

r.1 SOUTH HOUSING AFFORDABILITY STRATEGY

Charrette – DAY 3 – 2/28/2018

Core Team Meeting



Agenda

- Housing Preservation / Economics
- Route 1 Streetscape
- Building Scale
- Infrastructure
 - CIP Improvements
 - Schools
 - Sewer
 - Stormwater
- Mobility and Circulation
- Housing relocation assistance
- Next Steps

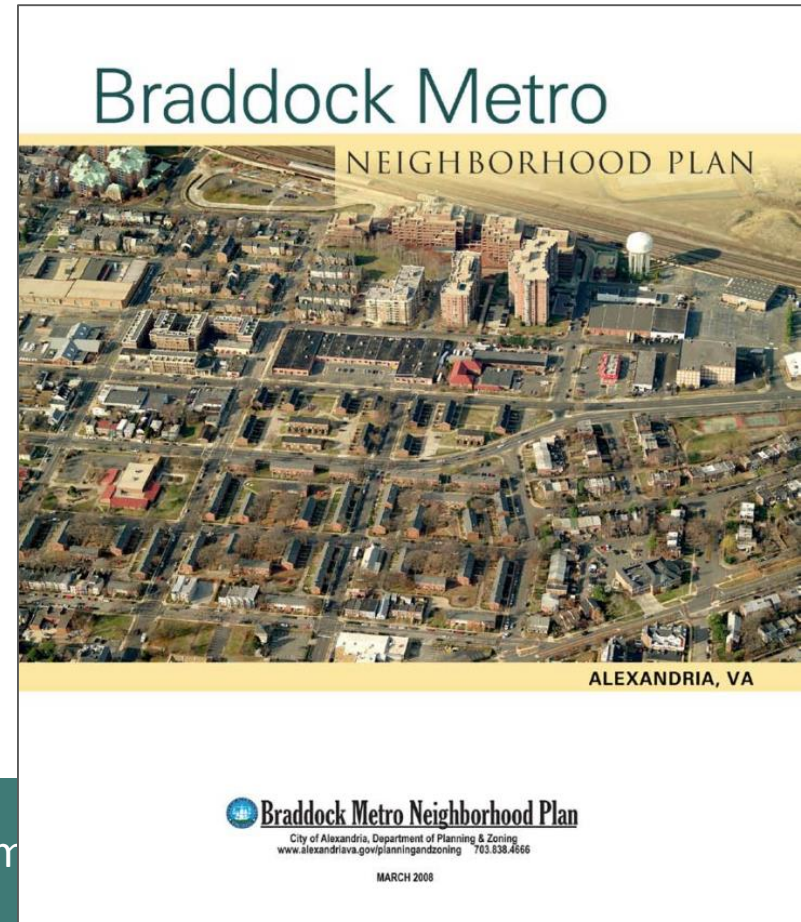




Housing Preservation / Economics

Planning in mixed-income communities

- Braddock Metro
- Beauregard
- ARHA redevelopments



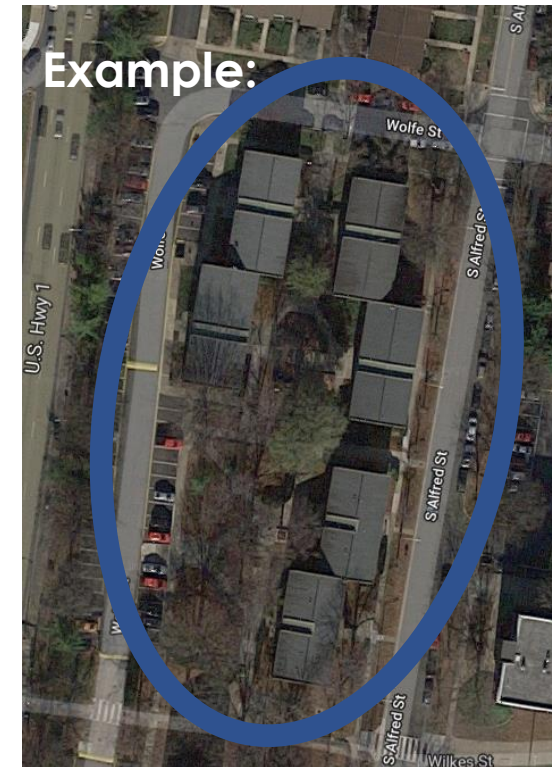
What happens if we do not act:

Properties redevelop

- Rental subsidy contracts expire
- Property owners build to highest and best value

Example:

- Current zoning allows up to 34 townhouses (26 by right + 8 bonus units, including 3 affordable)
 - Estimated value of 2,400 sqft market-rate townhouse: ~\$1 M
(total estimated value: ~\$26M-\$31M)
- To ensure existing 72 affordable units are returned, the property owner needs to earn, *at a minimum*, a comparable rate of return on multifamily units



What happens if we do not act (cont.)

- You need approx. 2-3 market units (depending on unit type and value and level of available city investment) for every one affordable unit

2018 TAX ASSESSMENT EXAMPLES:

- Jackson Crossing: \$178k/unit (affordable project, new construction)
- Station 650 at Potomac Yard: \$346k/unit (market-rate, new construction)
- The Kingsley: \$408k/unit (market-rate, new construction)
- Estimated value of 2,400-3,200 sqft townhouse: \$1 M-\$1.5M/unit



What happens if we do not act:

Properties are renovated and leased at market rents

- Rental subsidy contracts expire
- Units are renovated and become market-rate
- Estimated City investment needed to maintain affordability if properties were renovated:
\$3.2-\$3.8 M/year (in 2018 \$)

Estimated annual value of HAP contract	Today	If properties renovated & rents approximated market rates
Heritage at Old Town	\$1.0-1.3 M	\$2.1-2.5 M
Olde Towne West III	\$500k-\$700k	\$1.1-1.3 M
Estimated total annual value	\$1.5-2.0M	\$3.2-\$3.8 M

Alternatives Analysis: Replace 215 units off-site (new construction)

- Estimated cost of new construction off-site: \$90-\$100 M
- Estimated City investment: \$16 M (\$75k/unit)
- Considerations:
 - Lack of availability of developable land
 - Difficulty securing financing—highly competitive
 - Loss of housing diversity and affordability in Route 1 South neighborhood
 - Permanent displacement of residents
 - Potential loss of rental subsidy contracts which provide deep levels of affordability



