miliaras
- Michael Swidrak
- Natalie Brown
- Ashley Labadie
- Bill Conkey (BAR)
- Susan Hellman (BAR)

Office of Housing

- Helen McIlvaine, Director
- Virginia Patton

Transportation & Environmental Services

- Bob Garbacz
- Brian Dofflemyer
- Alex Boulden
- Ryan Knight

Question and Comment Period

- We will take questions at the end of the presentation
- To submit a question, please type the question into the Q&A button at the bottom of your screen or you can raise your hand to be unmuted and ask the question live.
- In order to ensure that everyone has a chance to have their question answered, we will allow **one question per person at a time**.
- Once everyone has had a chance to speak or have their question answered through the Q&A function, we will circle back.

Planning & Development Process

Small Area Plan (SPSHAS)
(January - September 2018)

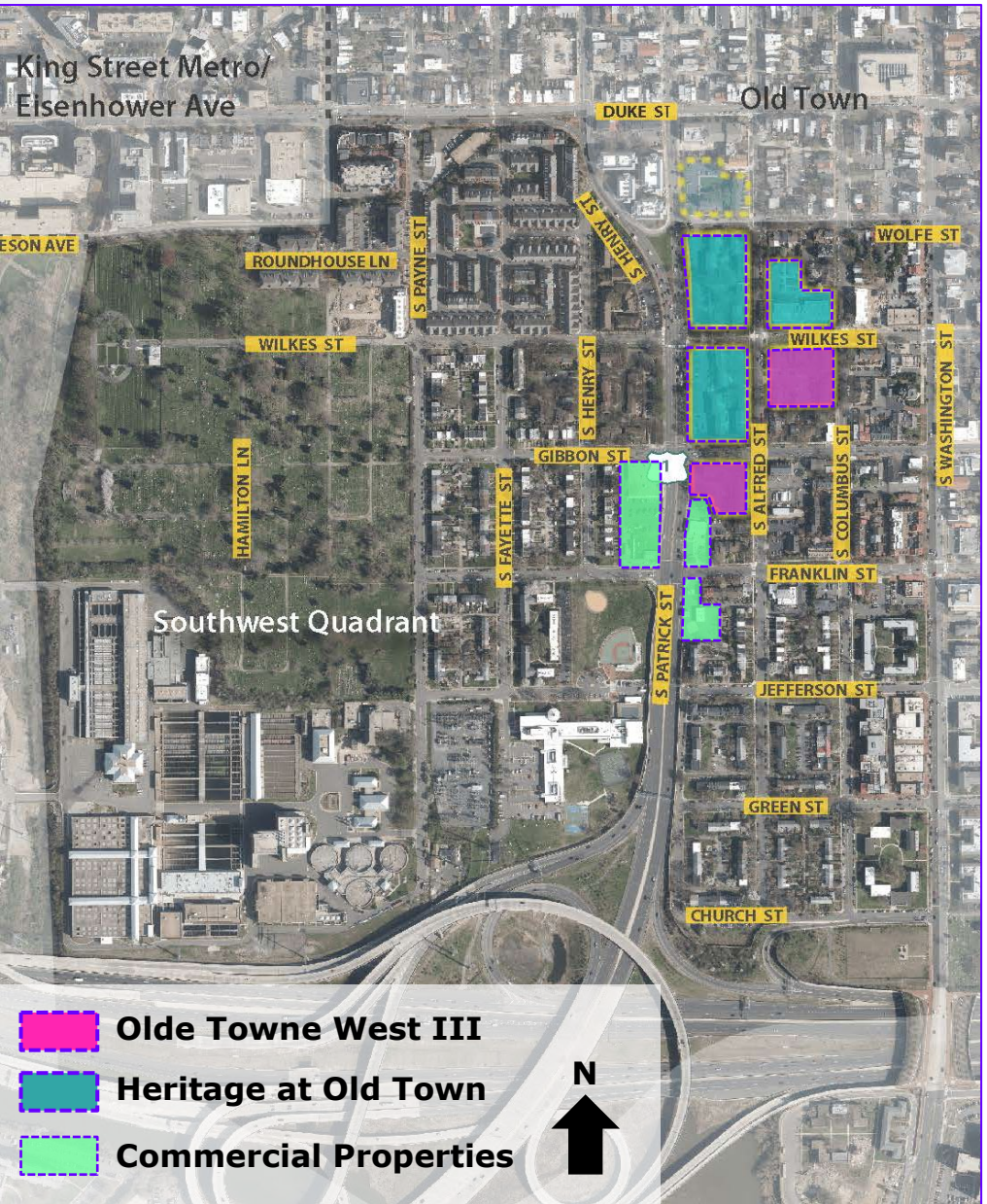
- Purpose: Provide guidance for future development and community benefits
- Typically general in detail
- City Staff initiated
- Community Engagement & Public Hearings

Rezoning + Development Special Use Permit (DSUP)

- Developer/Property Owner initiated
- More detail; community benefits more clearly defined and provided
- Community Engagement, BAR & Public Hearings

<-- We are here
(since January 2020)

South Patrick Street Housing Affordability Strategy



Proactively Preserve Housing Affordability

- 215 Existing Committed Affordable Units
  - One HUD rental subsidy was expiring 2019/2020 (and is now being renewed on an annual basis)
  - One HUD rental subsidy was being (and is continuing to be) renewed on annual basis
- 104 Existing Market Rate-Affordable Units

