

r.1 SOUTH HOUSING AFFORDABILITY STRATEGY

Community Meeting #6

5/02/2018



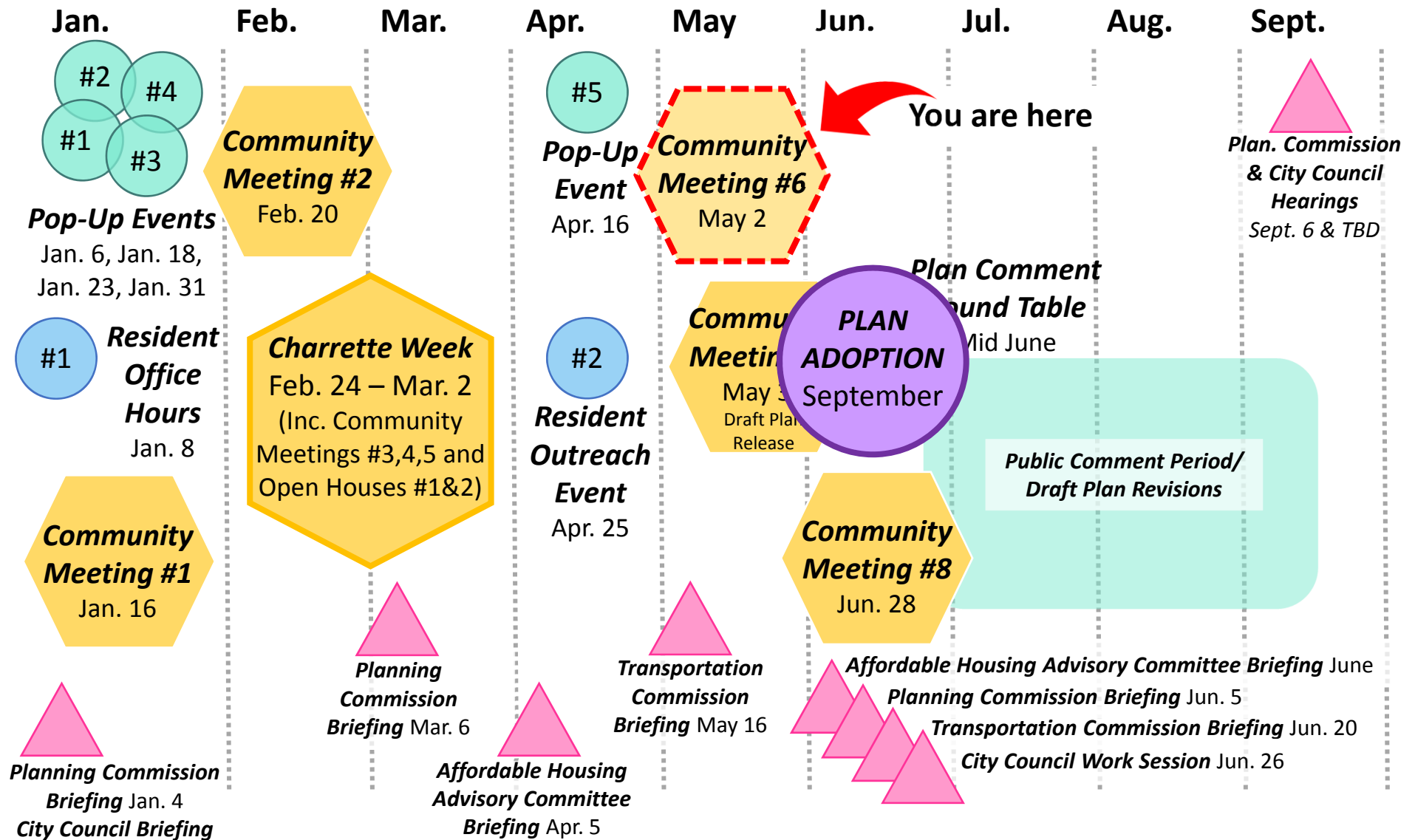
Agenda

- | | | |
|---|----------------------------|---------------|
| 1 | Schedule and Process | 5 min |
| 2 | Housing Affordability | 15 min |
| 3 | Neighborhood Compatibility | 10 min |
| 4 | Mobility | 10 min |
| 5 | Group Exercise | 45 min |
| 6 | Next Steps | |