Alternatives Analysis: Replace 215 units off-site (purchase and renovate)

- Estimated cost to purchase and renovate one or more building(s) off-site: \$60 M
- City investment: \$10.75 M (\$50k/unit)
- Considerations:
 - Availability of properties for sale in neighborhoods with comparable access to services/jobs/amenities/transit
 - Securing financing—highly competitive
 - Loss of housing diversity and affordability in Route 1 South neighborhood
 - Permanent displacement of residents
 - Potential loss of rental subsidy contracts which provide deep levels of affordability

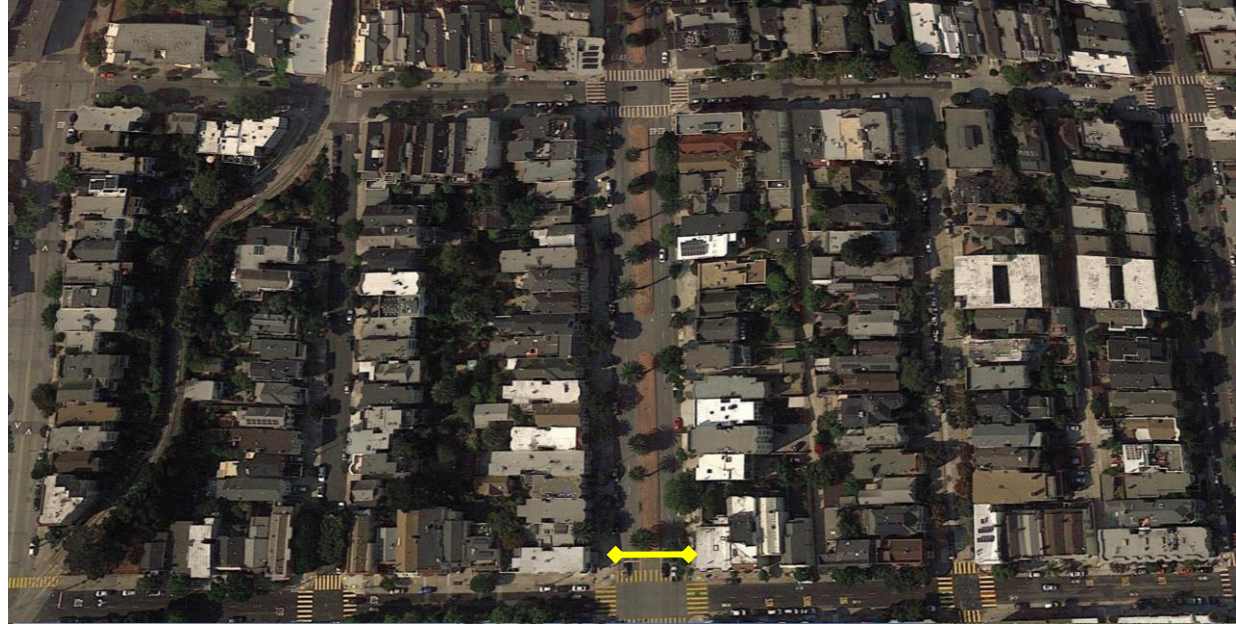




Streetscape

Dolores Street San Francisco, CA

- 2 travel lanes in each direction
- ~76 feet curb to curb



Connecticut Ave Washington, DC

- 3 travel lanes in each direction
- ~70 feet curb to curb



Massachusetts Ave Washington, DC

- 2 travel lanes in each direction
- ~52 feet curb to curb





Precedent Images

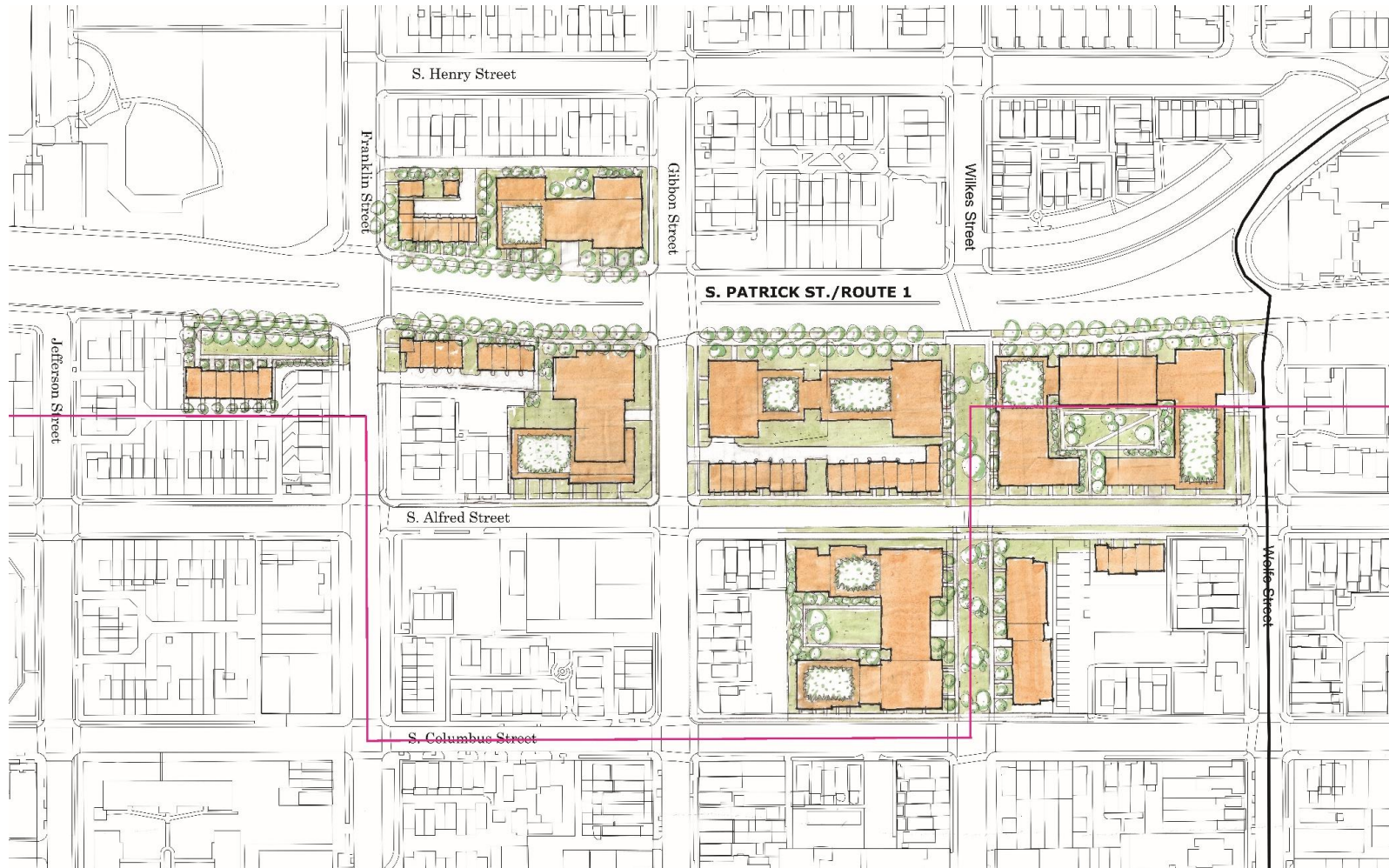


Existing Conditions



Building Scale

Draft Illustrative







Infrastructure

City's Capital Improvement Program Serving Southwest Quadrant

- Transit Vision Study (Approved FY18-27 CIP)
 - Will analyze current transit demand and assess potential need for future demand
- Combined Sewer Overflow (CSO) Long Term Control Plan (Approved FY18-27 CIP)
- Vision Zero (Proposed FY 19-28 CIP)