SPSHAS Community Engagement

- Property Owner Letters *(focus area x2)*
- Door-to-Door Flyers *(Southwest Quadrant x1 & focus area multiple times; multiple languages)*
- eNews, Emails, Calls, Project Website
- Banners and Videos *(multiple languages)*
- 9 Community Pop-Ups & Round Tables
- 4 Office Hours with Apartment Residents
- Community Walking Tour
- 8 Community Meetings *(2 pre-charrette; 3 during charrette)*
  - *live streaming, transportation, childcare, food, interpretation and translation services provided*

Themes from SPSHAS Community Comments

ECONOMICS OF HOUSING AFFORDABILITY	**Scenario 1:** Properties renovate or redevelop under existing zoning. Federal rental subsidies are lost. Affordable units are replaced off-site.	**Scenario 2:** Properties renovate or redevelop under existing zoning. Federal rental subsidies are lost. City subsidizes market-rate units on-site to maintain affordability.	**Scenario 3:** Affordable units are replaced by developer on-site through redevelopment with additional density. City investment limited to gap financing.
Permanent displacement	Yes	Partial	No
Increase in on-site density	No	No	Yes
Developable land needed (min 3-4 acres)	~$6.5-$20M	No	No
Competitive funding needed	~$40-$60M	No	~$0-15M
City gap funding (development loan)	~$17-$20M	No	~$0-10 M
City operating subsidy	~$26-$52M (subsidize from 60% to 20-40% AMI for 20 years)	$72-$98M (subsidize from 100% to 20-40% AMI for 20 years)	No
TOTAL CITY $	$43-72 M	$72-98 M	$0-10 M

Housing Economics: additional density vs. public investment to preserve housing affordability

FOXCHASE

4:1 Ratio

OLD TOWN COMMONS

2:1 Ratio

- included City Gap Financing

CHATHAM SQUARE

2:1 Ratio

- included City Gap Financing

HMP Goals # 1 & 2: Non-financial tools to preserve affordability

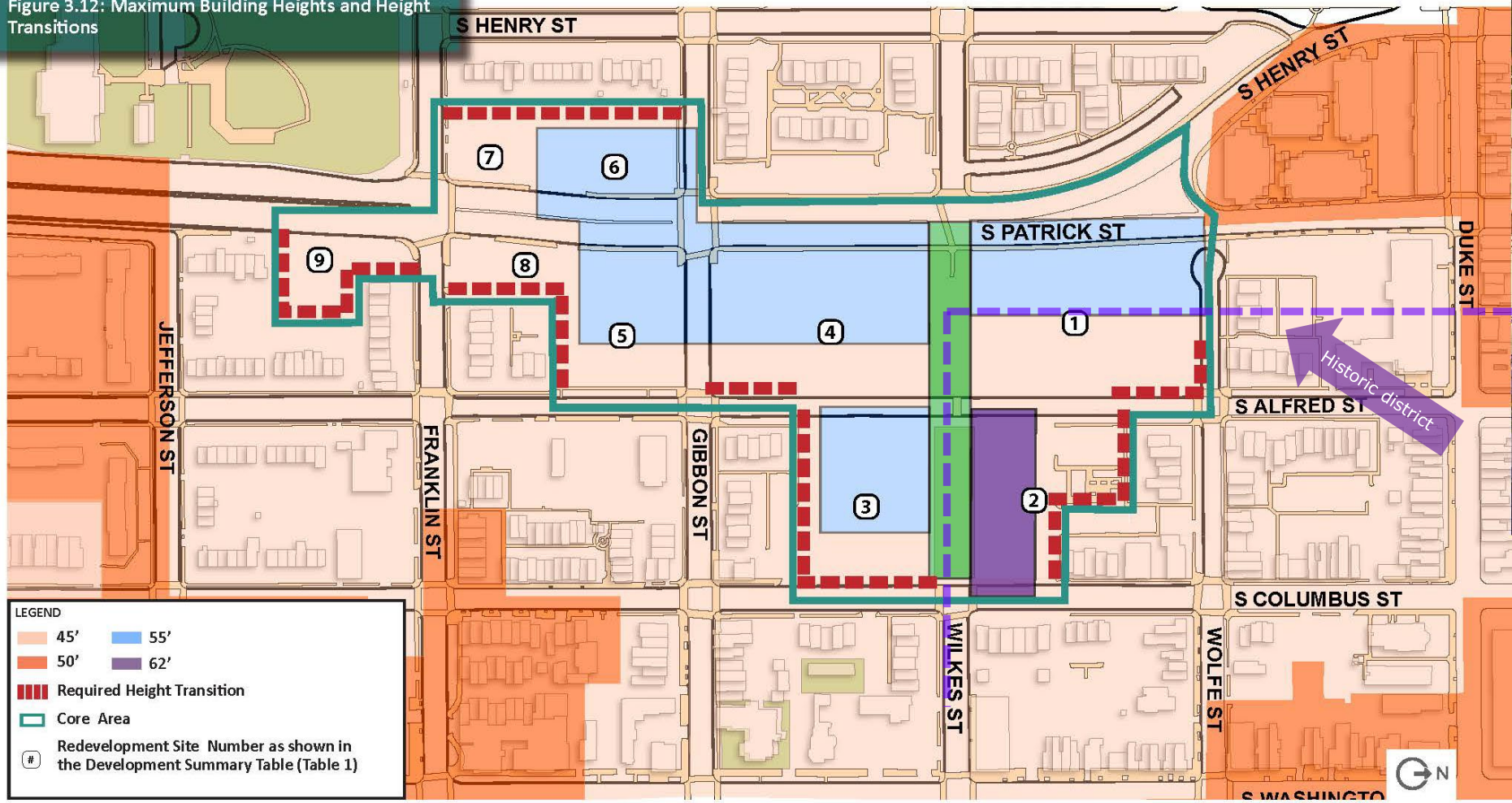
- Section 7-700
  - Use of bonus density and/or height which requires provision of affordable housing
  - 1/3 of bonus SF granted or equivalent value (60% AMI)