Plan Schedule

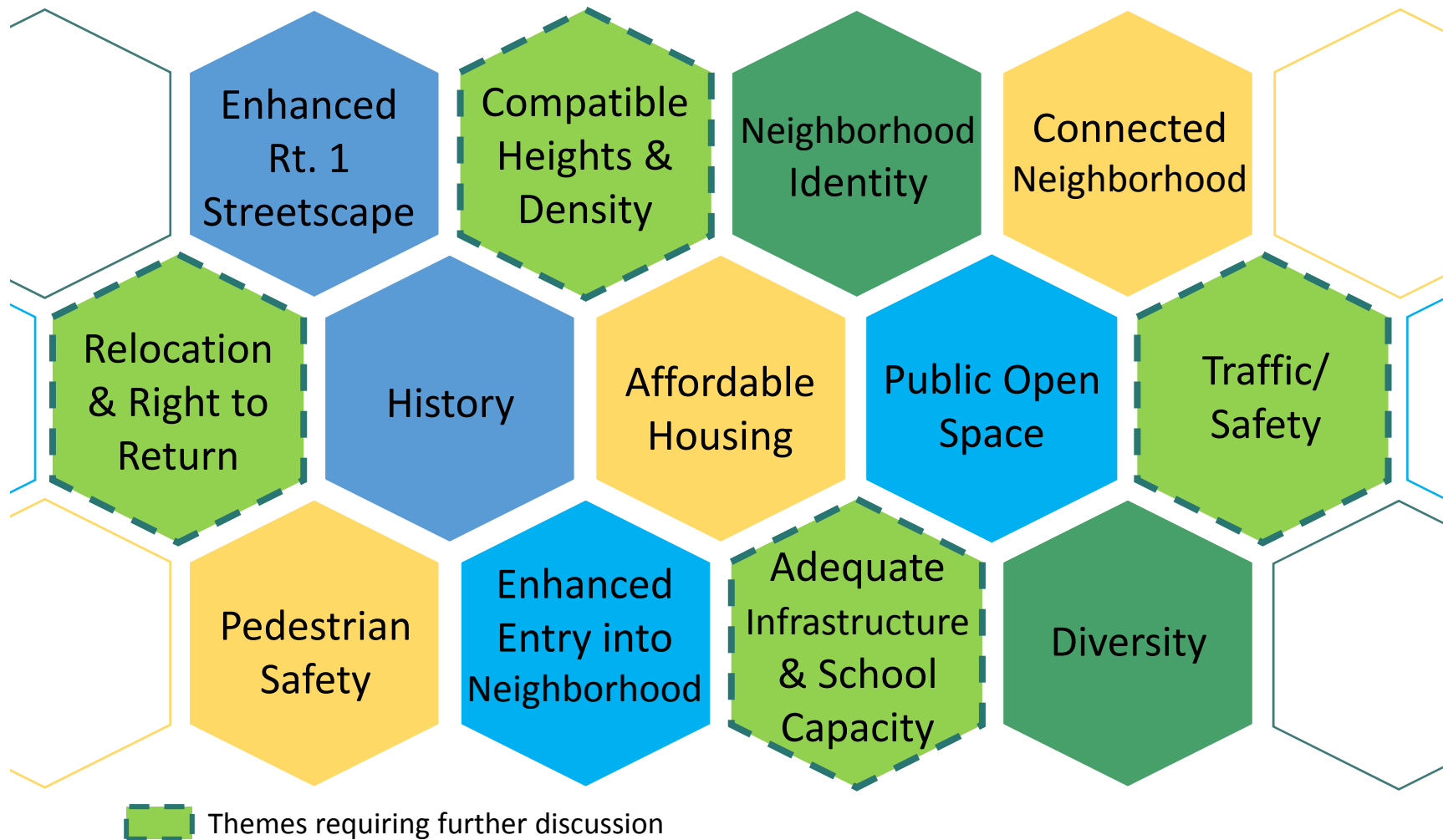




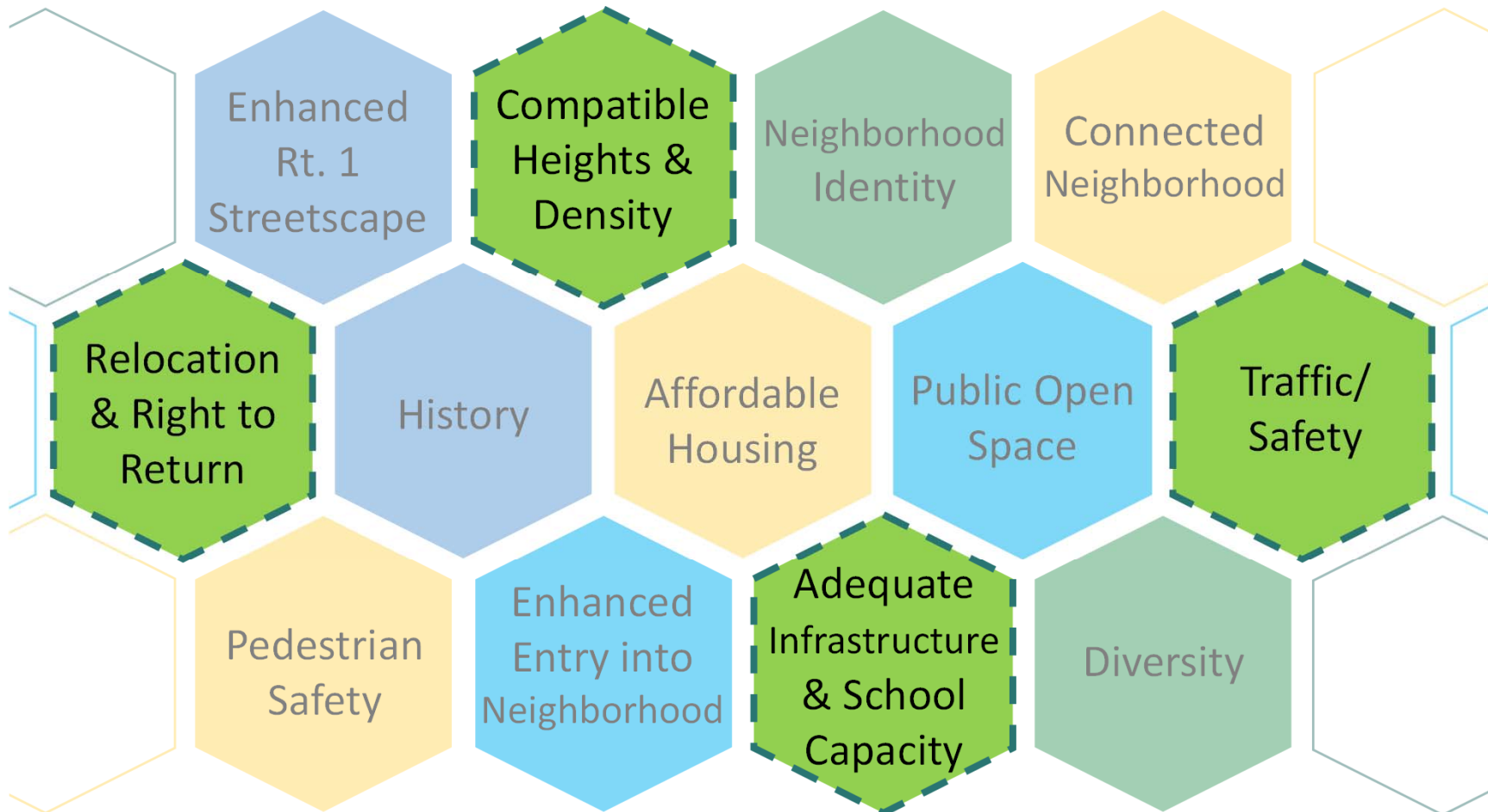
2033



Themes from Community Comments



Themes from Community Comments



 Themes requiring further discussion

Housing Affordability



5/2/2018

Community Meeting #6

8



Mitigate Impacts of Relocation

Relocation & Counseling Services

- Housing options
- Coordination with ACPS
- Access to City services

Ensure Right to Return

What We Have Heard

Secure Long-term Property Owner Commitments

Level and term of affordability

Increase Density to *only* amount required to preserve housing affordability

Preserve Mixed-Income Communities



ECONOMICS OF PRESERVING HOUSING AFFORDABILITY			
Permanent displacement			
Increase in on-site density			
Developable land needed (min 3-4 acres)			
Competitive funding needed			
City gap funding (development loan)			
City operating subsidy			
TOTAL CITY \$			

ECONOMICS OF PRESERVING HOUSING AFFORDABILITY	Scenario 1: Properties renovate or redevelop under existing zoning. Federal rental subsidies are lost. Affordable units are replaced off-site.		
Permanent displacement	Yes		
Increase in on-site density	No		
Developable land needed (min 3-4 acres)	~\$6.5-\$20M		
Competitive funding needed	~\$40-\$60M		
City gap funding (development loan)	~\$17-\$20M		
City operating subsidy	~\$26-\$52M (subsidize from 60% to 20-40% AMI for 20 years)		
TOTAL CITY \$	\$43-72 M		

ECONOMICS OF PRESERVING 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.	
Permanent displacement	Yes	Partial	
Increase in on-site density	No	No	
Developable land needed (min 3-4 acres)	~\$6.5-\$20M	No	
Competitive funding needed	~\$40-\$60M	No	
City gap funding (development loan)	~\$17-\$20M	No	
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)	
TOTAL CITY \$	\$43-72 M	\$72-98 M	