 - Implementation of engineering solutions to reduce safety hazards – 6 intersections identified in SWQ
- Shared Use Paths (Proposed FY 19-28 CIP)
 - Old Cameron Run Trail connecting SWQ to Eisenhower Avenue Trail – currently procuring design



Capital Improvement Program (CIP)

- Schools
 - Proposed FY 2019 – FY 2028 CIP
 - Funding for 100% of the **ACPS 10-year** \$474.7 million request.
 - Proposed FY 2019 - \$68.3 million request
 - \$33.2 million proposed in direct funding
 - Reserving \$30.0 million for land acquisition and \$5.15 million for new high school planning and design
 - Major capacity adding ACPS projects within next 10 years
 - High school
 - MacArthur Elementary
 - George Mason Elementary
 - Cora Kelly Elementary
 - Flexible capacity space used as a permanent school (middle school or will serve some other grade configuration as determined by ACPS)

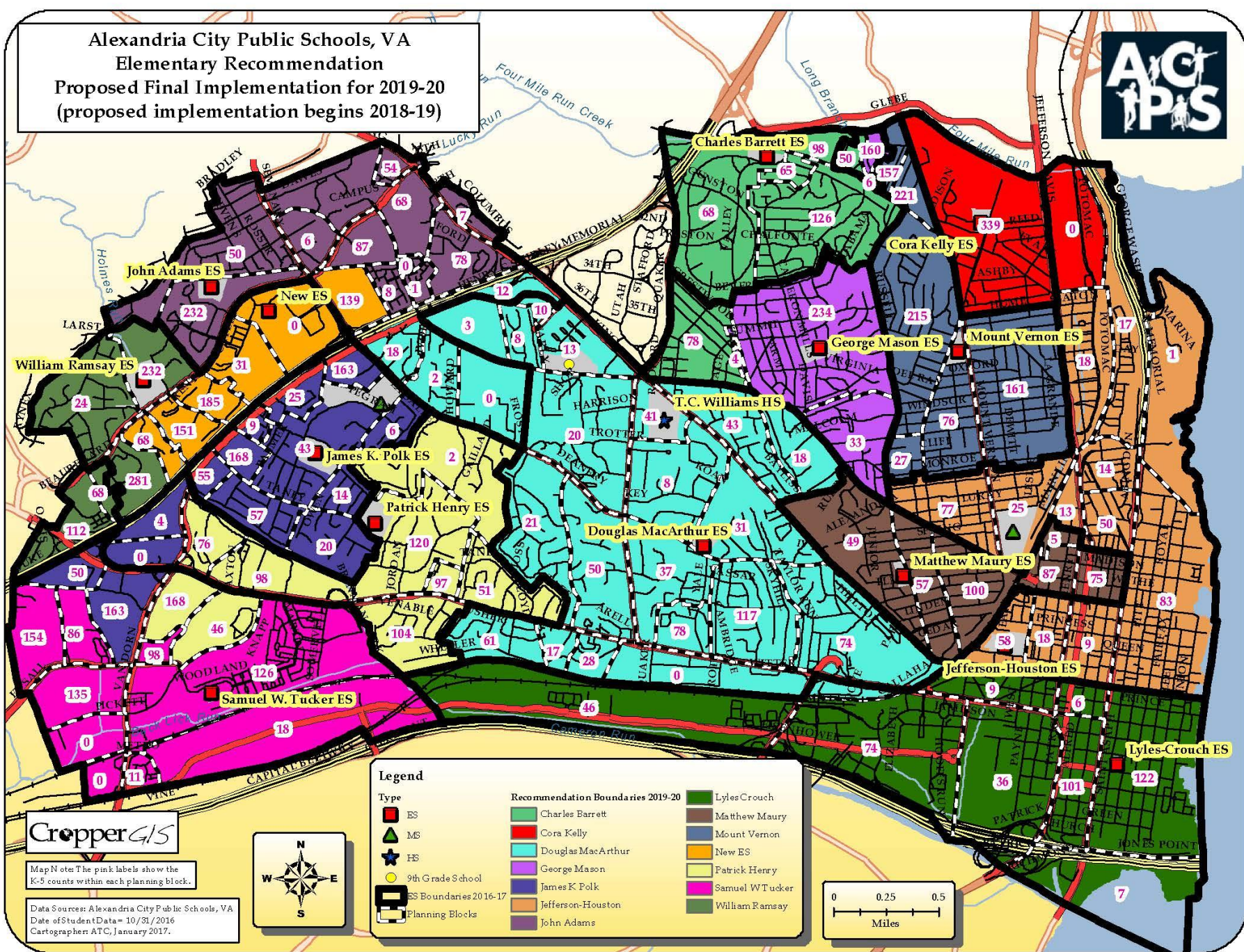


Joint City-Schools Planning

- Long Range Educational Facilities Plan
 - Phase 1 – completed 2015
 - Enrollment forecasting/methodology
 - Elementary and Middle School Educational Specs
 - Capacity/facilities planning
 - Phase 2 – near completion
 - Pre-K and High School capacity
- Joint City-Schools Facility Investment Task Force
 - Final report – January 2018
 - Development of a joint facilities capital improvement plan
 - Recommendations related to future capital project planning and implementation