- Residential Multifamily Zone (RMF)
  - Zone created pursuant to the SPSHAS
  - Uses bonus density (up to 3.0 FAR) to incentivize preservation of deeply affordable housing (minimum 1/3 of units to be affordable @ 40% AMI avg rent)

Both tools are request-based and require City Council approval. They contribute to development of mixed-income communities, including options to replace existing market affordable units and enhance design flexibility.

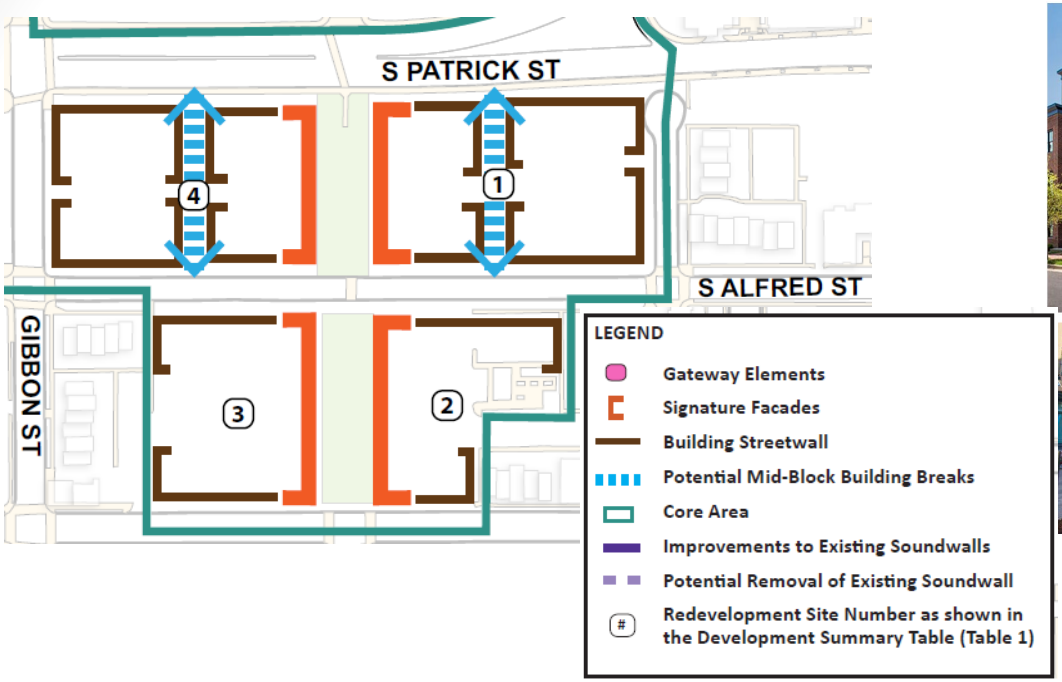
Core Area Heights

Figure 3.12: Maximum Building Heights and Height Transitions

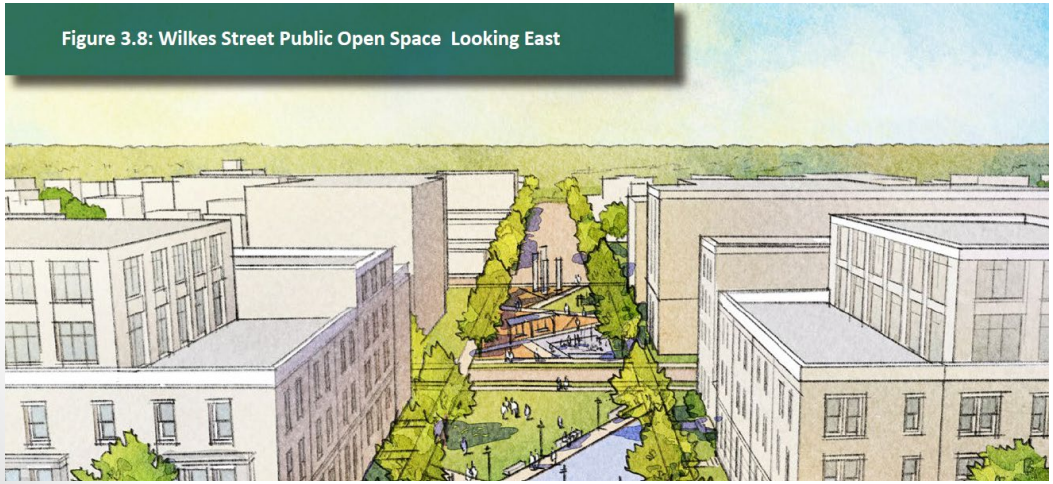


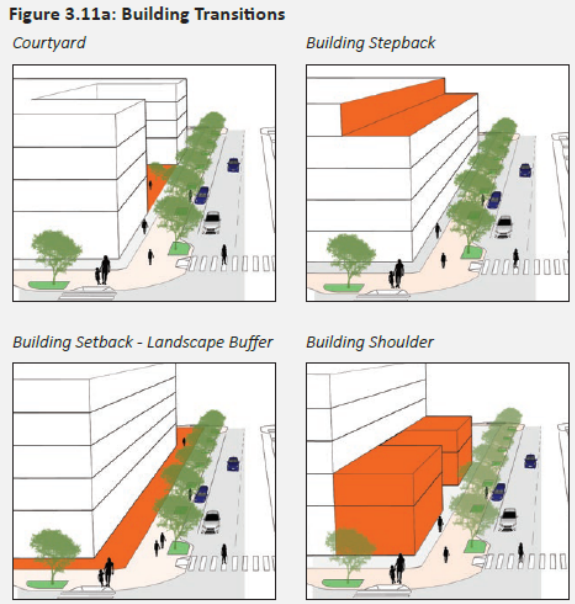
As recommended by the Plan, a new zone (Residential Multi Family- RMF) will allow additional Floor Area Ratio (FAR) to incentivize retention of the existing 215 