

**Thursday, February 25, 2016**

**NREC**

**LC/LU Community Meeting for Milhaus Development**

Jourdan Woodruff of Milhaus Ventures provided an overview of the current site plan:

**Historic Preservation**

- Milhaus intends to preserve the Officer's Quarters, the future use is unknown at this time.
- The perimeter wall will be preserved except for a small portion that needs to be removed at the Foster Street entrance.
  - Any stones that are removed from the wall will be re-used in another portion of the site.

**Site Plan**

- The site will include 625 units in total.
- The first phase will include 236 residential units and 21,000 SF of retail space.
- The parking ratio for the first phase of construction will be .8 spaces per unit, which is above the required .7 spaces per unit spelled out in the zoning code.
- Future phases have flexibility to increase or decrease parking as demand warrants.
- Foster Street, as currently planned, does NOT connect to 40<sup>th</sup> Street. But the plan allows for this street to connect if future situations warrant.
- The project team plans on courting local retail and restaurant options and not big-box or national chains.
- There are no plans for affordable housing units to be included in Phase 1
- Unit mix:
  - 10% micro units
  - 15% studios
  - 45% 1 bedroom
  - 25% 2 bedroom
  - 5% 3 bedroom

**ZBA Requests – *No variances requested, 2 special exceptions***

- Building Height – 4 stories or 60' are permitted they are requesting 5 stories and 60' for buildings along the interior of the site.
- Use – Multifamily housing is a special exception in an Urban Industrial zone.
- The ZBA request is for the entire site plan, not just Phase 1. Though if anything changes from the site plan the changes would have to be resubmitted.

**Q & A**

**Q:** What is the project timeline?

**A:** Zoning in March, after the zoning decision construction start will occur in the summer of 2016 with completion 12-18 months after construction starts.

**Q:** The unit rents are very high, even for this neighborhood. Why are you confident that you will be able to rent units out at such high rents? Why is there no affordability?

**A:** While there are no affordable housing units planned in the first phase, we are exploring that for future phases and have had early conversations with an affordable housing developer to discuss options. Matt Galluzzo of LC noted that in some ways the affordable housing conversation requires action at a City level, there is only so much that can be requested of developers unless the City has requirements in place. LC and LU are hopeful that the City's Affordable Housing Task Force will issue a suite of policy recommendations and tools to increase the supply of affordable units throughout the City.

**Q:** On a scale of 1-10, what is your commitment to providing affordable housing in future phases?

**A:** Milhaus is working on a letter that will be included at the ZBA hearing that lays out our commitments to the neighborhood with both LC and LU. It's hard to put a number on our level of commitment to affordable housing right now since it depends on a lot of things.

**Q:** This is a question on transportation recommendations and the model that was used to build these recommendations. Can we be provided a copy of this model? It seems that the recommendations, and our current situation, prioritize suburban commuters who want to pass through Lawrenceville and not neighborhood residents or our priorities. Lights encourage vehicles to speed, anything that slows cars down at intersections makes the neighborhood safer for cyclists and pedestrians.

**A:** Cindy Jampole from Trans Associates answered this question. She indicated that a lot of these decisions are influenced by City restrictions on the amount of gridlock that can be created and PennDOT's guidelines on the load needed to install stop signs and/or traffic signals. As far as 40<sup>th</sup> Street, a full no-turn on red could be implemented but it would require the city waiving their restrictions on gridlock, as the models indicated this would cause gridlock beyond the Butler/Main intersection.

#### Follow-up

**Q:** If we want to have the City change how they view and grade these options, what's our next step?

**A:** The change would need to come through DPW but your best option is probably to work through your Councilwoman.

Councilwoman Gross spoke briefly encouraging this change, saying "We need to plan for people, not for cars."

**Q:** What are the projections for car queuing on 39<sup>th</sup> Street?

**A:** Cindy responded that the models are estimating a queuing of 3-5 cars during AM rush.

**Q:** Would you agree to prohibit your tenants from permit parking if that is instituted in the area?

**A:** Absolutely. Additionally, Milhaus will provide incentives for car-free tenants that may include zip car credits, discounted Port Authority bus passes, and more.

**Q:** What, if any, public subsidy is going in to this development?

**A:** There are no special tax abatements going to this development and the development team is paying for all traffic upgrades. The only tax abatement going to this project is a citywide abatement that is given by right to projects of this scale. Matt Galluzzo indicated that the development of the shared parking solution may require public subsidy. He suggested that the public benefit of the facility would outweigh the sizable investment necessary to build it.

**Q:** What about impact of construction?

**A:** Milhaus will provide a construction management plan to the community and will provide regular updates to Lawrenceville Corporation and Lawrenceville United on construction updates for distribution to impacted residents and businesses.

**Next Steps:** ZBA Hearing is slated for next Thursday, March 3. LU is able to coordinate transportation for residents seeking to attend. The community groups and Milhaus will continue to work on the Conditions Letter prior to the meeting.

LC and LU thanked attendees for participating in the process.

Meeting Adjourn. 8:15pm.