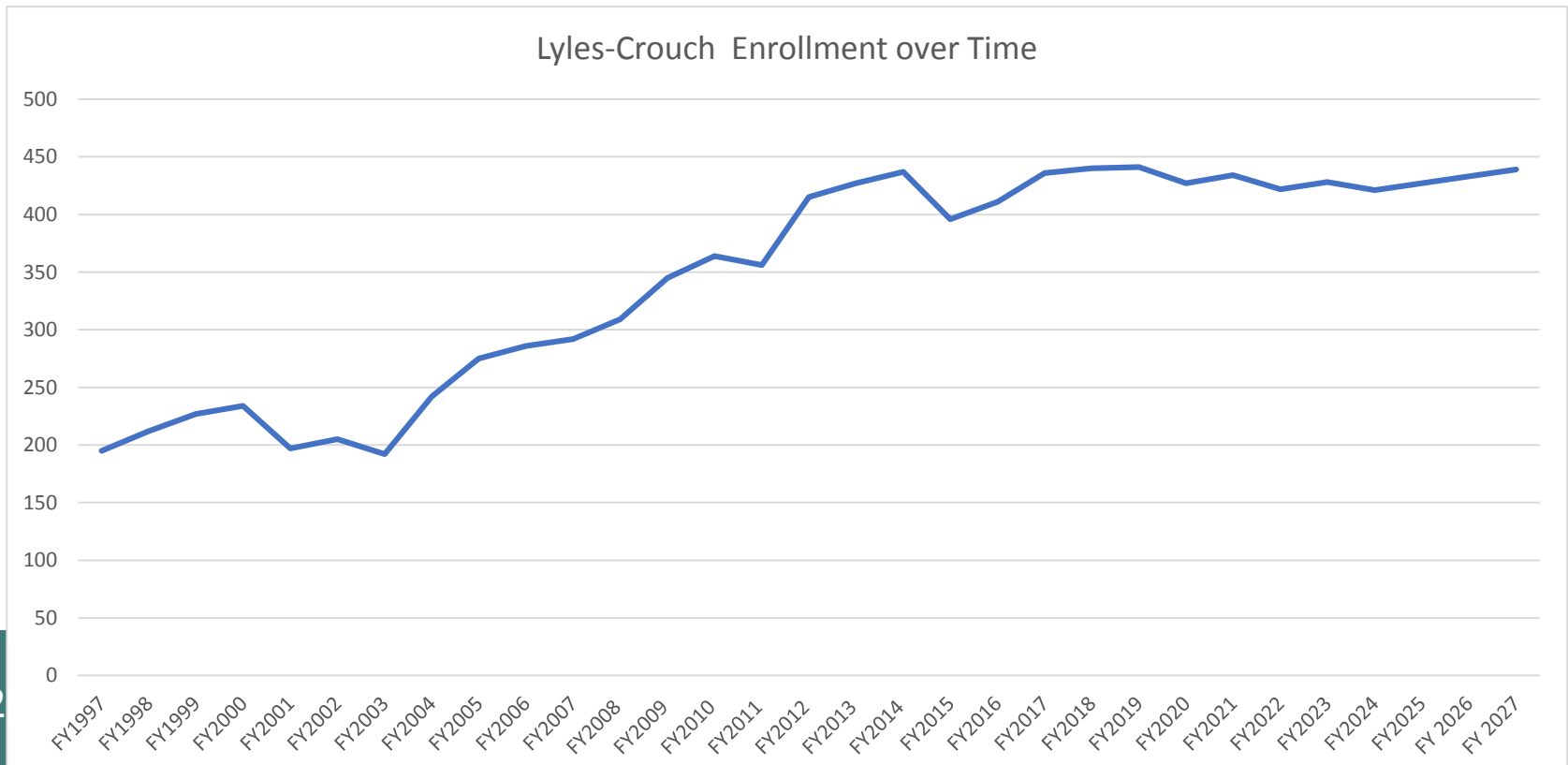


Alexandria City Public Schools, VA
Elementary Recommendation
Proposed Final Implementation for 2019-20
(proposed implementation begins 2018-19)