affordable units, in a manner consistent with the recommendations of the Strategy. Use of Section 7-700 for bonus density and/or height requires a special use permit approval by City Council.

How the plan informs this site specifically



Building design and streetscape

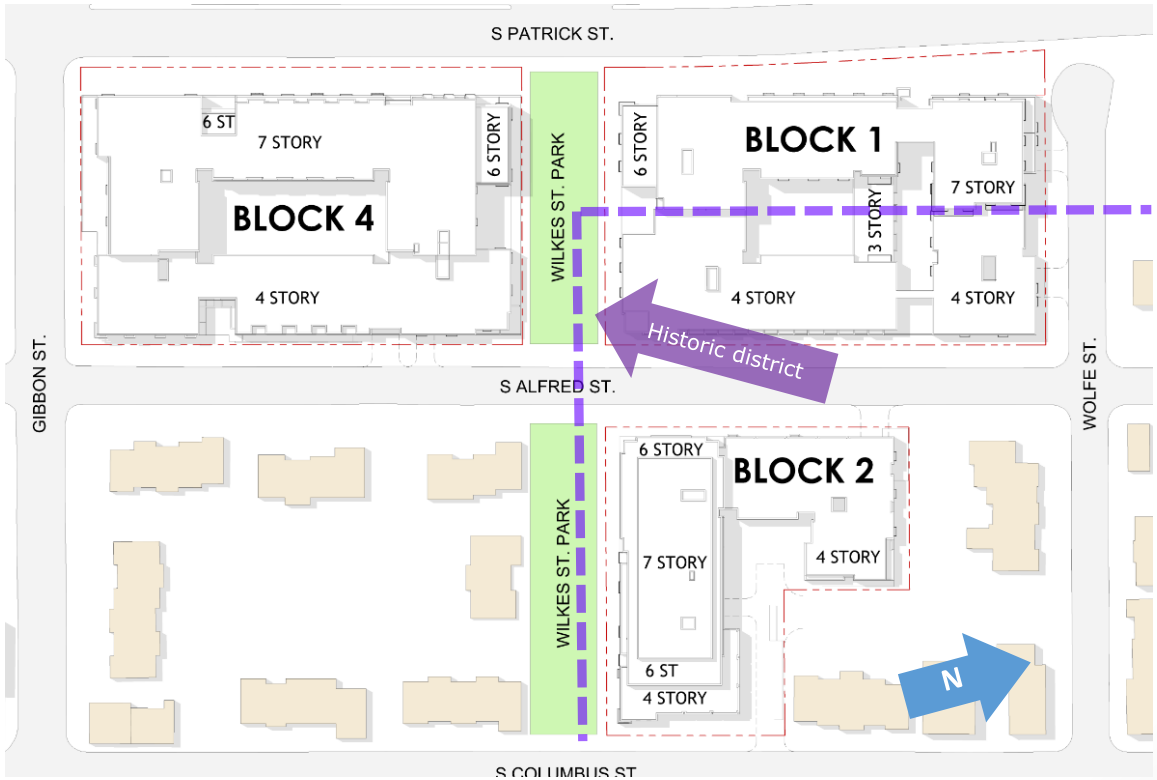




Massing/height/setbacks

Heritage Project Basics

- Existing: 244 units - 104 market-rate, 140 affordable
- Proposed: **750** units - **562** market-rate, **188** affordable
- Proposed rezoning to RMF and use of Section 7-700
- 3.01 FAR
- Blocks 1 and 2 are located with Old and Historic District
- Redesigned Wilkes Street Park



Development Review Timeline

2020

- January - May – Concept Review
- July – December – BAR Concept Review
- October – "Completeness" Review
- November – Preliminary Review

