

DHA DOWNTOWN AND NEIGHBORHOOD PLAN

Durham Housing Authority & City Of Durham
Durham, North Carolina

November, 2019





OFFICE OF THE MAYOR
CITY OF DURHAM

November 18, 2019



Dear Durham Friends and Neighbors,

I am excited to write to you as the Durham Housing Authority, under the superb leadership of Anthony Scott, presents its Downtown and Neighborhood Plan.

This plan is both visionary and practical, a ten-year roadmap to the redevelopment of the Durham Housing Authority properties downtown. As Mr. Scott makes clear in his preface to this plan, this work will prioritize the current residents of the Housing Authority properties while creating dense, mixed-income, mixed-use communities in the heart of our city.

Durham voters just approved the \$95 million Affordable Housing Bond which received the support of 77 percent of voters – an enormous margin of victory that tells a lot about the people who live in Durham and our desire to keep our city affordable and diverse.

Over the next five years, the passage of the bond will allow the City to offer significant support to the Housing Authority as it redevelops its properties. It is absolutely critical that we do so, and I am so glad that Durham's voters endorsed this plan with such a strong show of support.

Sincerely,
Steve Schewel
Mayor, City of Durham





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A Commitment to Quality Living

November 18, 2019



Dear Durham Friends and Neighbors,

On behalf of the Durham Housing Authority, I am pleased to present the DHA Downtown and Neighborhood Plan (DDNP). This plan represents an unprecedented collaboration with the City of Durham, Durham County, residents of our public housing communities, Durham residents and many, many local stakeholders. DDNP presents the development framework that will guide our strategic investments over the next decade and beyond.

We began this planning work through a series of community planning meetings starting in 2018. We are especially proud that the plan not only addresses the needs of the housing authority residents and replaces all existing 447 deeply affordable units on a one-for-one basis, but the plan significantly increases affordable housing options across a range of incomes with over 2,000 additional units.

But the plan is not just about housing – we envision vibrant mixed-use communities and open spaces, new retail and offices and multi-use spaces. And most importantly, the plan seeks to support our families, especially those most vulnerable, to ensure they thrive.

We are beginning to see the results of our efforts already – in the recently passed bond referendum spearheaded by the Mayor and City of Durham, in the approval by HUD of the housing authority's repositioning plan, and in the selection of two developers who have started preplanning activities.

I am grateful to the City of Durham for helping to finance this effort, to citizens of Durham and stakeholders who have lent their voice and vision to the process, and to our residents who have actively participated in the planning process and to whom we make an unwavering commitment to ensure they are prioritized for replacement housing.

Thank you!
Anthony Scott
CEO of Durham Housing Authority

ACKNOWLEDGMENTS

Durham Housing Authority

- Daniel C. Hudgins, Board of Commissioners, Chair
- George K. Quick, Board of Commissioners, Vice Chair
- Robert “Bo” Glenn, Board of Commissioners
- Raymond Lee Eurquhart, Board of Commissioners
- Gloria M. Nottingham, Board of Commissioners
- Mayme T. Webb-Bledsoe, Board of Commissioners
- Christine Westfall, Board of Commissioners
- Deborah “Deb” C. Anderson, (Former) Board of Commissioners
- Patrice Nelson, (Former) Board of Commissioners
- Larry Yon, (Former) Board of Commissioners
- Tom Niemann, (Former) Board of Commissioners
- Anthony Scott, Chief Executive Officer
- Meredith J. Daye, Director of Development
- Ashanti Brown, Director of Strategic Management
- Alisha Curry, Project Manager
- Sabrina Senegal, Director of Administration & Project Photographer
- Barbara Newman, CFO
- Denita Johnson, Director of HCV

Resident Advisory Board Leaders

- Mary Mobley, Forrest Hills Heights President
- Marcella Jones, JJ Henderson President
- Anthony Yarborough, Oldham Towers President
- John Lindsey, Liberty Street President
- Ashley Cannady, McDougald Terrace President
- Charlestine Royster, Franklin Village President

