

Route 1 South Housing Affordability Strategy  
Charrette Day 5, 03/05/18 Public Meeting  
Group Exercise Comments on Draft Principles and Strategies

**Table 1**

- **Housing Preservation**

Guiding Principle:

1. Preservation of 215 affordable units within the Heritage at Old Town and Olde Towne West III.
  - Public wrote “agree – this is a priority” referring to Preservation of 215 affordable
  - Public circled “units” and wrote “families? Existing community in place”

Strategies:

1. Use additional density and height, including the strategic use of Section 7-700 if needed, as a primary tool to ensure all existing committed affordable units can be rebuilt on site in future redevelopment.
  - Public drew rectangle around “primary”
2. Consider City investment and partnerships to leverage other public and private funding sources to develop sustainable affordable housing.
  - Public wrote “consider flipping these” referring to flipping Strategy #2 with Strategy #1
4. Require **long-term** affordability (~40 years).
  - Public circled “long-term” and “~40 years” because they want these words replaced with permanent. They wrote “\*permanent?”
  - Public wrote “\*add something about phased implementation to reduce impact on relocated residents”

- **Land Use + Design**

Strategies:

1. Incorporate human scale elements into new building design.
  - Public put check mark
2. Transition heights of new buildings down from South Patrick Street to the existing buildings.
  - Public underlined “Transition heights”
  - Public wrote “45’ on S. Alfred too high – block western light”
5. Incorporate varying building setbacks for courtyards and green spaces.
  - Public underlines “varying building setbacks” and wrote “important”
  - Public put check mark
8. Design Wilkes Street park as a community open space with enhanced opportunities for all neighbors to gather and play.
  - Public put check mark
10. Require excellence in building design.
  - Public put check mark

- **Mobility + Circulation**

Strategies:

- Public wrote “\*add strategy about public transportation (reduce need for people to get in car)”

General comments on notepad

- **Mobility + Circulation**

- Major concern about ped safety (citywide) and especially in the neighborhood
- Traffic is terrible
- Pollution from congestion
- Washington St. intersections – ped crossing
- Lawless zone
- Limit times for right turns
  - People do it anyway
- More neighborhood serving uses
  - Reduce need for using car

- **Land Use + Design**

- Alfred St. between Gibbon / Franklin
  - Potential shading issue for western exposure
- Consider moving the open space on block A to consolidate with Wilkes St.
- Existing zoning?

- **Housing**

- Why “encourage” mixed income development?
- Concern about relocation for residents
- Concerned about using density as a primary tool for affordable housing
  - Local traffic
- Concerned that redevelopment will ultimately increase housing prices => market rate housing

Table 2

- Preservation of units with the minimal density possible
- Use minimal additional density and height
  - Accomplish goal using 2.5 instead of 3
- Reduce adverse impact on the neighborhood
- Design needs to be on both sides of S. Patrick St.
- Could converting Lee Center into school reduce crowding at surrounding schools?
- Want building setbacks to improve sight distance
- Explore design of Wilkes Street park
  - Impact on traffic (car) circulation
- We don’t need a new identity
  - We like being referred to as Old Town
- Provide break down of block massing
  - Blocks are too large
- Cyclists should stay on local streets instead of S. Patrick St.

- Short-term implementation is actually long term because issues haven't been fixed in years
- Increased density will make driving harder
  - Too much focus on bike and ped. Where are strategies to help drivers?
- Plenty of green space
  - We need to think more about traffic and parking
  - Is green space (courtyards) for residents or public?
  - People don't come to Old Town for green space. Do people want more green space?

### Table 3

- **Housing Preservation**

#### Strategies

#### 7. Ensure **all** residents

- Public added "all"

#### 11. Enhance access to City and community resources, including workforce development, training, etc, to build self-sufficiency and well-being.

- Public wrote "Bring to the community"
- Public wrote "partner with businesses for job placement and flex schedule"

#### Land Use + Design

#### Strategies

#### 4. Ensure that school capacity is addressed by the City and takes into account new development.

- Public circled #4

#### 6. Provide enhanced streetscape along South Patrick Street through future redevelopment.

- Public circled #6

#### 7. Provide design elements on South Patrick Street that signify entry into the neighborhood and the City.

- Public wrote "Ensure additional outreach to property owners"

- **Mobility + Circulation**

#### Guiding Principle:

- Public wrote "Work from the baseline traffic study to inform other strategies."

#### Strategies

- Provide improvements to slow traffic and increase safety and accessibility at pedestrian crossings on South Patrick Street and other neighborhood streets using signal modifications, signage, curb modifications to shorten **crossing** distances, and enhanced crosswalks.
  - Public wrote "Bandaid" and an arrow to the strategy above
  - Public wrote "Explore circulation improvements"

### General comments on notepad

- **Housing Preservation**

- Why is adding density the option for us to consider in saving the affordable units?
- What are the specific rezonings these could employ?

