

## Development Activities Meeting Report (Version: 4/18/2019)

This report created by the Neighborhood Planner and included with staff reports to City Boards and/or Commissions.

Logistics	Stakeholders
Project Name/Address: 6465 Hamilton Avenue	Groups Represented (e.g., specific organizations, residents, employees, etc. where this is evident): TWG Development, Larimar Consus Group, and City Planning
Meeting Location: Zoom Virtual Meeting DCP	
Date: 07/07/2022	
Meeting Start Time: 6:00 PM	
Applicant: TWG Development	Approx. Number of Attendees: 28

### How did the meeting inform the community about the development project?

*Ex: Community engagement to-date, location and history of the site, demolition needs, building footprint and overall square footage, uses and activities (particularly on the ground floor), transportation needs and parking proposed, building materials, design, and other aesthetic elements of the project, community uses, amenities and programs.*

The site runs between Hamilton and Frankstown; a vacant site formerly used as contractor's storage yard. There is currently a building and some concrete, but no current use. The site is a little bit unusual that it's all owned by one owner but made up of multiple tax parcels that are not consistently zoned - there's both UI (closed to EL Blvd) and LNC (to the right). The applicant is requesting to consolidate zoning classification to be all UI; would allow for a somewhat larger site. The intended development is approximately 220 apartments and a 224-space parking structure. 10% will be 50% AMI and approximately 3,500 square feet of retail.

### Input and Responses

Questions and Comments from Attendees	Responses from Applicants
Does TWG already have site control? If under contract when's the proposed closing date? How will TWG include minority contractors?	Yes, TWG does have this site under control; would like to start construction ASAP after rezoning and special exception, probably Q2 next year; as far as minority contractors, we're very familiar with these plans and our construction team is always able to meet or exceed those numbers; outreach to minority contractors and make sure they get a chance to bid
is it possible to add more commercial space on the ground level? Ideally, the Hamilton and Frankstown corridors we're meant to be businesses	This is a conceptual plan; architect felt after first pass that 3,500 would be a good level, but hard to forecast because a year away from starting construction and 2 years away from opening, so hard to ask tenants to sign a lease in 3 years; wouldn't say he's ruling out slightly increasing or decreasing that number; if TWG hears there's a lot of demand, would
Those apartments - are they income-based, who would be able to live there?	We're proposing 10% be set aside for 50% AMI; would be restricted rents based on schedule from HUD, so about 22 units; 198 units would be fully market-rate, rents set by market management team based on comparable; the

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	affordable ones will need to be based on income verification
Is this a union or non-union project?	We used union contractors as required by the Connection project; would be same here
Do you know the rents for the different units that are not market rate?	studio, \$742, 1-bed \$795, 2-bed \$954 (these are set by HUD)
To understand, these apartments are going to be from studio to 2-bed?	yes, studio, 1, and 2
Is 200 parking spaces adequate for this many apartments?	<p>Every municipality has a different code; we always try to go in making sure we have enough or even exceed and reduce based on community feedback; this is definitely enough parking; candidly, this is probably too much parking; a 2-bed unit doesn't mean 2 cars, might be 2 young professionals or young family with 1 car, not a 1:1 ratio of cars to units; that's why it's 0.75:1 in Indy</p> <p>Zoning Staff: The minimum parking for a project of this type is 1:1; however, the Zoning Code says if you provide bike parking, you can reduce up to 30% reduction, and you have to provide bike parking; from my experience, projects like these are around 0.8:1; hitting that 1:1 mark is more than most developers would do; structured parking is expensive, \$30-40k a space; young people don't necessarily want cars, and there's good transit around here (bus service)</p>
What are the rents for the market rate units?	per square foot rents will probably be \$2.78 per square foot for a studio and \$2.90 per square foot for 1-bed, and \$2.80 per square foot for 2-bed
What's going to be in these units?	All units will be standard with class A market-rate finishes, such as faux-granite countertop, full fridge, microwave, stovetop, central heating/air, generally stainless-steel brushed faucets and sink features in kitchen and bathroom; washer/dryer in every unit
you're trying to go from 3 to 4 stories by changing the zoning, right?	yes, and if we receive SE from Zoning Board of Adjustment, we could potentially have 5, but UI permits 4 by right
how many of these units will be affordable?	22