ECONOMICS OF PRESERVING 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



FOXCHASE



OLD TOWN COMMONS

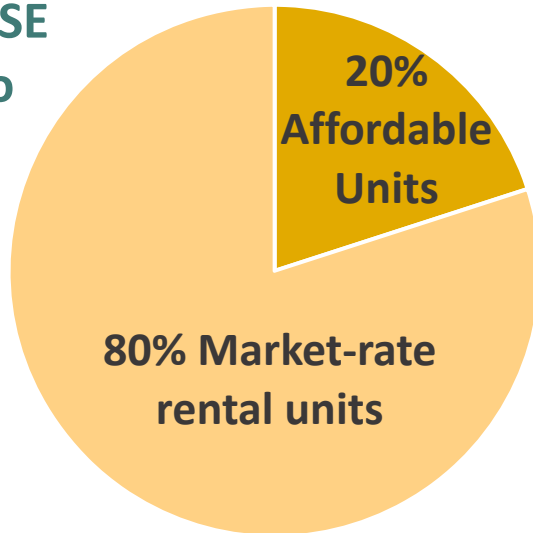


CHATHAM SQUARE

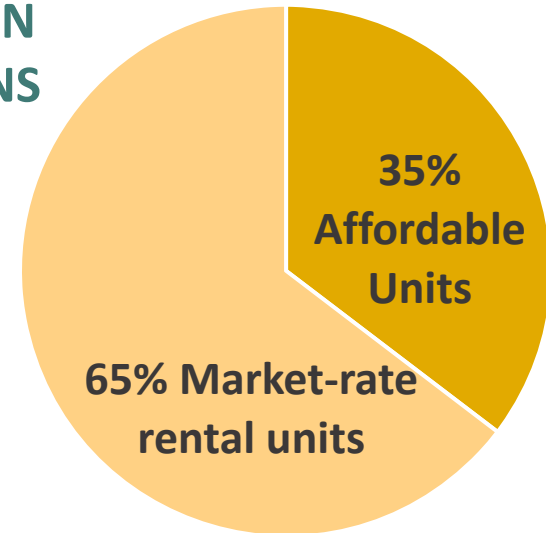
Ratio of market-rate to affordable units needed to finance/sustain a project varies:

- Product Type (rental vs for-sale)
- Property owner/developer's mission (for-profit/nonprofit) and investment horizon and requirements (return)
- Affordability and unit sizes
- Strength of housing market and land values (location)

FOXCHASE
4:1 Ratio



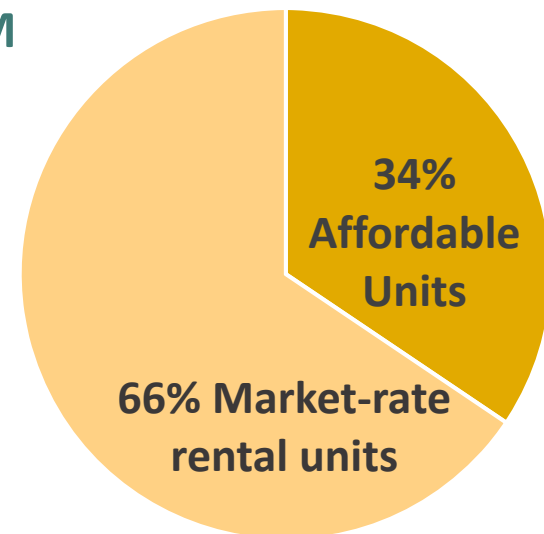
**OLD TOWN
COMMONS**
2:1 Ratio



Ratio of market-rate to affordable units needed to finance/sustain a project varies:

- Product Type (rental vs for-sale)
- Property owner/developer's mission (for-profit/nonprofit) and investment horizon and requirements (return)
- Affordability and unit sizes
- Strength of housing market and land values (location)

**CHATHAM
SQUARE**
2:1 Ratio

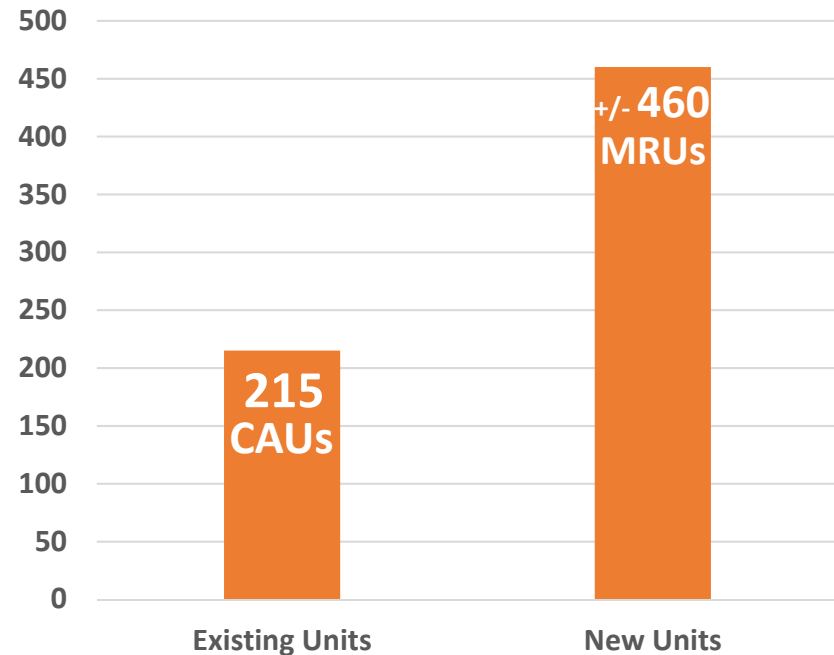


Preserving Housing Affordability in Route 1 South

On average, approximately 3 (2.5-3.5) market-rate units are needed for every 1 affordable unit.

This will:

- Preserve existing mixed-income model
- Maintain levels of deep affordability (existing federal rental subsidy contracts will be lost if units are not replaced)
- Minimize city investment through public-private-nonprofit partnerships and leveraged resources



CAUs = Committed Affordable Units

MRUs = Market Rate Units

Note: Estimated number of new units is based on average ratio of market rate to affordable units. Final number of units will be determined as part of the development review process.

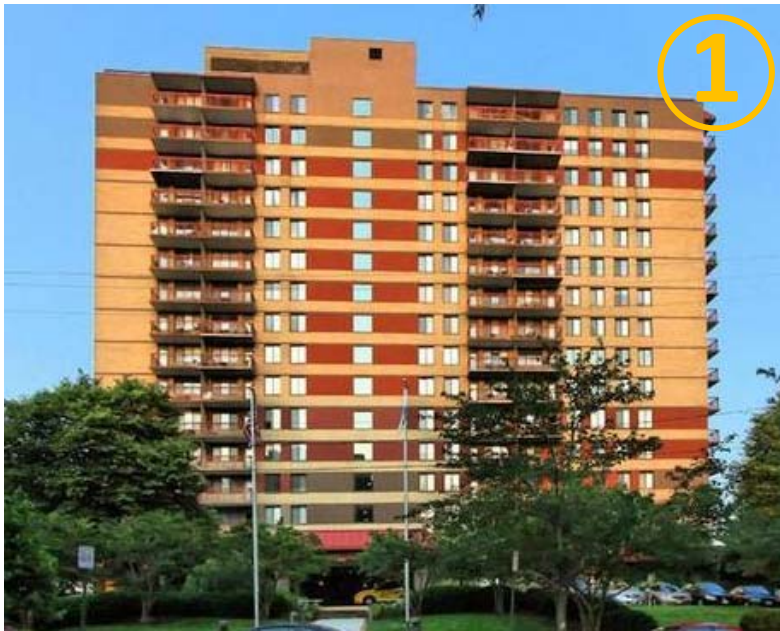




Neighborhood Compatibility

- Density
- **Building Heights**
- Gateway Entrance
- **Design**

How much more density does Option 1 have than Option 2 ?