City of Durham

- Steve Schewel, Mayor
- Jillian Johnson, Mayor Pro Tempore
- Vernetta Alston, City Council
- Javiera Caballero, City Council
- DeDreana Freeman, City Council
- Mark-Anthony Middleton, City Council
- Charlie Reece, City Council
- Tom Bonfield, City Manager
- Keith Chadwell, Deputy City Manager
- Reginald Johnson, Department of Community Development, Director
- Karen Lado, Department of Community Development, Assistant Director for Strategy
- Andre Pettigrew, Office of Economic & Workforce Development, Director
- Terry L. Bellamy, (Former) Transportation Department, Director
- Constance Stancil, Neighborhood Improvement Services, Director



- Patrick Young, City-County Planning Department, Director
- CJ Davis, Chief of Police
- Todd Rose, Deputy Chief Police

Durham County Government

- Wendy Jacobs, County Board of Commissioners, Chair
- James Hill, County Board of Commissioners, Vice Chair
- Heidi Carter, County Board of Commissioners
- Brenda A. Howerton, County Board of Commissioners
- Ellen W. Reckhow, County Board of Commissioners
- Wendell Davis, County Manager
- Drew Cummings, Chief of Staff

Local Stakeholders

- Michael Goodman, American Tobacco
- Dan Jewell, CJTPA Designers
- Nicole Thompson, Downtown Durham, Inc.
- Scott Selig, Duke University
- Tiffany Elder, Durham Business & Professional Chain
- Shanetta Burris, Durham CAN
- Harold Chestnut, Durham Partners Against Crime (PAC) District 4 & City-Wide
- Ryan Fehrman, Families Moving Forward

- Geoff Green, Go-Triangle
- Patrick McDonough, Go-Triangle
- Mike Spears, Integrity
- James Blake, Interdenominational Ministerial Alliance
- Larry Hester, M + M of NC
- Patrick Byker, Morning Star Law Group
- Ivan Kohar Parra, NC IAF / NC Congress of Latino Organizations / Durham CAN
- Farad Ali, NC Institute of Minority Economic Development
- Justine Oller, NC League of Conservation Voters
- Denica M. Williams, NCAPRI
- Dr. Al Zow, North Carolina Central University
- Dr. Henry McKoy, North Carolina Central University
- Peter Skillern, Reinvestment Partners
- Tucker Bartlett, Self-Help
- Lori O'Keefe, Triangle Community Foundation
- Sheldon Mitchell, Urban Ministries of Durham

Consultant Team

- EJP Consulting Group, LLC, Lead
- Lord Aeck Sargent, a Katterra Company, Planner
- Zimmerman/Volk Associates, Market Analyst
- W-ZHA, Retail Market Analyst
- Duvernay + Brooks, Development Finance