- Yates brothers as partners
- All residents have the right to return
- When they come back, will there be priority?
- A lot of people with vouchers but how do we ensure owners accept them and not discriminate and that there is availability
- Have to consider the cost of transportation
- No reassurance that there are resources to help people with relocation
- Are there staff dedicated to each family with relocation?
- What happens to the townhomes if Alfred Street Baptist Church expansion doesn't get approved?
- In reference to #11, bring training to the community; usually have to go to social services and don't really know about training.
- A lot want to be self-sufficient but have to consider schedules
  - Go to the residents to make solutions for actual residents
- Discouraged by job link – can be degrading
  - Needs to be a mixture of job opportunities
- Schools => not realistic number => rental strategy to get their kids into the schools
  - Don't see a realistic solution for school capacity
- Presumptuous to show “development” over their properties (in reference to the commercial sites on Route 1)
  - Ensure additional outreach to those property owners
- Why aren't we doing a traffic analysis now?
  - Traffic is horrible now – how can it be better with density?
- Duke Street as major cause of congestion
  - Take parking off Duke from Washington to Henry from 3-6pm
- Wilkes Street Park will only be neighborhood serving, not destination

#### **Table 4**

##### **• Land Use + Design**

##### Strategies

4. Ensure that school capacity is addressed by the City and takes into account new development.

- Public circled and put stars (\*\*) around #4
- Public wrote “Strengthen! Very important to community support for new and strategic thinking about education.”

#### **General comments on notepad**

- Expected more specifics given the week-long process.
- Compatibility of new construction with neighborhood.
- Clarify housing preservation vs. historic preservation.
- Quality of building materials and energy efficiency.
- In exchange for increased density who negotiates with the developer what the city and citizens be given?
- What happens in economic downturns, inflation, etc in working with the developer to ensure successful completion of these 5 blocks?
- #s of units affordable units, #s of units fair market value

- What are City's specific markers and plans for schools to take care of increased density?
- City to take fiscal responsibility for schools needed.
- New thinking for schools
  - Shifts in schools
  - Same facilities; more teachers
  - Look at Europe as a model
- There is no mention of cars in the Mobility + Circulation Recommendations
- Bicycles are given access but not being held accountable.
- Need for reliable transport during peak traffic hours.
  - i.e. tolls like Route 66
- Wilkes Street Park Space
  - Is this City Property therefore City Park or is this developer owned and financed?

#### **Table 5**

- **Housing Preservation**
  - Preserve affordable housing – can add more units
    - Concerns about increased density, traffic, infrastructure, schools
    - Diversity is important to preserve height – needs to be raised to 55' (limited to affected sites)
    - Make sure zoning is capped at 55' small area plan
    - Restrict land use to residential

#### **Land Use + Design**

- Design elements on S. Pat – signify entry into neighborhood
  - \*Guidelines\*

#### **Mobility + Circulation**

- Concern
  - Curb bumpouts – not as effective. Hasn't changed ped flow in other locations.
- Graduated speed bumps
- Been issue since 1960s "A Funnel"
  - Revisit median enhancement

#### **Table 6**

- **General Comments**
  - Disagreement over how well the community has been represented
    - All info posted online for review
  - Have draft guiding principles been challenged?
    - Other options were presented
    - Premise of process has been preservation of existing affordable housing
    - With temporary relocation, what is impact on school attendance?
  - Importance of long-term affordability

- **Building & Site Design**
  - Look into school capacity to ensure accuracy...keep an eye on numbers
- **Mobility & Circulation**
  - Was there any representation of businesses, in particular those along King Street, at charrette?
    - Increase in density means additional traffic and parking
  - Increased traffic
    - Is there an emphasis on improved safety?
  - Developers should schedule meetings to get community involvement
  - What's missing: transit capacity and timing
  - Mobility – bikes, peds,
  - Slowing traffic on Franklin St & Gibbon St, enforcement, timing of lights, left turn from Gibbon onto S. Pat should be 3 lanes (drawing of two left turn lanes and one left, straight and right turn lane)
  - Pedestrian activated lights
  - Issue of traffic from S. Patrick onto Franklin
  - Synchronization of lights on S. Patrick to improve traffic flow.

#### Comments from notecard

- Use human-centered design (HCD) approach to truly understand impact on and needs of the 215+ displaced residents
- Grave concern about traffic congestion
- Look at other options outside of height and density

#### **(No Table 7)**

#### Table 8

- **Housing Preservation**
  - Tradeoff between height limit and Aesthetic appeal / architectural capabilities
  - Relocation Strategy to minimize the number of people who need to leave the community temporarily
- **Land Use**
  - Continue to evaluate illustrative plan relative to market feasibility (10)
  - Allow for flexibility to accommodate excellence in building design and community asset development.
- **Mobility, Safety and Circulation**
  - Reclaim streets as part of the urban fabric

#### Table 9

- **Housing Preservation**
  - 7. Ensure residents have a right to return to the community after redevelopment and provide support and assistance to mitigate impacts of temporary relocation (including vouchers, moving assistance, and ACPS coordination)

- Provide clarification on relocation plan and resources and emphasize the residents right to return
- **Land Use + Design**
  - 7. Provide design elements on South Patrick Street that signify entry into the neighborhood and the City.
- **Mobility + Circulation**
  - Draft Guiding Principle:
    - Use speed bumps as traffic calming method
  - Provide tunnel or raised crossing at Franklin and Route 1
  - Draft Strategies:
    - 2. Improve bicycle connectivity within the neighborhood through improvements such as pavement markings and signage.
    - Consult the community before implementing street improvements
    - 3. Improve bus stop and crosswalk accessibility at the intersection of Alfred and Franklin Streets.
    - 4. Improve access to and within Wilkes Street Park, including analysis of the feasibility of an at-level crossing on Alfred Street.
    - Highlight improvements at Gibbon and Franklin as well.
    - 5. Consider the mobility and accessibility for users of all ages and abilities.
    - Traffic calming strategies at Columbus and Wilkes Street