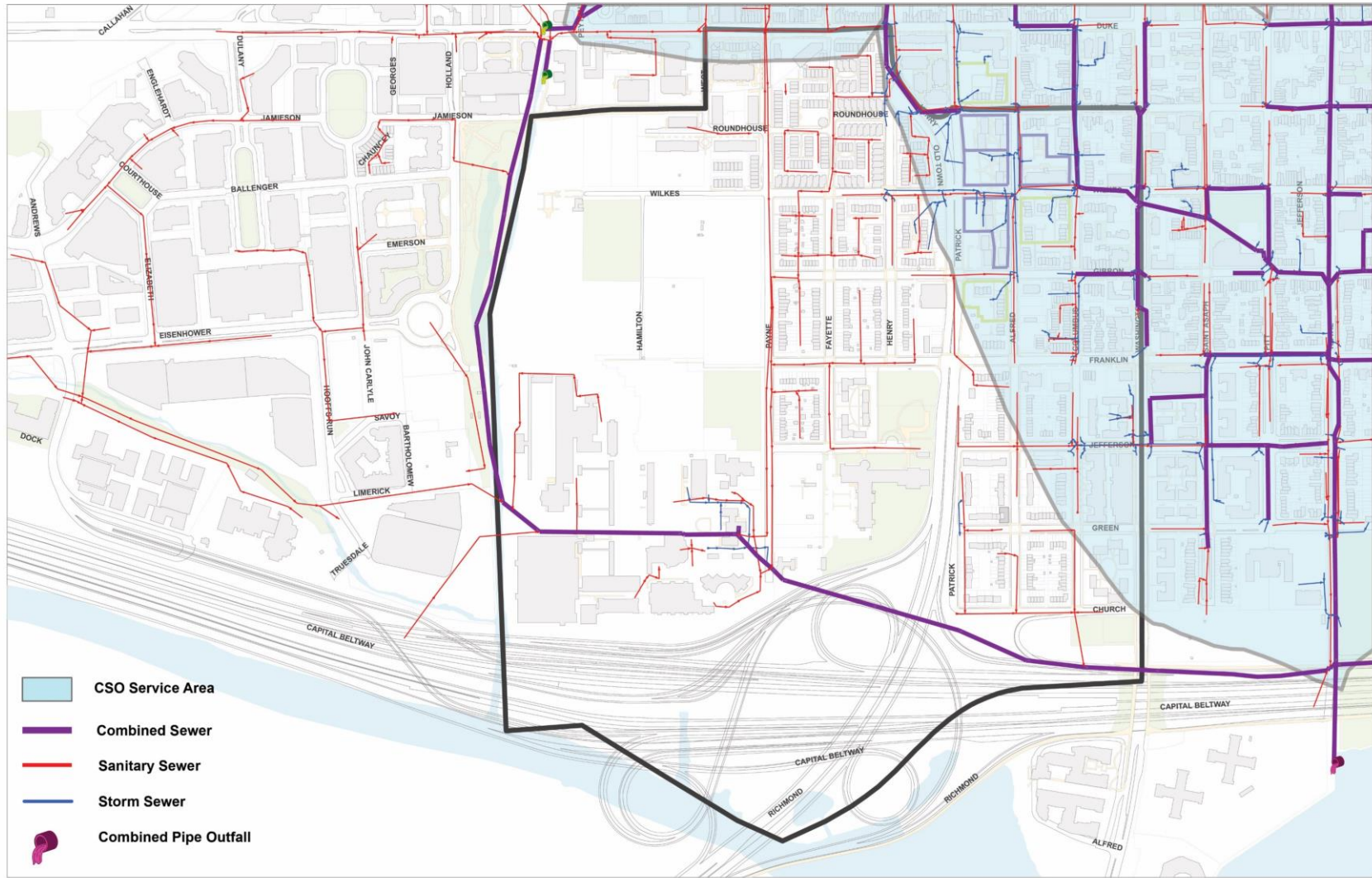


Lyles Crouch

- Enrollment at Lyles Crouch has grown, on average, by 4% annually since 1997
 - Current enrollment – 440
 - Capacity – 375
- Enrollment is projected to remain relatively stable over the next decade
- Three-year average student generation rates (across all grade levels) for Heritage and Old Town West are 0.23 and 0.81 students per unit, respectively