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EXECUTIVE SUMMARY



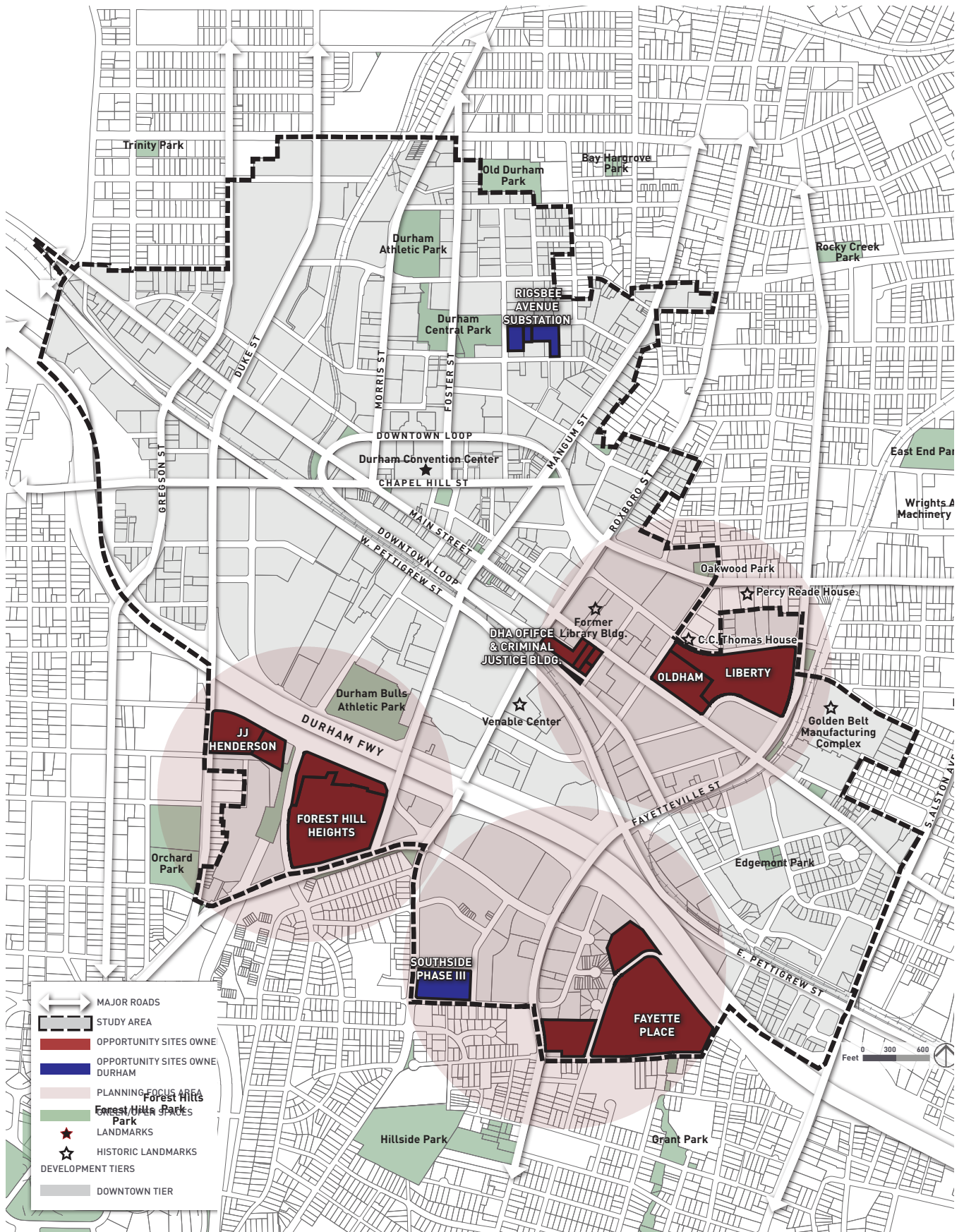


Figure 1: Context Map Highlighting Opportunity Sites

Durham is experiencing unprecedented growth – since 2000, the City’s population grew by 40% to nearly 270,000 in 2018 and this trend is expected to continue. The population is projected to grow by another 9.5% between 2018 and 2023 and nearly 80% of these new families are expected to earn more than \$75,000 per year^[1]. By comparison, the Area Median Income (AMI) for the region is \$80,600^[2]. This population growth has surfaced the fact that the City has a significant shortage of housing affordable to those earning less than 50% of the area median income. In response, the City developed its Affordable Housing Plan in 2016 that calls for the preservation and expansion of 1,000 affordable housing opportunities, especially for those earning below 50% the area median income.

At the same time, the Durham Housing Authority (DHA) has been proactively seeking ways to reposition its public housing portfolio to ensure its ability to preserve quality affordable housing and to become more financially sustainability given that the US Department of Housing and Urban

Development (HUD) has been steadily reducing the capital and operating funding it provides to housing authorities. DHA initially embarked upon a plan to rehabilitate its public housing portfolio under the Rental Assistance Demonstration (RAD) program. At the direction of a newly appointed CEO, DHA’s Board agreed to reconsider that approach and to instead evaluate ways to better leverage the market opportunities presented by a growing Durham. This new approach was enthusiastically supported by the City.

This is the context in which the Durham Housing Authority (DHA) Downtown and Neighborhood Planning (DDNP) Initiative was born – an unparalleled partnership between the City of Durham, Durham County and DHA, to collectively focus on nearly 60 acres of publicly owned land in downtown Durham to develop a single development framework that simultaneously addresses the needs of all parties. Figure 1 shows the boundary of the DDNP study area highlighting the eight sites that are the subject of this report.



Figure 2: Bird’s eye view of the Opportunity Sites

¹ US Census, ESri BAO

² The AMI is for the Durham Chapel Hill MSA (HUD 2018)

DDNP HIGHLIGHTS

Goal: DDNP formulates a plan for redevelopment that better integrates public housing residents into the rest of the growing downtown population; preserves all existing affordable units; builds additional affordable housing and unsubsidized housing in a mixed income and mixed use community to provide a range of housing options; leverages public land and investments; and guarantees that existing families living at DHA sites have priority for new units and a right to return.