Port Royal, Alexandria

2x

3x



Clayborne, Alexandria

4x



1.3x

Neighborhoods + Density



SW Quadrant

8 du/acre

10.7 du/acre



Old Town

10.8 du/acre



Braddock

15 du/acre



Neighborhoods + Density

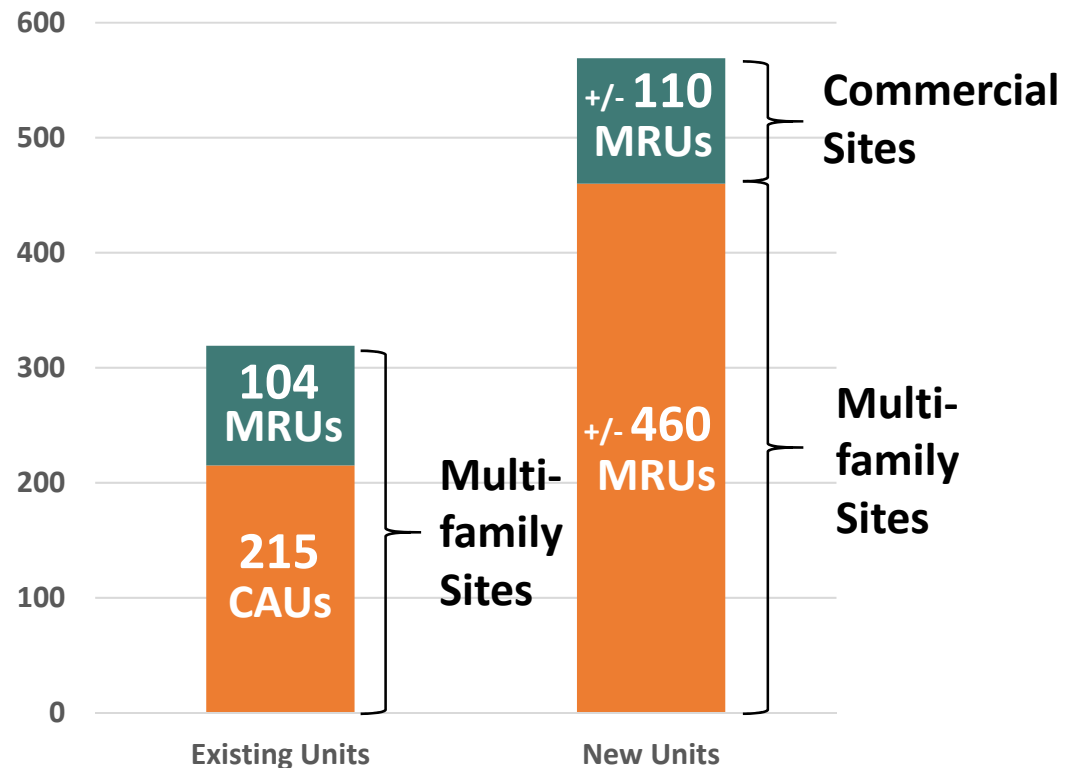
Avg. 3 market rate units to every 1 affordable unit

+

Existing 104 market rate units

+

+/- 110 market rate units on Commercial Sites along Route 1



CAUs = Committed Affordable Units

MRUs = Market Rate Units

Note: Estimated number of new units is based on average ratio of market rate to affordable units. Final number of units will be determined as part of the development review process.



Neighborhoods + Density + Design



No matter the density, a neighborhood's look, feel and function is greatly affected by *design*.

What Can Density Tell You?

- Number of Dwelling Units per Acre

What Can't Density Tell You?

- Affordability
- Attractive/ Unattractive
- Ownership (Own vs Rent)
- Building Height
- Amount of Open Space



Gateway Entrance – Streetscape

Existing - Plan Area



Existing - Washington St.



Gateway Entrance – Perspective

(working draft)