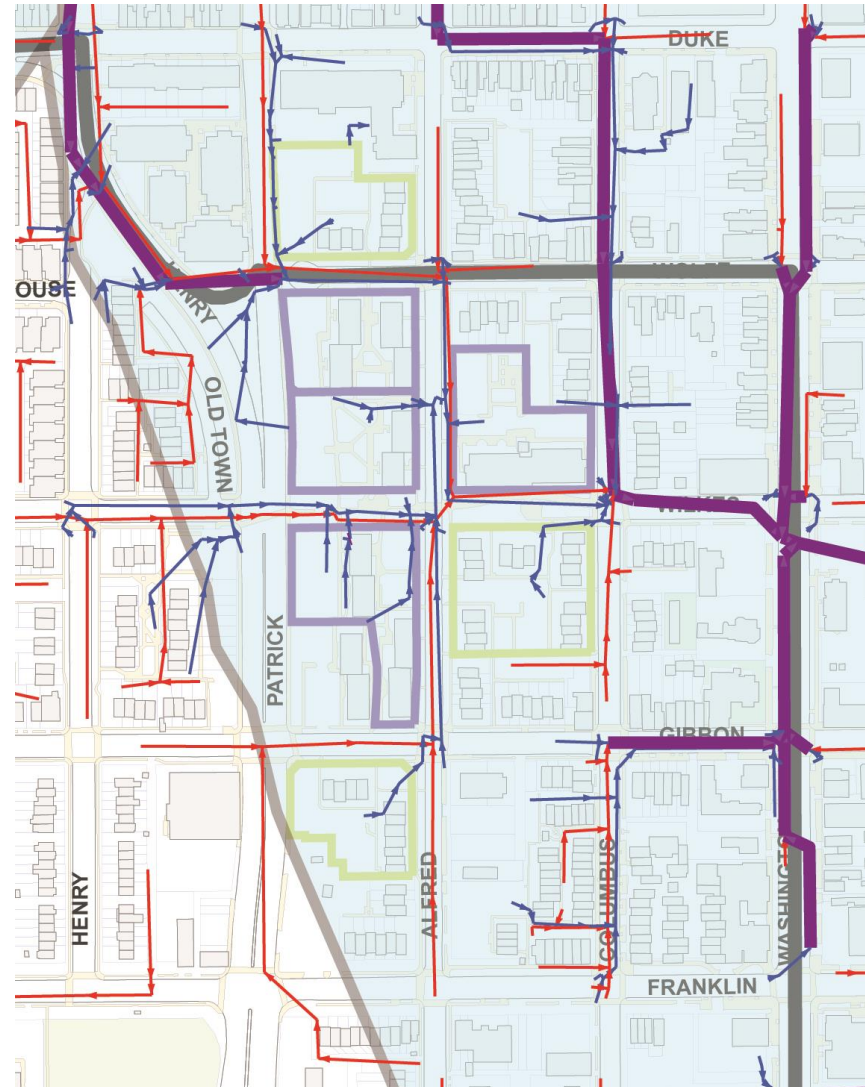
Combined Sewer Outfall



Combined Sewer System

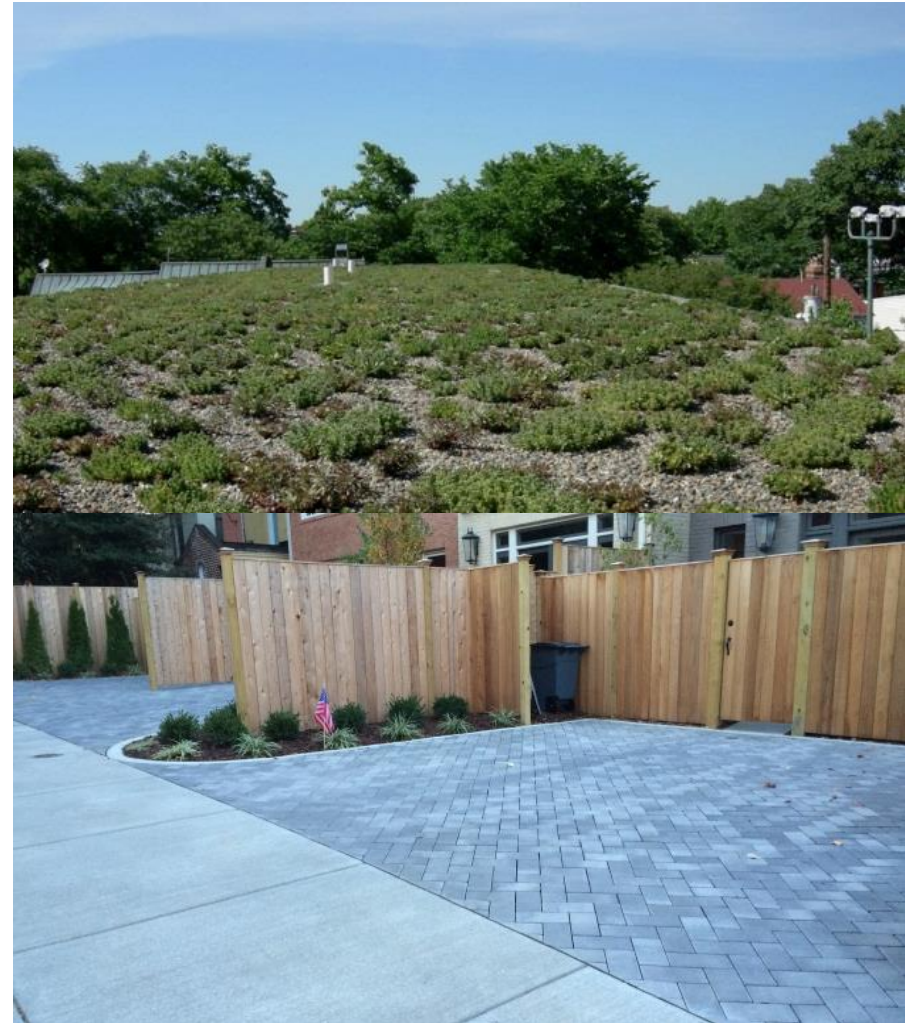
- Legacy infrastructure built in 19th and early 20th century; combination of storm and sanitary sewer systems
- 4 outfalls serving ~540 acres in Old Town
- Long term control plan to address all four outfalls
- City investment of ~\$400 million
- Must be completed by 2025
- Long-term Control Plan (LTCP)

<https://www.alexandriava.gov/Sewers>



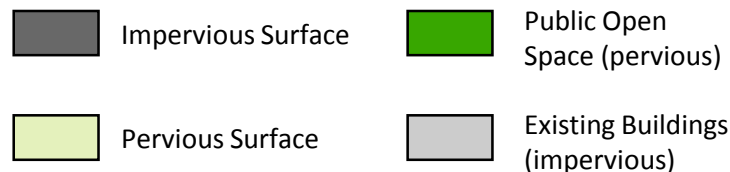
Redevelopment within the CSO

- Sewer system capacity analysis required by the developer
- AlexRenew treatment plant has capacity through 2040
- CSO developments have additional requirements
 - Green infrastructure
 - Sewer separation
 - Monetary contribution



Stormwater for Redevelopment

- Existing development has no stormwater treatment
- Redevelopment must meet stormwater requirements for quality and quantity; City and State requirements driven by impervious area
- Installation of BMPs/ Green Infrastructure – bio-retention, green roofs, permeable pavement, etc.