Figure 3 illustrates other concurrent developments that are under construction or planned for execution around the eight opportunity sites.

Opportunity Sites: DDNP focusses on eight publicly owned sites that are grouped based on geography to better organize robust community engagement:

Focus Area 1 (17.2 acres) includes:

- The Oldham and Liberty site (12.7 acres) is comprised of Oldham Towers, a senior and disabled housing development, and Liberty Street Apartments, a traditional family housing development. Both are occupied and owned by DHA.
- The DHA Office and the adjacent Criminal Justice Building (2.5 acres). DHA Office is owned and occupied by DHA. The Criminal Justice Building is occupied and owned by Durham County.
- Rigsbee Avenue Substation (2 acres), a former police station is occupied and owned by the City of Durham.

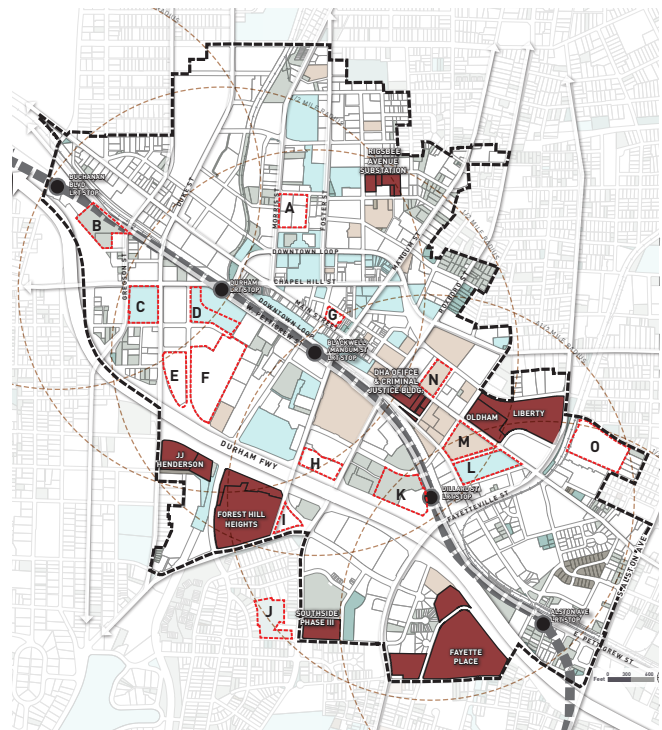
Focus Area 2 includes (total area of 22.7 acres):

- Fayette Place (19.8 acres), a former public housing site is vacant and is owned by DHA.
- Southside Phase III (2.9 acres) is currently vacant and owned by the City of Durham. This is the final phase in a multi-phase residential plan.

Focus Area 3 includes (19.6 acres):

- J.J. Henderson Housing Center (4.75 acres), is an occupied senior housing tower owned by DHA.
- Forest Hill Heights (14.9 acres), is an occupied senior complex with small cottages owned by DHA.

Community Engagement: This plan is the product of an open planning process that involved public housing residents, neighborhood residents, community stakeholders and informed by a resident survey. The community came together through a Strategic Advisory Group, 7 resident and community meetings and numerous individual stakeholder interviews. All meeting materials were posted on the project website www.durhamhousingauthority.org/development/ddnp/.



- A. Durham I.D.
- B. Solis Brightleaf Apartments
- C. Old Police Headquarters
- D. Jackson/Pettigrew Street Development
- E. Broadstone Durham
- F. University Ford/Ford dealership
- G. One City Center
- H. 555 Mangum
- I. Hotel Development
- J. Bemon Street Development
- K. The Mark At Durham One
- L. New Police Headquarters
- M. County Parking Site 1
- N. County Parking Site 2
- O. Golden Belt Renovation



Figure 3: Development Opportunities
 *Note: The Light Rail Transit effort is no longer proceeding

PREFERRED DEVELOPMENT PLANS

FOCUS AREA 1 Oldham Tower and Liberty Street Apartments Site

The proposed plan for the Oldham and Liberty site includes a mix of housing to maximize density, and to be sensitive that it is in the transition zone between the intense Downtown Core and Residential zones. The proposed Oldham/Liberty site plan, with 532 units and 47,000+ square feet (s.f.) of office and non-residential space, has three distinct design characteristics:

- A central open space dividing the mid-density three-floor walk-up apartments to the east and the urban high-rise and mixed-use residential wrap buildings to the west.
- The Main Street frontage, on the main Downtown arterial road, is designed as a four-story, high-density, mixed-use, wrap building, with non-residential uses on the ground floor.
- The eastern part of the site is comprised of eight three-story residential walk-up apartments surrounding a central surface parking lot.
- As a design strategy, there are smaller open spaces distributed across the site. The buildings are designed to face the open spaces to ensure safety and maximum utilization.