2021

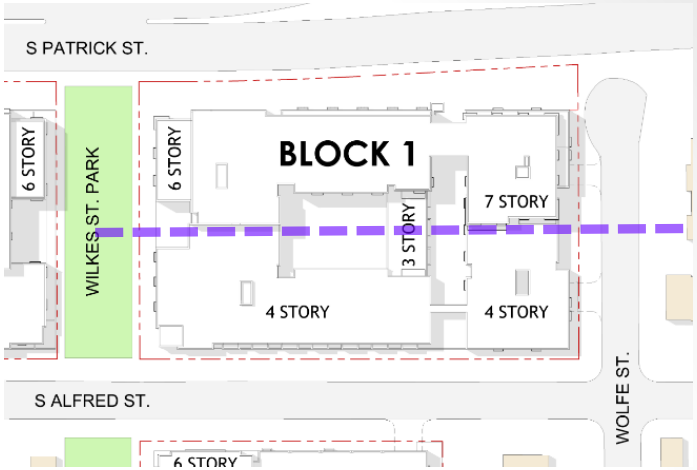
- *February – Planning Commission and City Council hearings (anticipated)*
- *Spring through Fall – Final site plan review (anticipated)*
- *BAR Certificate of Appropriateness – Spring/Summer (anticipated)*
- *Fall – Site plan release and commencement of demolition and construction (anticipated <u>at the earliest</u>)*

Project Community Meetings

Community and Resident Meetings	
Applicant -Hosted	January 29 & 30, 2020 (Resident & Community Meeting @ Lee Center)
	July 13 & 14, 2020 (Virtual Resident & Community Meeting)
	August 24 & 25, 2020 (Virtual Resident & Community Meeting)
	December 2020 (anticipated)
City-Hosted	October 2020 (Virtual AHAAC and Landlord-Tenant Board Meeting presentations)
	November 11, 2020 (tonight's meeting)
	January 2020 (anticipated) - Consideration of Affordable Housing Plan and approval of Tenant Relocation Plan

BAR Concept Review & Permit to Demolish Meetings
July 15, 2020 - Concept Review, demolition deferred
September 2, 2020 - Concept Review, demolition approved
October 17, 2020 - BAR Appeal at City Council
October 21, 2020 - Concept Review
December 2, 2020 - Concept Review

Block 1

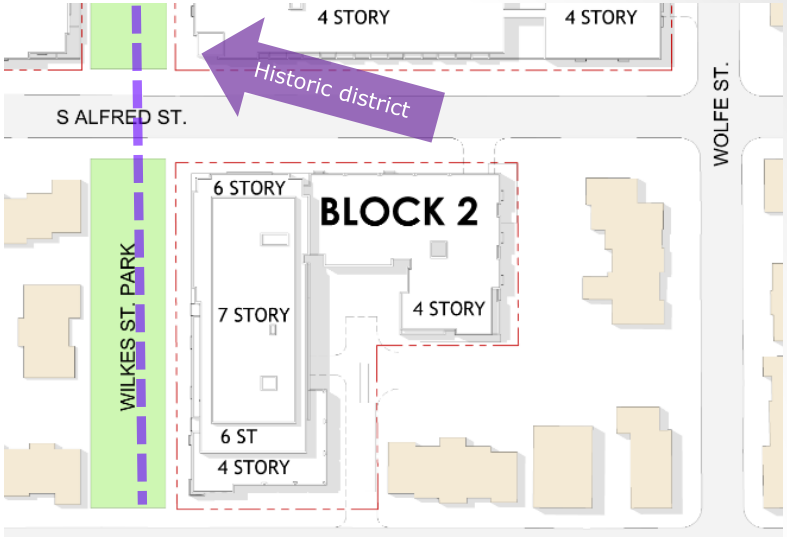


- 287 units
- Eastern half height is 45’, western half is 80’
- Includes publicly accessible mid-block cut-through

From S. Patrick Street

From S. Alfred Street

Block 2

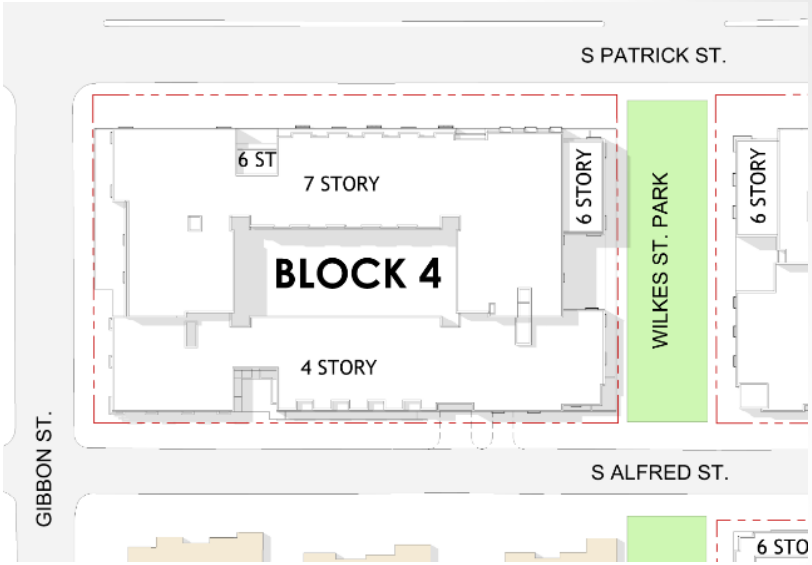


- 152 units
- 6 and 7-story building portions will be located where existing 62’-tall building is located.
- “L”- shaped building includes 4-story leg along S. Alfred Street