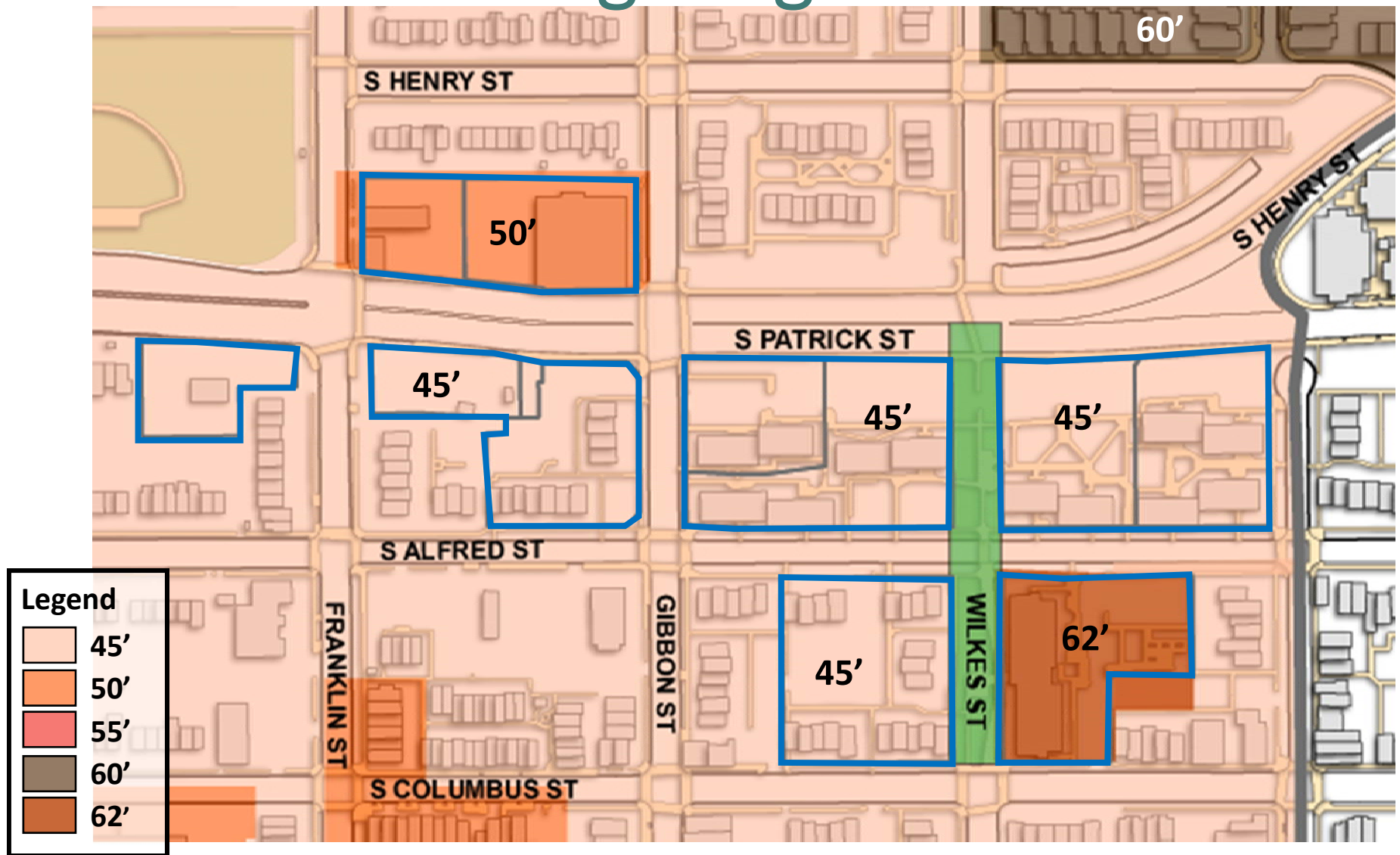
Variety of
Heights

Enhanced
Streetscape

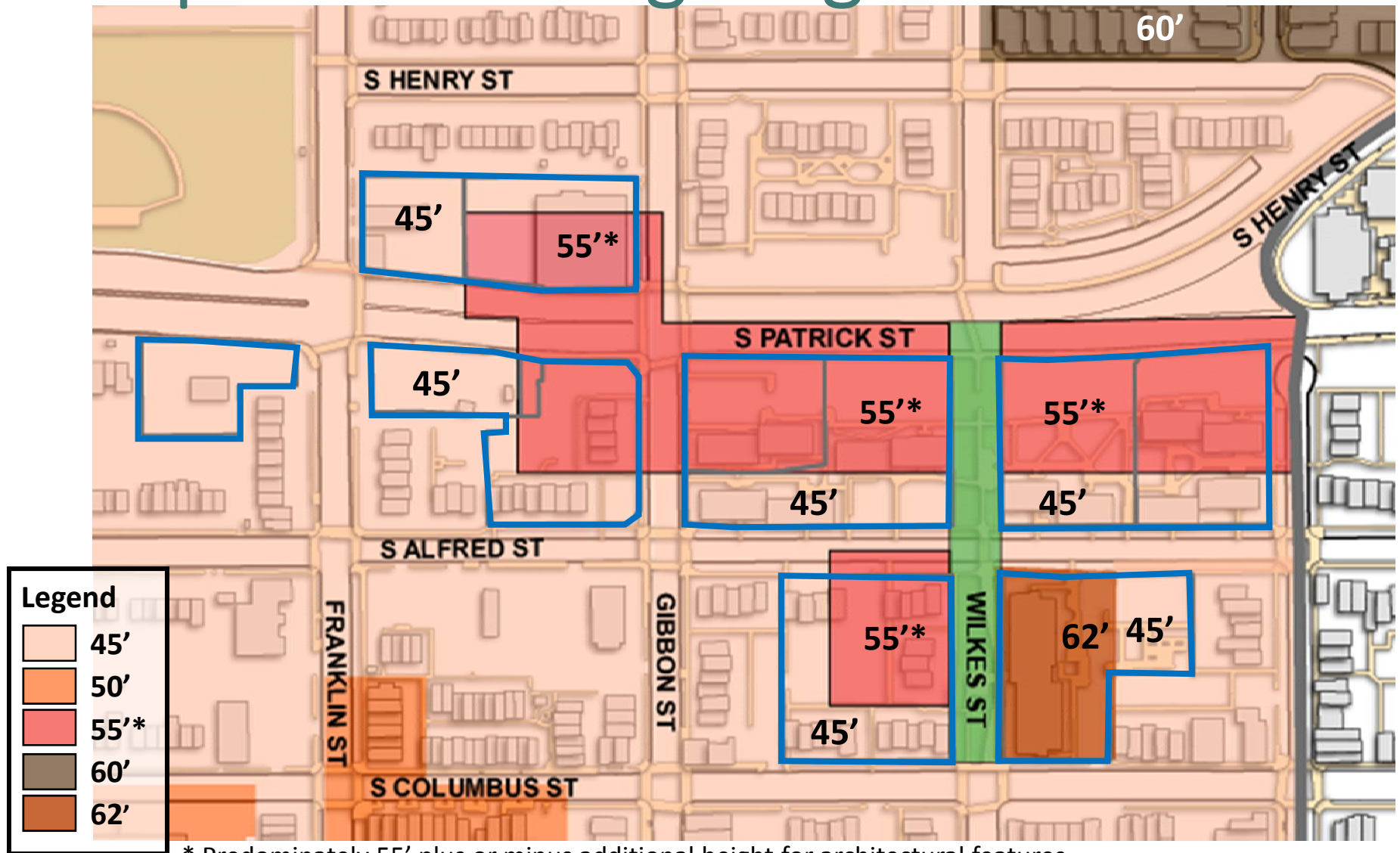
Gateway
Entrance



Allowed Building Heights

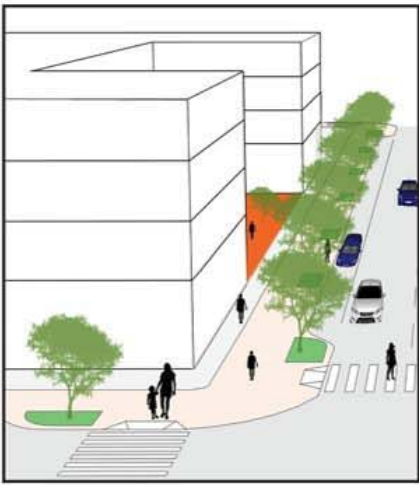


Proposed Building Heights

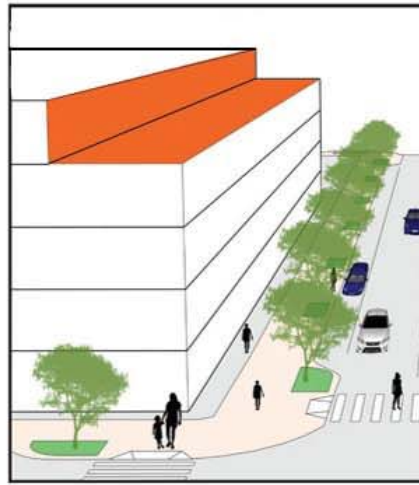


* Predominately 55' plus or minus additional height for architectural features

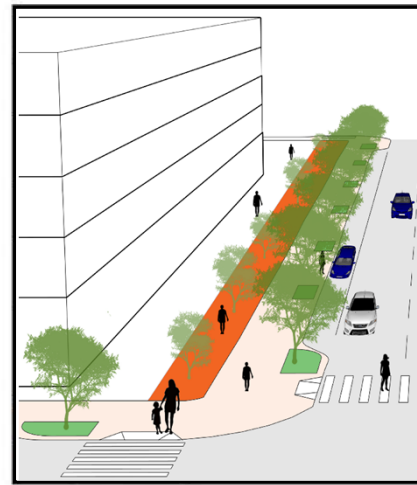
Compatibility + Design Approaches



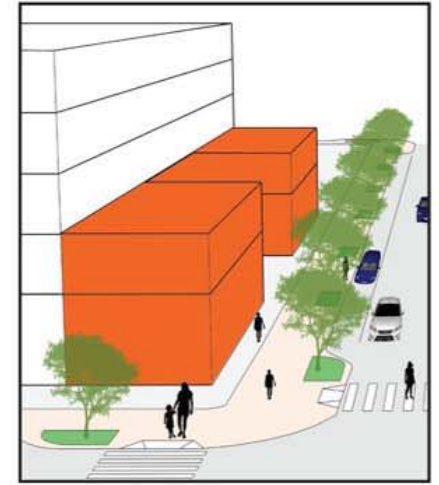
Courtyard



Stepback



Landscape Buffer



Shoulder



streetscape + street trees



history + art



scaling elements



open space



scale transitions

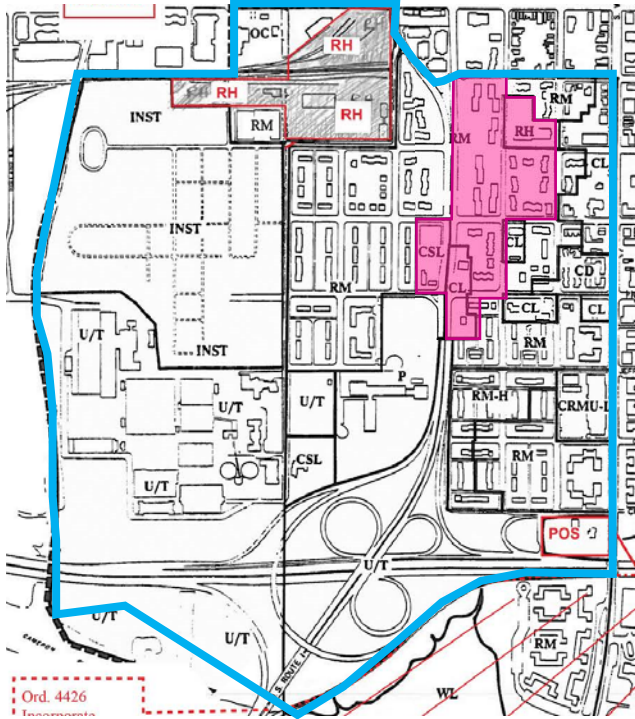
Buildings as Good Neighbors

Strategy Recommendations

- Design
- **Gateway**
- Streetscape – Street Trees
- **Parking – Open Space**
- Maximum Building Heights
- **Building Height Transitions**

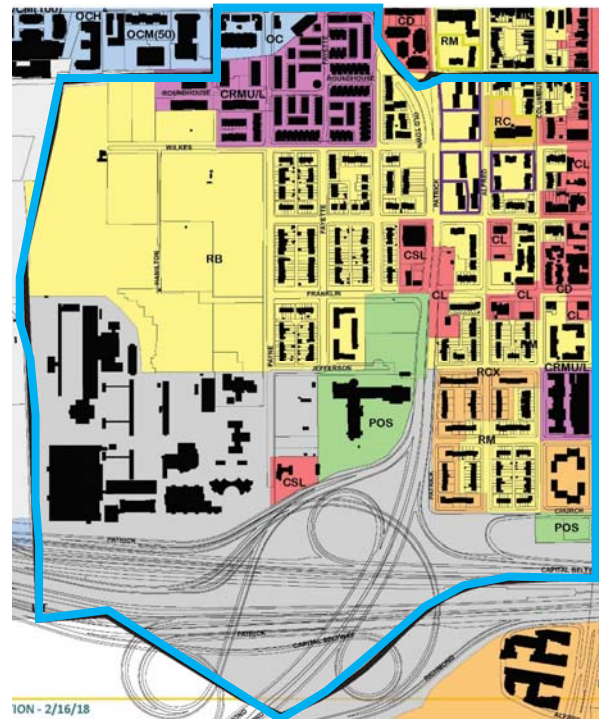


Role of the Small Area Plan



Small Area Plan

Guide for Community



Zoning

Requirements to the
implement the Plan



Project

Product of the
the Plan, the Zoning and
a community process

Schools



ACPS Student Generation Estimates

- Enrollment projections
- Capacity planning
- Diversity

Total Estimated Net New Students By Phase and by School level	
Phase 1 (0-5 years):	4 students (comprised of approx. 2 ES, 1 MS, 1 HS)
Phase 2 (6-10 years):	17 students (comprised of approx. 9 ES, 5 MS, 3 HS)
Phase 3 (11-15 years):	1 student (comprised of approx. 1 ES, 0 MS, 0 HS)
Total over 3 phases	22 students (comprised of approx. 12 ES, 7 MS, 4 HS)

Note: Based on 2015-2017 student generation rate and estimated number of new units, which is based on average ratio of market rate to affordable units. Final number of units will be determined as part of the development review process.