Figure 4: Proposed Preferred Development Plan for Oldham and Liberty Sites



Figure 5: Conceptual View of Preferred Development Plan for Oldham and Liberty Sites

DHA Office and Criminal Justice Building Site

The DHA Office and Criminal Justice Building site is located just outside the Downtown Loop and in the heart of the Downtown Design Core zoning district, surrounded by dense urban developments. Both buildings are in a Historic District and were built in the 1900's. The proposed preferred plan includes:

- A mix of uses to maximize density without having to compromise on quality open spaces within the site.
- Yields 290 residential units with 360 parking spaces. The building is a wrap product that intermittently introduces the Criminal Justice Building's historic façade along Main Street.
- The southern portion of the building, towards the Downtown Loop/Ramseur, is a six to seven-story residential complex wrapping 30,000+ s.f. of internal green/open space.
- Most of the build's parking is accommodated in a five-story parking deck along Roxboro Street.



Figure 6: Proposed Preferred Development Plan for DHA Office and Criminal Justice Building Site



Figure 7: Conceptual View of Preferred Development Plan for DHA Office and Criminal Justice Building Site

Rigsbee Avenue Substation

The Rigsbee Avenue Substation was built in the 1960's by the Southern Parts and Electric Company and functioned as a police substation. The proposed preferred plan for this site includes:

- A six-story, mixed-use, podium-wrapped structure along Rigsbee Avenue, overlooking Durham Central Park. The building gradually steps down in height along Broadway Street to five stories.
- The development transitions to a three-story, mid-rise, walk-up apartment towards the east with surface parking.
- The two buildings yield a total unit count of 136 and approximately 7,600+ s.f. of non-residential uses at the ground level along Rigsbee Avenue.
- The podium structure includes parking and has a green roof/amenity space on its top level.



Figure 8: Proposed Preferred Development Plan for Rigsbee Avenue Substation site



Figure 9: Conceptual View of Preferred Development Plan for Rigsbee Avenue Substation site

FOCUS AREA 2 Fayette Place

The Fayette Place site, with a total area of 19.9 acres, is divided into three parcels by Merrick Street. While Fayette Place is lined by the Freeway along its entire eastern edge, it is surrounded by a combination of community and residential uses to the south along Umstead Street and commercial uses to the west along Fayetteville Street. Fayette Place was once a large public housing community that was built in 1967 by DHA. In 2009 all the buildings were demolished leaving only the slabs, which still exist today. The preferred site plan is intended to accommodate a total of 530+ dwelling units and 21,600 s.f. of non-residential building. The proposed plan includes:

- A mix of housing typology and density that would support the proposed new LRT⁽³⁾ line, and is sensitive to the surrounding low-intensity developments.
- Three new roads divide the large superblock into smaller walkable sections.
- The central open space perpendicular to Umstead Street creates a clear access way into the site, terminating at a new three-story residential development with 150 units looking inwards to a 55,900+ s.f. green open space.
- The four-story wrap building, east of the central open space steps down to three stories

along the Umstead Street frontage to provide a smooth transition to the adjacent residential neighborhood, yielding a total of 215 units with a 19,000+ s.f. internal courtyard.

- West of the central open space are five walk-up apartment buildings that surround a central surface parking lot.
- The portions of Fayette Place fronting Fayetteville Street is intended to be a single-story non-residential building (preferably a stand-alone grocery store or similar).
- The northernmost portion of the Fayette Place site is designed for two three-story walk-up garden apartments.



Figure 10: Proposed Preferred Development Plan for Fayette Place



Figure 11: Conceptual View of Preferred Development Plan for Fayette Place

³The Light Rail Transit effort is no longer proceeding

Southside Phase III

Southside Phase III, a 2.9 acres site, is identified as a final development phase of the Southside Redevelopment Plan. The proposed preferred plan for this site includes:

- The Southside Phase III development is designed as a four-story corner apartment building, enclosing centralized a open space with a two-story, 225 car parking tray.
- This site is surrounded by side streets which also allows for overflow street parking if needed.
- This building has 144 units with two pockets of open space, a 10,200+ s.f. internal open space and a 10,700+ s.f. for open space at the southeast corner of the development.