From Wilkes Street Park

From S. Alfred Street

Block 4



- 311 units
- "C"-shaped portion of building is 6-7 stories while building portion on S. Alfred Street is 4 stories
- Parking and loading access off S. Alfred Street

From S. Patrick Street

From S. Alfred Street

Zoning Background

- Site proposed to be rezoned to RMF, consistent with S. Patrick Street Strategy
- The RMF zone provides "land areas for multifamily residential development and to enhance or preserve long-term affordability of housing."
- Height determined by governing small area plan

Zoning Background

- RMF permits up to 3.0 FAR with SUP if 1/3 of units above 0.75 FAR are affordable to households w/average incomes of 40% AMI
- Floor area for RMF zone can be calculated as a **tract** (i.e. for the entire site and not by block)
- Section 7-700 for bonus density and height up to 25 feet in areas for the provision of affordable housing

Relocation & Right to Return

Right to return

Mitigate impacts of relocation

- *Relocation plan*
  - Onsite coordinator
  - Phasing: # of moves and assistance
  - Interim housing options and resources
- *Continued engagement with residents*
  - Notice
  - Housing needs survey
  - Referrals, information about City services and coordination with ACPS

Relocation & Right to Return

- Review of Affordable Housing Plan (AHAAC) and Relocation Plan (Landlord Tenant Relations Board)
- Requirements are modeled after the Beauregard Plan, outlined in the SPSHAS and incorporated in the RMF:
  - *Mitigate impacts to existing residents and expand eligibility of tenants in good standing and ensure right to return*
  - *Support for residents through all phases of the relocation process*
  - *Partnership among applicant, Housing, HUD and ARHA*
- If October 1 move-out/demolition: onsite coordinator by 4/1/21 and notice to residents by 6/1/21 (120 days)
- Survey to develop community profile and ID special needs
- Number, type and term of committed affordable units (40-years) including affirmation of access to onsite amenities
- Ongoing resident engagement
- Currently developing plan for interim housing resources and broad relocation support needs

Transportation Feedback

- What We've Heard from the Community:
  - Congestion
    - Regional Travel vs. Local Travel
  - Safety For All Users
  - Adequate Parking
  - Quality of Life

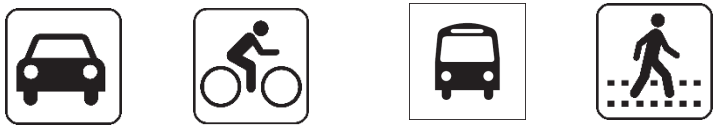
Multimodal Transportation Impacts

- Proposed New Trips Generated

Land Use	AM Peak Hour	PM Peak Hour	Sunday
Multifamily Housing (Mid-Rise)	99	122	119

Source: Institute of Transportation Engineers' Trip Generation Manual

- City's Review to Study (What do we look for)
  - Ensure proper data collection and validity existing conditions .
  - Travel Assumptions
    - Trip Distribution (Origin & Destination of Trips)
    - Mode Split