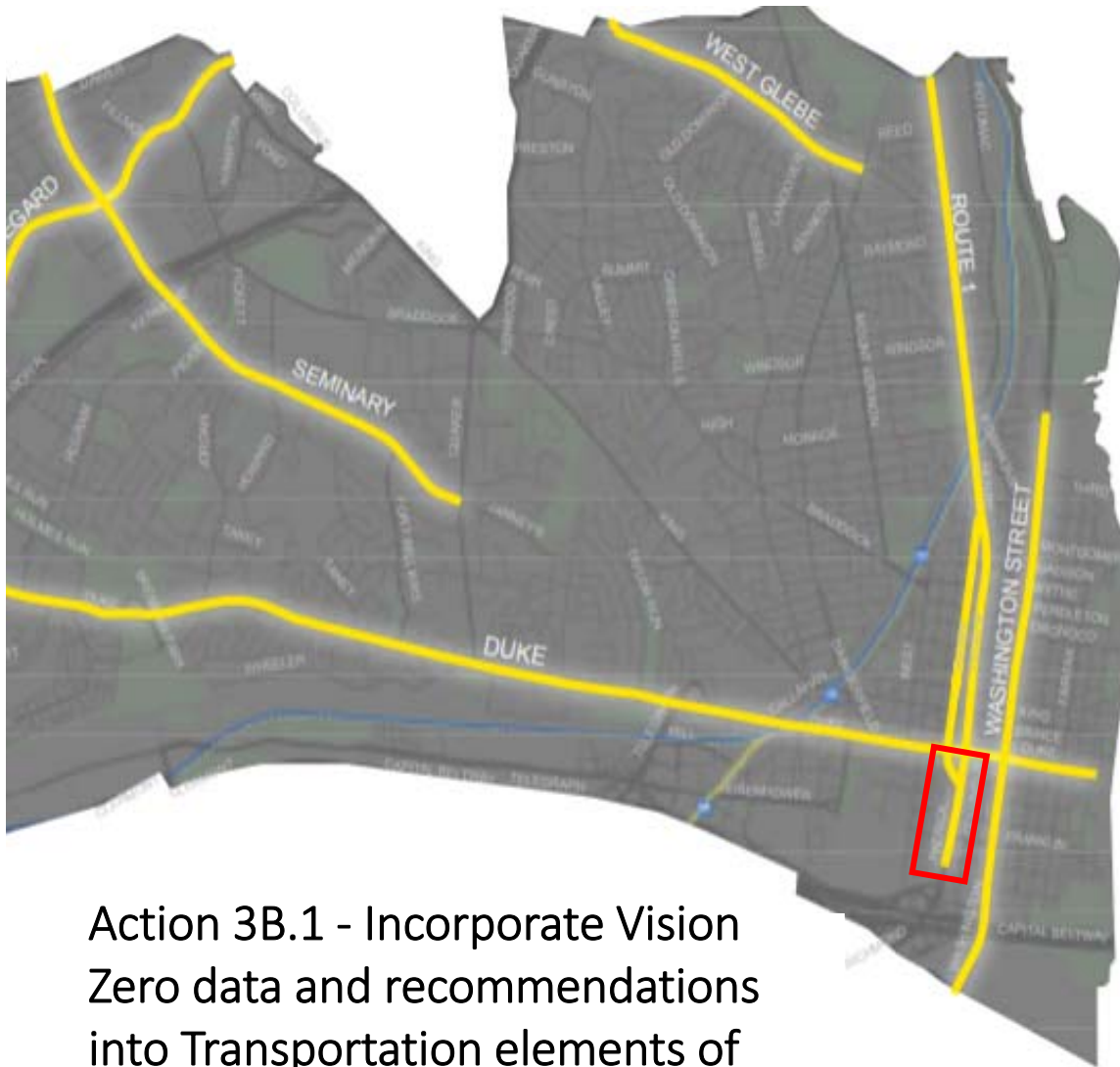
Route 1/ S. Patrick Street

Mobility, Safety & Circulation

Regional Context



High Crash Corridors



Action 3B.1 - Incorporate Vision Zero data and recommendations into Transportation elements of future *Small Area Plans*



Resolution No. 2757

The City of Alexandria adopts a goal of eliminating death and serious injuries by 2028; and endorses Vision Zero as a comprehensive and holistic approach to achieve this goal. (01.24.17)

Route 1/S. Patrick St. – Existing Conditions



Route 1/ S. Patrick St. – Existing Conditions

Community Concerns



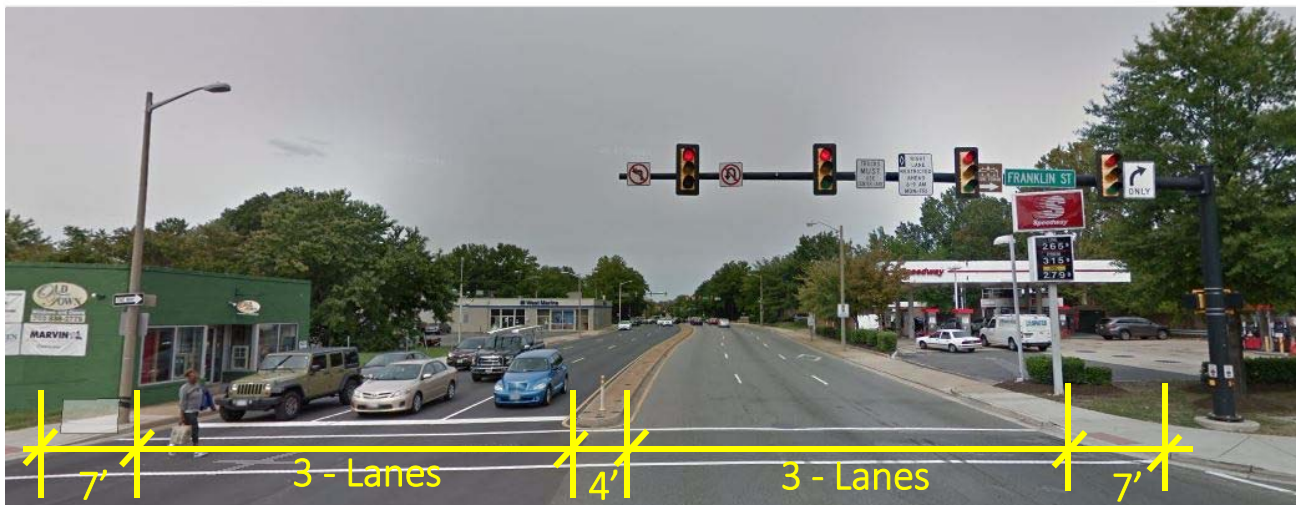
- Low crosswalk visibility
- Long crosswalks
- Opportunities for additional crosswalks
- Narrow sidewalk
- Traffic speed feels too fast
- Median refuges are too narrow
- Uncomfortable for walking/bicycling
- Congestion during peaks

Gateways to the City – Existing Conditions

George Washington Memorial Parkway at First St.



Route 1 / S. Patrick St at Franklin St.