Figure 12: Proposed Preferred Development Plan for Southside Phase III



Figure 13: Conceptual View of Preferred Development Plan for Southside Phase III

FOCUS AREA 3 Forest Hill Heights Site

The Forest Hill community was once a reflection of 20th-Century America, and contained some of Durham's earliest houses. The proposed plan includes:

- A mix of housing to maximize density with three different building typologies, yielding about a total of 575 units.
- Preservation of the dense tree cover to the north of the site.
- Two new roads crisscross the site, one running perpendicular, north-south from Lakewood Avenue, and the other horizontally, east-west connecting Blackwell and Mangum Streets.
- The five-story mixed-use building along Blackwell Street is a wrap deck product with 265 units. There is also about 14,600+ s.f. of non-residential space along Blackwell Street. The rest of the building is residential with a five-story parking deck in the middle.
- The three-story residential building along Mangum Street has 90 units with surface parking along the north end of the site.

- Ten mid-density, walk-up apartments, accommodating about 220 residential units along the south side of the site helps transition seamlessly into the residential neighborhood.
- As an efficient urban design strategy, there are smaller pocket parks distributed across the site.



Figure 14: Proposed Preferred Development Plan for Forest Hill Heights

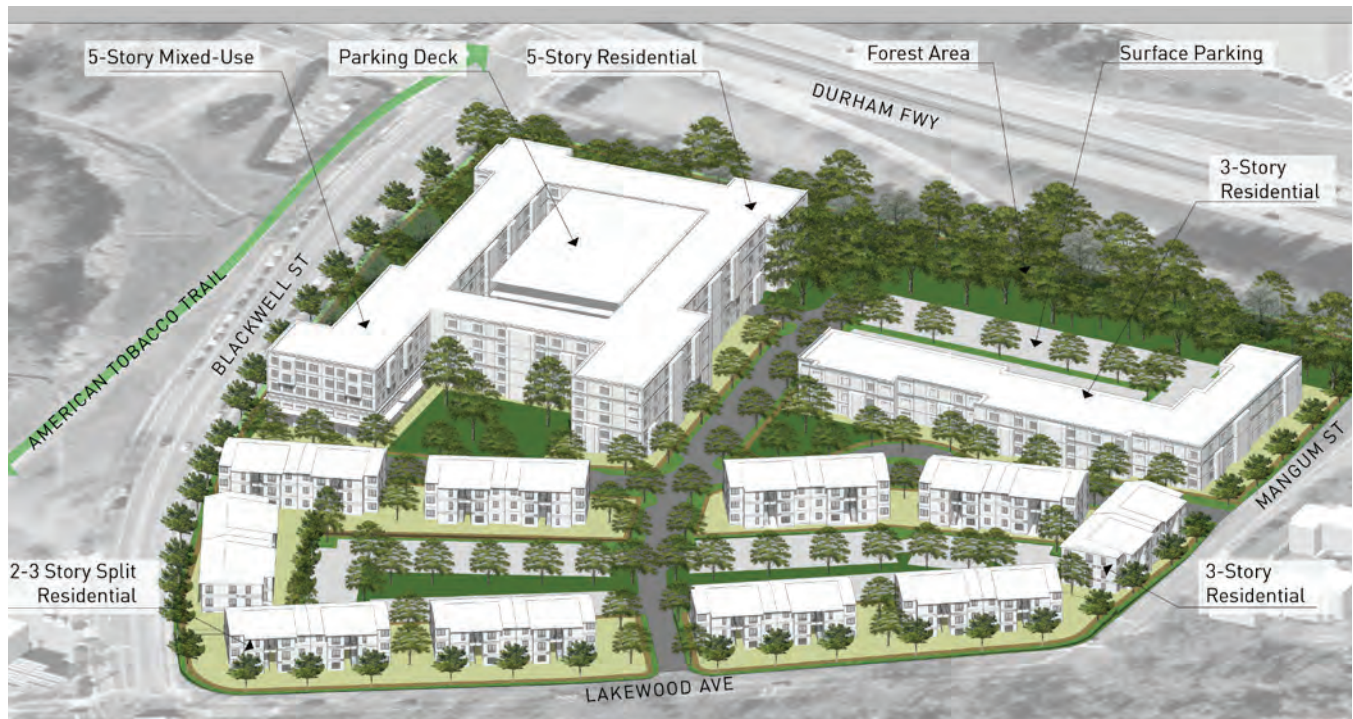


Figure 15: Conceptual View of Preferred Development Plan for Forest Hill Heights

J.J. Henderson Site

The proposed plan for the J.J. Henderson site reimagines the existing building to create a combination of both renovated units and a multi-family component. The plan embraces the proposed Miracle League Field:

- The existing senior tower will be renovated and all existing units preserved.
- A proposed new building lining Morehead Street has 80 units with a 2,600+ s.f. amenity space.
- There are also 12 new townhomes that are planned along Duke Street.
- The new building will connect to the renovated tower via a new multi-purpose community center.



Figure 16: Rendering of the Proposed New Building at J.J.Henderson site (by Laurel Street)



Figure 17: Proposed Preferred Development Plan for J.J.Henderson site
Source: Assigned Developers

KEY ACCOMPLISHMENTS TO DATE

Implementation of DDNP is underway:

1. DHA has procured Laurel Street Residential and California Commercial Investment Group-Florian Companies as developers of JJ Henderson, Oldham and Liberty sites. Joint Venture agreements have been executed for JJ Henderson. The entitlement process is underway, and construction is expected to begin on JJ Henderson in fall of 2020 with Oldham Towers/Liberty Apartments starting in the first quarter of 2021.
2. DHA is advertising for additional developers for the remaining sites in December 2019.
3. In November 2019, the City of Durham voters approved a \$95M Affordable Housing Bond, \$60M of which will support DDNP.
4. The County has embarked on the redevelopment of the 300 and 500 Main Street parking lot sites. DHA is partnering with the County and its selected developer to provide RAD project-based vouchers for replacement units. Likewise, DHA is partnering with the City and its developer partner to provide RAD project-based vouchers for replacement units at the Willard Street site.

NEXT STEPS

DDNP will be implemented over 10 or more years, depending on financing and market conditions. Key implementation partners are in place, financing for the first two phases are nearly finalized and DHA has been working closely with HUD to secure the RAD approvals necessary to implement the plan. Other implementation recommendations include:

- Develop a comprehensive relocation and supportive services plan
- Continue monthly resident meetings with public housing residents
- Continue monthly City/DHA project meetings
- Convene quarterly community/stakeholder meetings to keep the public informed about DDNP progress
- Continue to maintain project website as a forum to disseminate information
- Hire a dedicated project manager to provide day-to-day management of the implementation effort

Housing Affordability

	Unit Type	Units	Percentage
Up to 30% AMI (public housing replacement units)	RAD/PBV Rental	447	18%
30% - 60% AMI	LIHTC Rental	843	34%
60% - 80% AMI	LIHTC Rental	560	22%
Unrestricted Units	Market-Rate Rental	663	26%
	Total	2,513	100%