- Analyze storm sewer capacity and provide detention when needed – underground tanks/BMPs





Mobility and Circulation

City Transportation Policies and Guidelines

March 2008: Transportation Master Plan

- Transit-oriented, pedestrian friendly village centers, focused on neighborhood preservation and increased community cohesion, forming a more urban, vibrant and sustainable Alexandria.

April 2011: Complete Streets Policy Adoption (reenacted in 2014)

- Design and operate the entire right of way to enable safe access for all users, regardless of age, ability, or mode of transportation.

June 2016: Pedestrian & Bicycle Chapter Update

- Evaluation of existing conditions, issues, constraints and needs
- Review of existing policies, goals and objectives
- Prioritizes pedestrian and bicyclist projects
- Evaluation of traffic deaths and development of a Vision Zero program that outlines the framework and necessary resources

June 2017: Complete Streets Design Guidelines

June 2017: Adoption of Vision Zero Program



Crosswalk Striping



Precedent Image

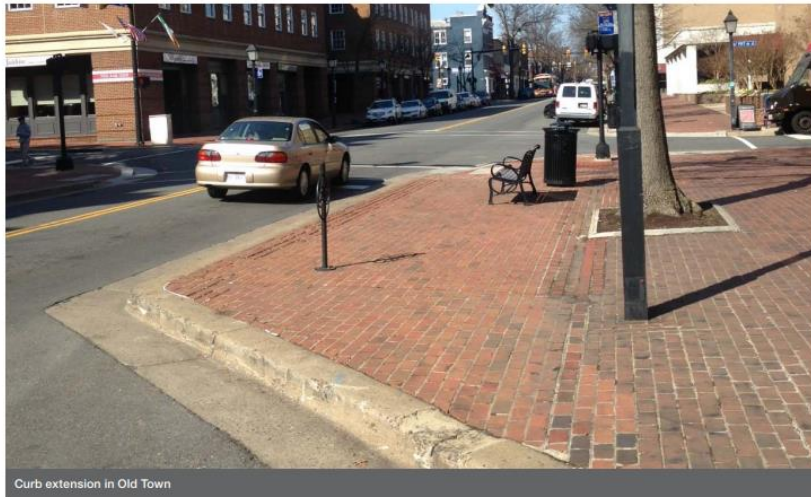
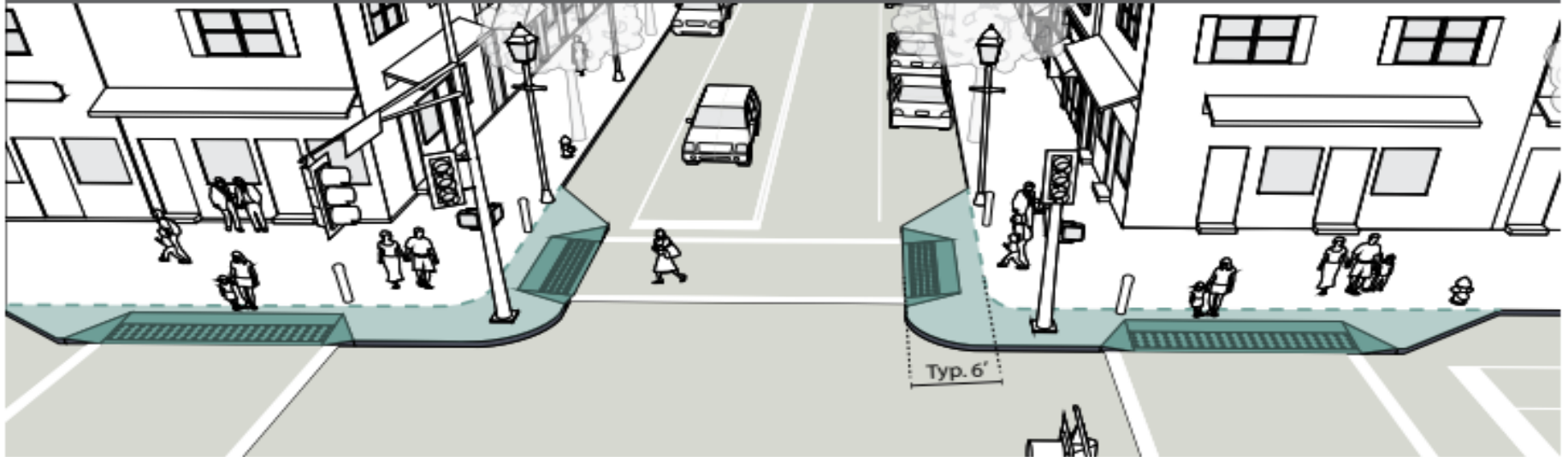