Peak Hour Traffic

Phase 1
am/pm

0-5 YEARS

20/25

Phase 2
am/pm

6-10 YEARS

60/30

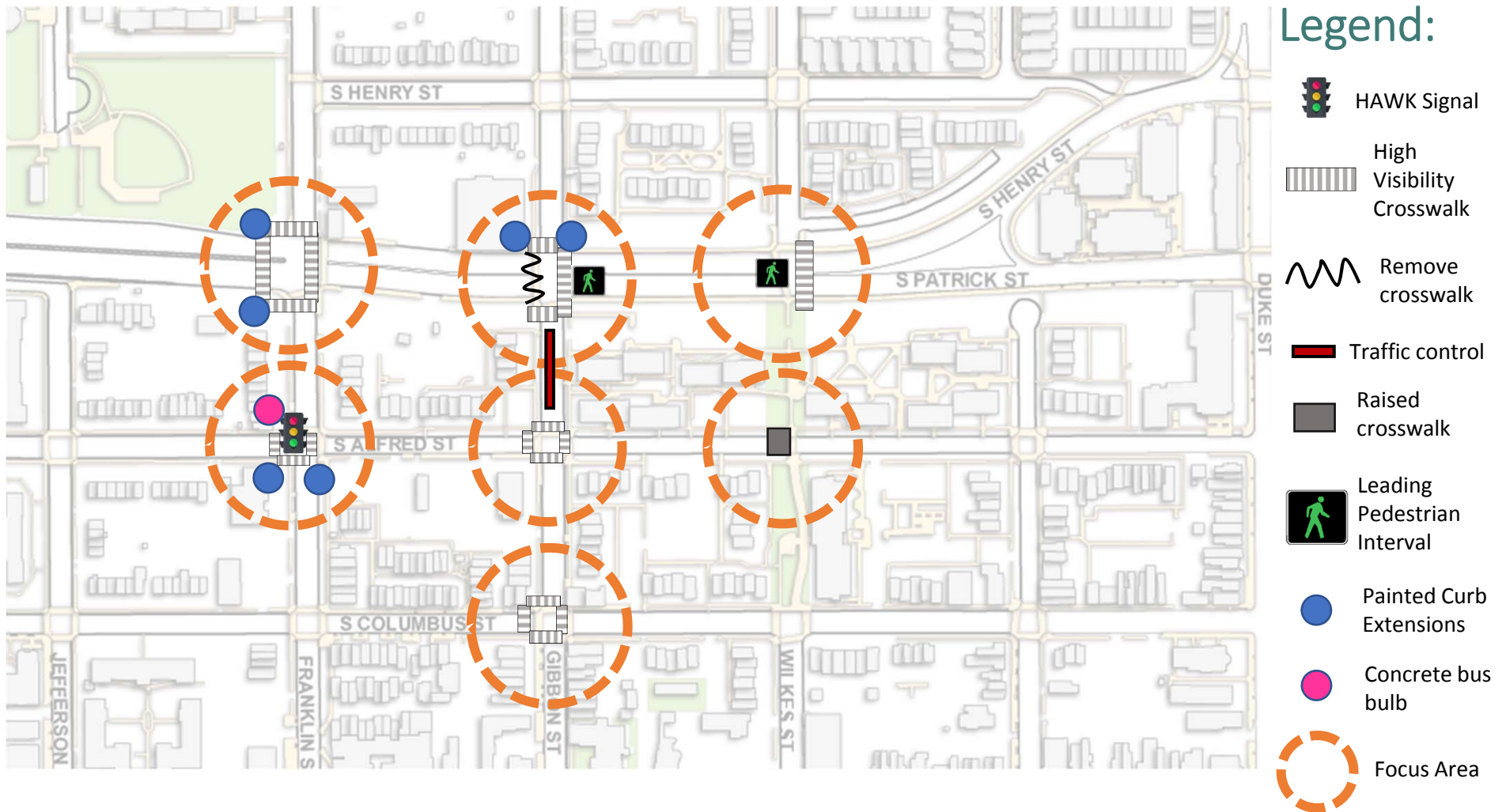
Phase 3
am/pm

11-15 YEARS

90/70



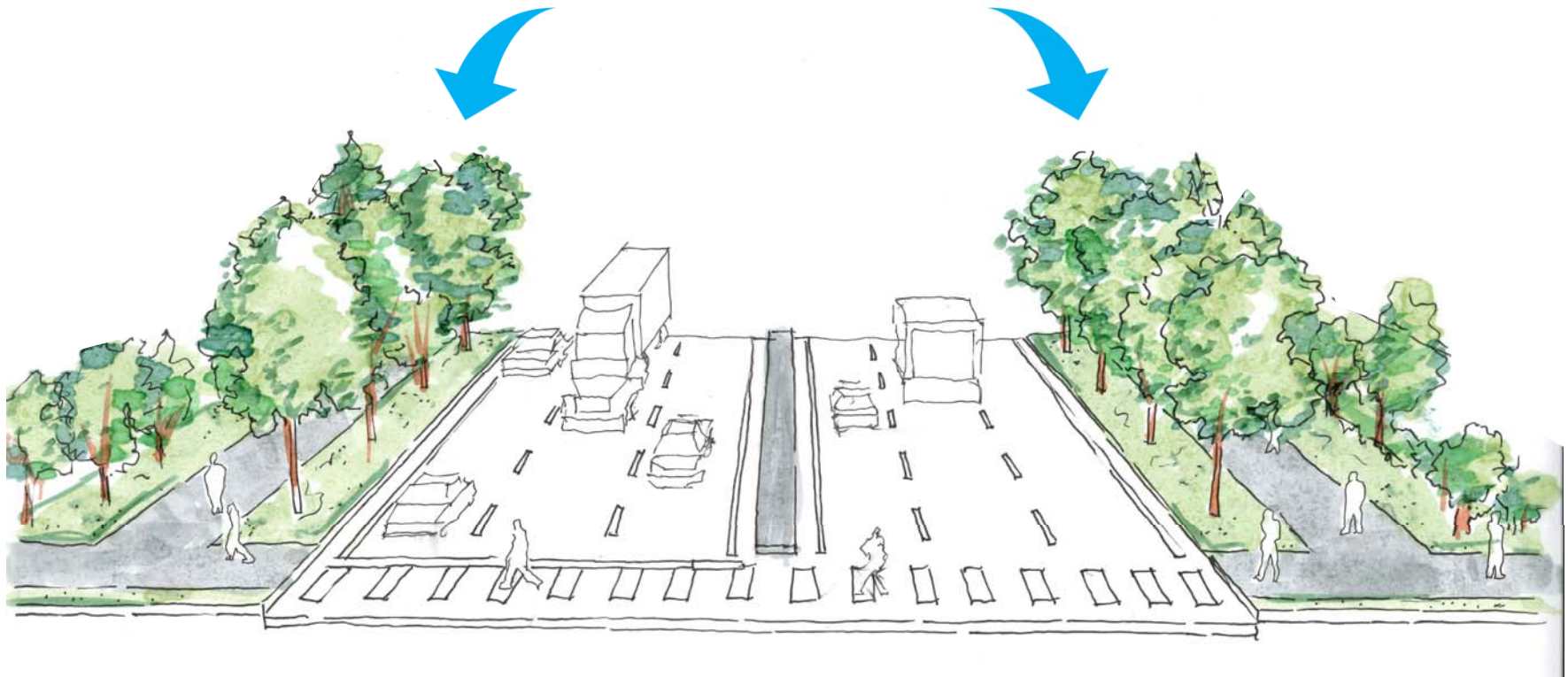
Near-Term Improvements



Long-Term Vision (Public and Private Improvements)



Route 1 / S. Patrick St. Improvements (Private investment)



Varies

3 - Lanes

*

3 - Lanes

Varies

* Existing median

Route 1 / S. Patrick St. Improvements (Public investment)



Varies	3 - Lanes	**	3 - Lanes	Varies
--------	-----------	----	-----------	--------

** Widened median

Group Exercise

Write down a question or comment on tonight's topics and discuss as a group.

This exercise will inform the draft plan for release on May 30th for community review.



Next Steps

- Public Comments
- Transportation Commission Briefing:
 - 7 pm, May 16 @ City Hall
- Community Meeting #7:
 - May 30 @ Lee Center
 - Release Draft Plan