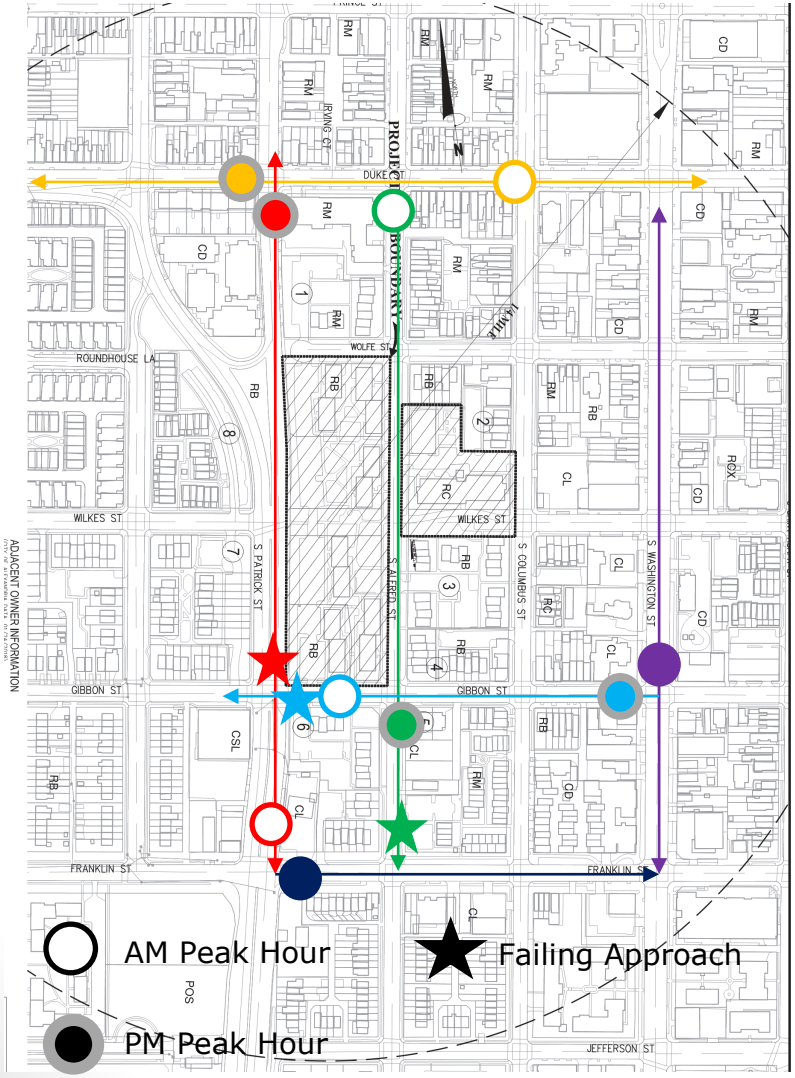


  - Impact to the existing network

Multimodal Transportation Impacts

- Scope of Study
  - 24 Intersections Operation Analysis (Delays and Congestion)
    - Existing (Pre Covid-19 Conditions)
    - Future Conditions (2023 and 2025)
  - Parking Occupancy Study
    - Pre-Covid Conditions
    - Weekday and Sunday Peak Period
  - Pedestrian and Bicycle Network Assessment
  - Transit Network Assessment
  - Transportation Management Plan (TMP)

Multimodal Transportation Impacts

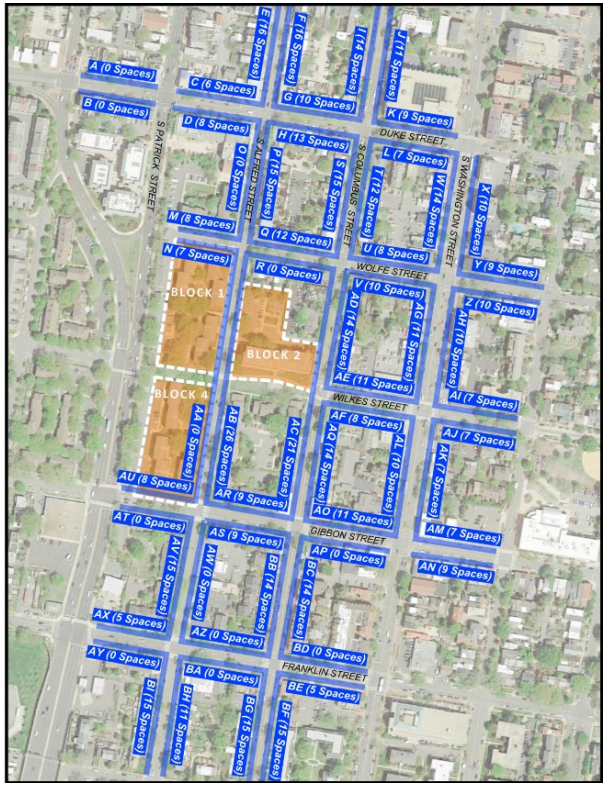


Largest Average Delay Increase at An Intersection on the following approaches:

- S. Alfred Street
  - AM Peak Hour: 14.3 sec delay inc.
  - PM Peak Hour: 1.7 sec delay inc.
- S. Patrick Street
  - AM Peak Hour: 1.6 sec delay inc.
  - PM Peak Hour: 19 sec delay inc.
- S. Washington Street
  - AM Peak Hour: <1 sec delay inc.
  - PM Peak Hour: <1 sec delay inc.
- Duke Street
  - AM Peak Hour: 2.6 sec delay inc.
  - PM Peak Hour: 15.6 sec delay inc.
- Gibbon Street
  - AM Peak Hour: 5.4 sec delay inc.
  - PM Peak Hour: 1.5 sec delay inc.
- Franklin Street
  - AM Peak Hour: <1 sec delay inc.
  - PM Peak Hour: <1 sec delay inc.