Existing Conditions

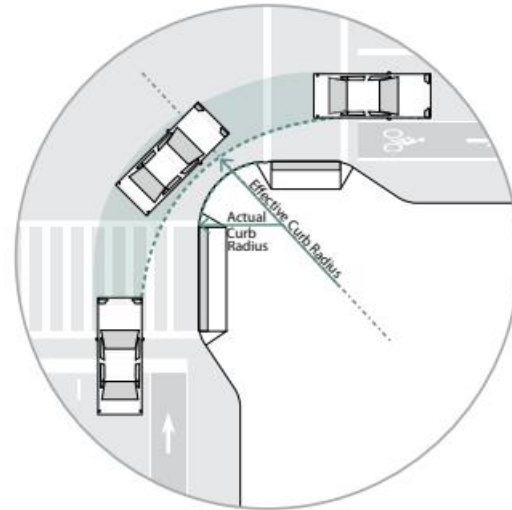
Temporary Curb Extensions



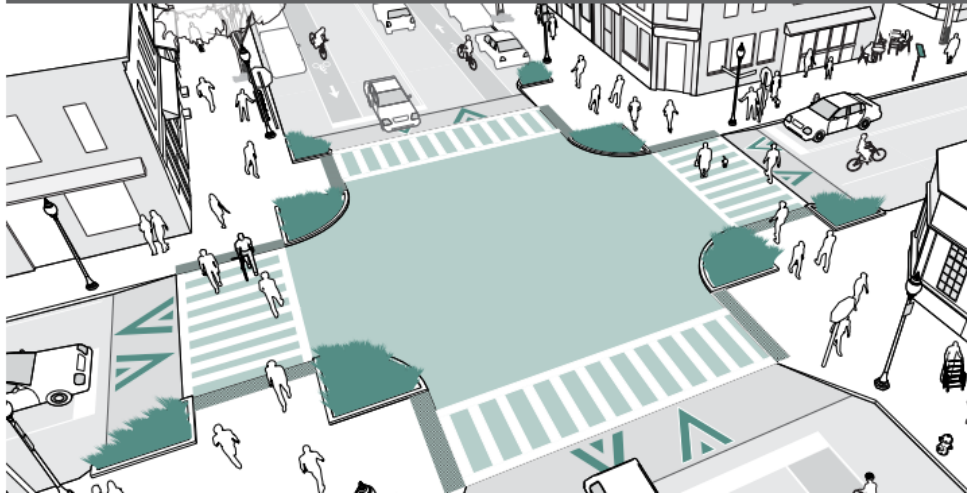
CURB EXTENSIONS



Curb extension in Old Town



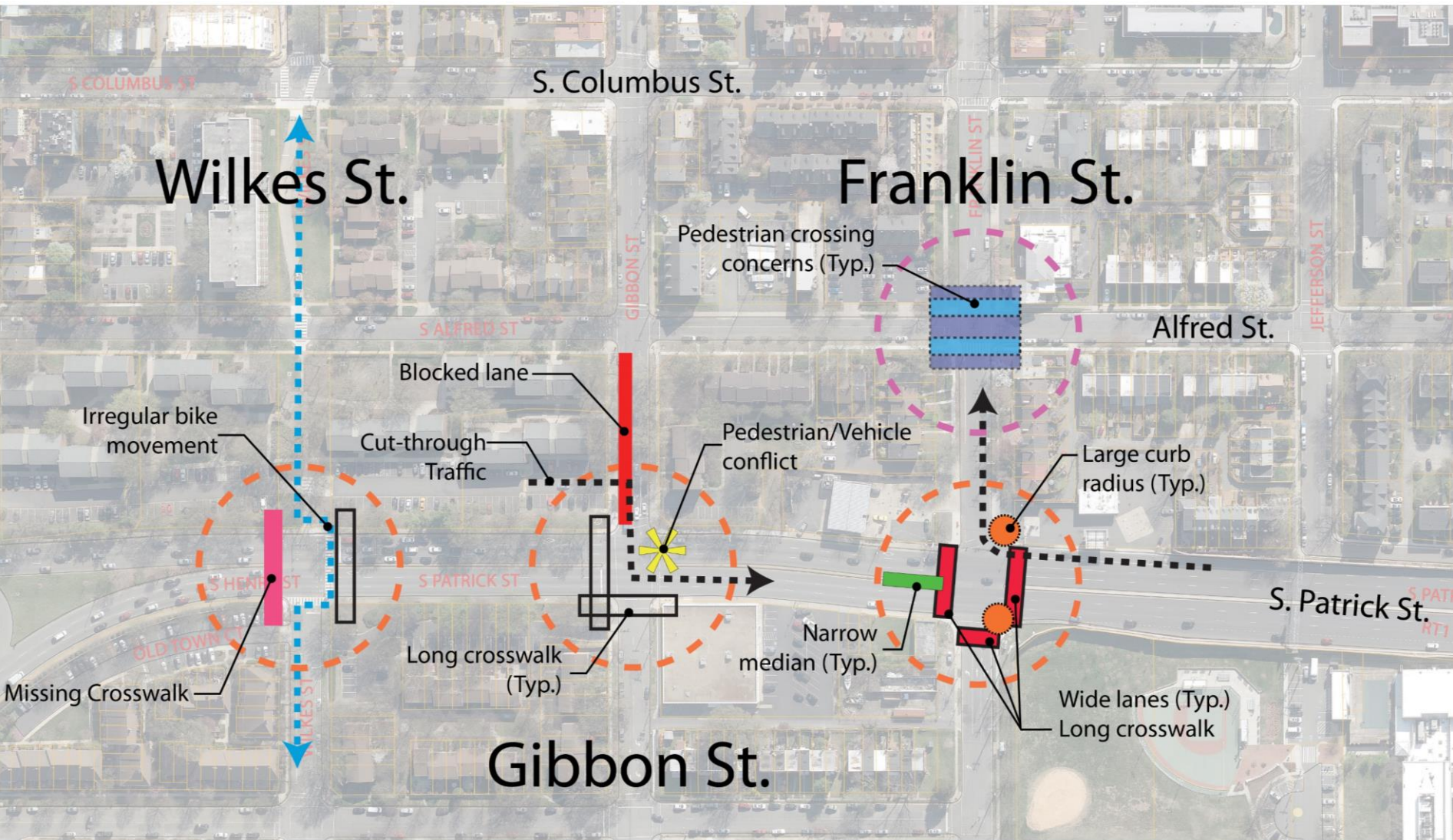
RAISED CROSSINGS AND INTERSECTIONS



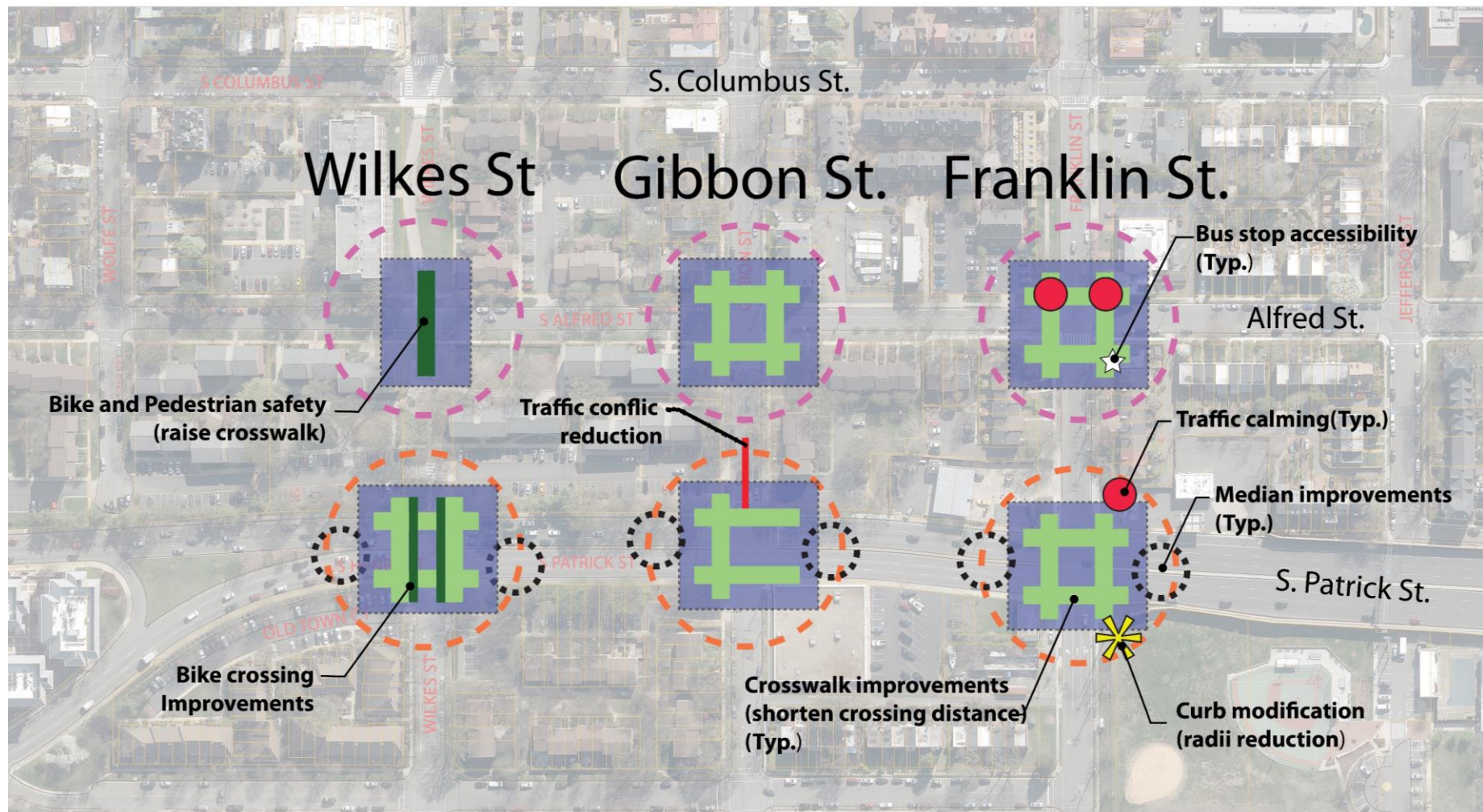
Leading Pedestrian Interval



What we heard



Options



Housing Relocation Resources

- In general, both temporary and permanent relocation is governed by regulations.
- Depending on the source of funding and development approvals, the developer will follow appropriate regulations and/or policies.
- Residents affected by future redevelopment will be provided with housing resources and counseling services to assist with relocation, in coordination with the developer.
- As part of the redevelopment process, the City's Office of Housing Landlord and Tenant Division will **oversee** all relocation activities.
- A relocation plan needs to be submitted and reviewed by the Landlord Tenant Relations Board.



Relocation (Cont.)

- In general relocation plans include:
 - Adequate written notification requirements.
 - Relocation Payments and Assistance.
 - Measures Taken to Retain Current Tenants.
 - Distribution of Information to City.
 - Meetings with tenants



Contact information for assistance and questions:

If you have questions about relocation please contact Caridad Palerm at the Office of Housing at 703-746-3079 or Caridad.palerm@alexandriava.gov by text 571-289-0019.



Community Meeting Topics