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How will the development impact the area's annual tax base? What's the approximate market value after constructed? Land and Building?	Our projections are early, but this is a \$66 million project, we project tax of \$3400 a year; \$740,000 in total taxes
what the square footage is per unit size?	this is something we generally get farther into in design process; difficult to answer now; in general, a studio might be 550 sf, a 1-bed might be 750, and 2-bed might be 1,100
If you are able to get approval for 5 stories, will the unit count increase as well?	the unit count would not increase; the max units is 220
I noticed in this plan, there's that 4-5 level parking lot on Hamilton. Is that similar to what you guys did on South Side project? Was there any thought for subterranean to increase storefront retail or greenspace for community?	We do have surface parking on South Side project; 188 garage spaces underneath; pool and building sits on that, on concrete podium; that site was just bigger and flatter; on this site, it slopes up pretty good clip from Hamilton to Frankstown; in talking to architect, we did a few different design schemes; having the parking garage on Hamilton was the optimal solution because almost building into a hill; at one point had this site flipped, and we totally jettisoned that because construction team said no, and Kevin said retail should be along Frankstown
any plans for community space or green space for people who don't live in building?	that site just to west owned by URA is a green space right now; if opportunity for us to contribute something to that green space, we'd be very open to it, but we don't own or control that site right now
o the market rate units will be approximately \$1526 for a studio, \$2175 for a 1 bedroom and \$3080 for a two bedroom	Your math is right; that would be roughly market-rate rents based on surrounding comparable properties
Will storage be available?	we will have some storage units for rent
For community approval could the number of LMI units be negotiated? Or have another 10% on a sliding scale?	<p>Chase: this is one that we found at Connection worked really well, so we're very comfortable with that number; that is what you see elsewhere in Pgh</p> <p>Kevin: there are certain neighborhoods subject to IZ; the ordinance requires the affordability based on what Chase is showing here; in Strip and Shadyside, there are developers offering this 10% at 50% AMI, even though not required to; TWG understands that there's a dialogue that needs to go on with neighborhood and city as a whole; don't want to draw a line yet at this stage, but this project is consistent with others</p>
What storm water mitigation measures have been included in the design?	Currently, absolutely none; we're so early on that I can't speak to that, but we would comply with all city/state/federal statutes

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	The City has updated its SWG code; it's now part of Zoning Code, so any Site Plan approval would have to meet those requirements.
Will TWG manage the apartment building/tenants after construction, or will this property be sold off to someone else?	that's above my paygrade; TWG Management will manage this, though; long-term, decisions made by our executive teams
do you have separate parking for retail?	That is something we're looking at; we always try to make sure we have the minimum parking; the parking requirement for retail may differ based on intensity of retail and size; can assure you this parking will not be underparked
can you summarize what is it you're hoping happens at end of this meeting? what are the expected next steps for LCG?	The next step would be for rezoning proposal to be taken up by Planning Commission(PC), and then recommendation to City Council; PC needs 30 days, and they take off month of August, so PC would be in September at earliest; not sure what else PC has on their plate; PC takes 2 meetings; then rezoning proposal would go to Council; public hearing required, and with 21 day notice; time lag between PC and Council, so probably looking at November at earliest for Council to vote on it; Council is taking up its budget now, so there could be other priorities; hope to get from Larimar Consensus Group indication of support of project; and it could be with conditions ("would appreciate if developer could have XYZ"). if we are in support of this endeavor, you would/should anticipate TWG to be a good community member

**Other Notes**

**Planner completing report: Ose Akinlotan, Planning Manager**