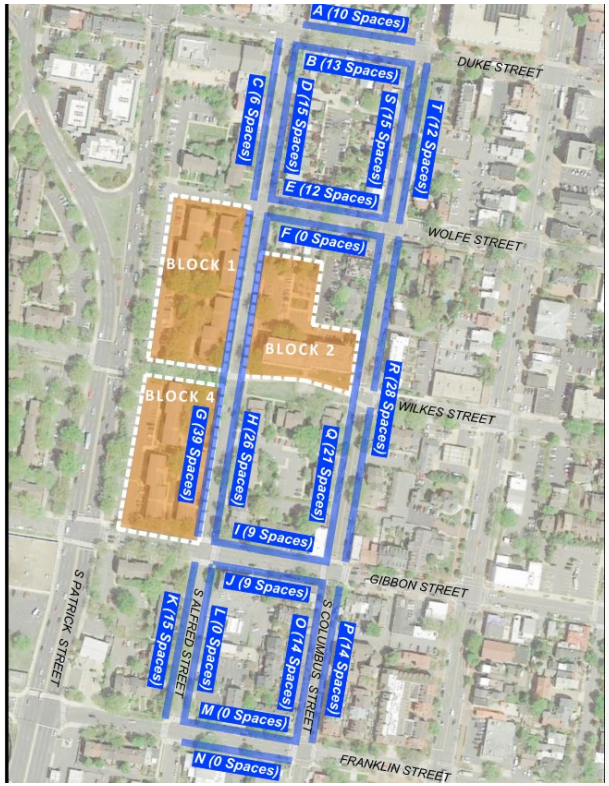
Multimodal Transportation Impacts

Parking Occupancy Study



Weekday Assessment

- 5:00 PM to 10:00 PM
- 62 Block Survey



Sunday Assessment

- 9:00 AM to 1:30 PM
- 20 Block Survey

Multimodal Transportation Impacts

- Non-Motorized Network Assessment and Transit Network Assessment

Near Perfect Walking Score

Bus Stops and Routes in Walking Distance

Multimodal Transportation Impacts

- Next Steps:
  - Continue review and coordination with applicant on finalizing report.
  - Continue collaboration with applicant on enhancement opportunities around site.
  - Coordinate Transportation Management Plan (TMP)
- City's Initiatives:
  - Staff will continue to seek opportunities to implement mitigation measures to address existing congestion issues throughout the area.
  - Staff will collaborate with APD on enforcement efforts and City's Vision Zero Initiative to determine other measures to enhance safety for all users.

Stormwater Management

Quality:

Vegetative roofs, bio-retentions, and a hydrodynamic separator will filter stormwater runoff prior to leaving the development

Quantity:

Vegetative Roofs, Bio-Retention Facilities and storm vaults will reduce runoff leaving the development

Community Benefits

- Redevelopment of obsolescent housing
- Preservation and addition of deeply affordable units within mixed income development
- Redesign of Wilkes Street Park
- Streetscape and pedestrian improvements

Contact Information

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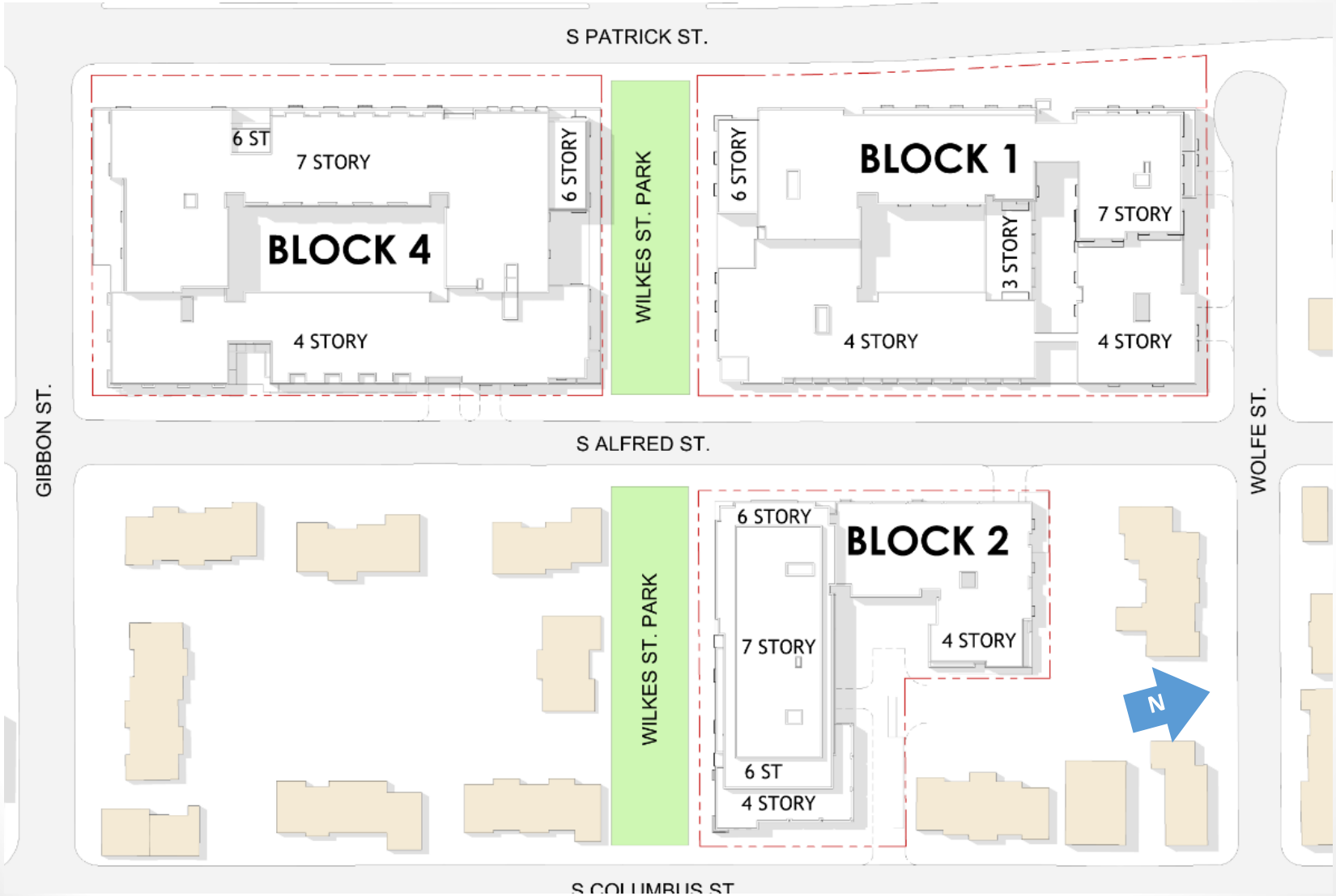
Questions and Comments