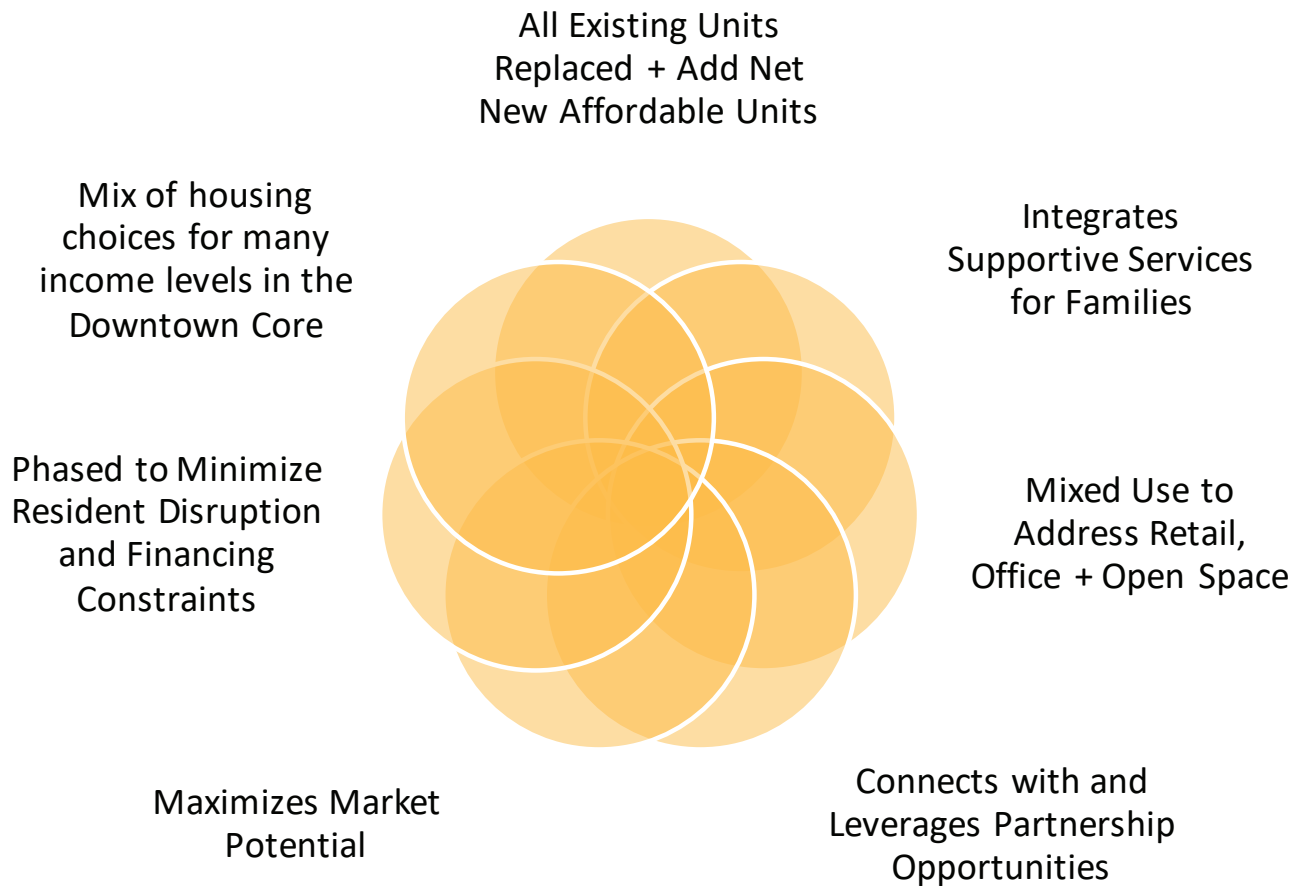
Table 1: Housing Affordability

Planned Non-residential Program

Program Components	Quantity	Units
Retail/Institutional	103,044	SF
Infrastructure	3,670	New Linear Feet Road
New Parks	266,840	SF

Table 2: Planned Non-residential Program

KEY GOALS



CONTENTS OF THE PLAN

The following chapters provide more detailed information about DDNP:

Chapter 2: Community Engagement summarizes the extensive community engagement process undertaken during the planning effort.

Chapter 3: Existing Conditions Assessment summarizes the existing conditions of the overall DDNP study area and the opportunity sites, along with the families who live here today.

Chapter 4: Preferred Development Plans presents the preferred plans and the process of developing the plans.

Chapter 5: Implementation includes a suggested timeline, phasing and cost assumptions.

An Appendix (under separate cover) includes technical information that informed DDNP including survey results, market studies, meeting summaries and data from existing conditions analysis. Additional information can also be found on the project's website at www.durhamhousingauthority.org/development/ddnp/.



COMMUNITY ENGAGEMENT



CONTEXT

Durham is experiencing unprecedented growth – since 2000, the City’s population grew by 40% to nearly 270,000 in 2018 and this trend is expected to continue. The population is projected to grow by another 9.5% between 2018 and 2023 and nearly 80% of these new families are expected to earn more than \$75,000^[1] per year. By comparison, the Area Median Income (AMI) for the region is \$80,600^[2]. Construction projects abound and there is significant new investment especially in the down-

town. At the start of the DDNP effort, nearly 1,500 new residential units were set for delivery in 2018 (One City Center, Residences at Val Alen, The Mark/Bull House, Solis Brightleaf, Magnum Flats, the Broadstone and the Brannon). These units are all targeted to market and above market rate renters.

The target area for DDNP focusses on a subset of the downtown area that includes nearly 60 acres of publicly owned land. The planning area and key

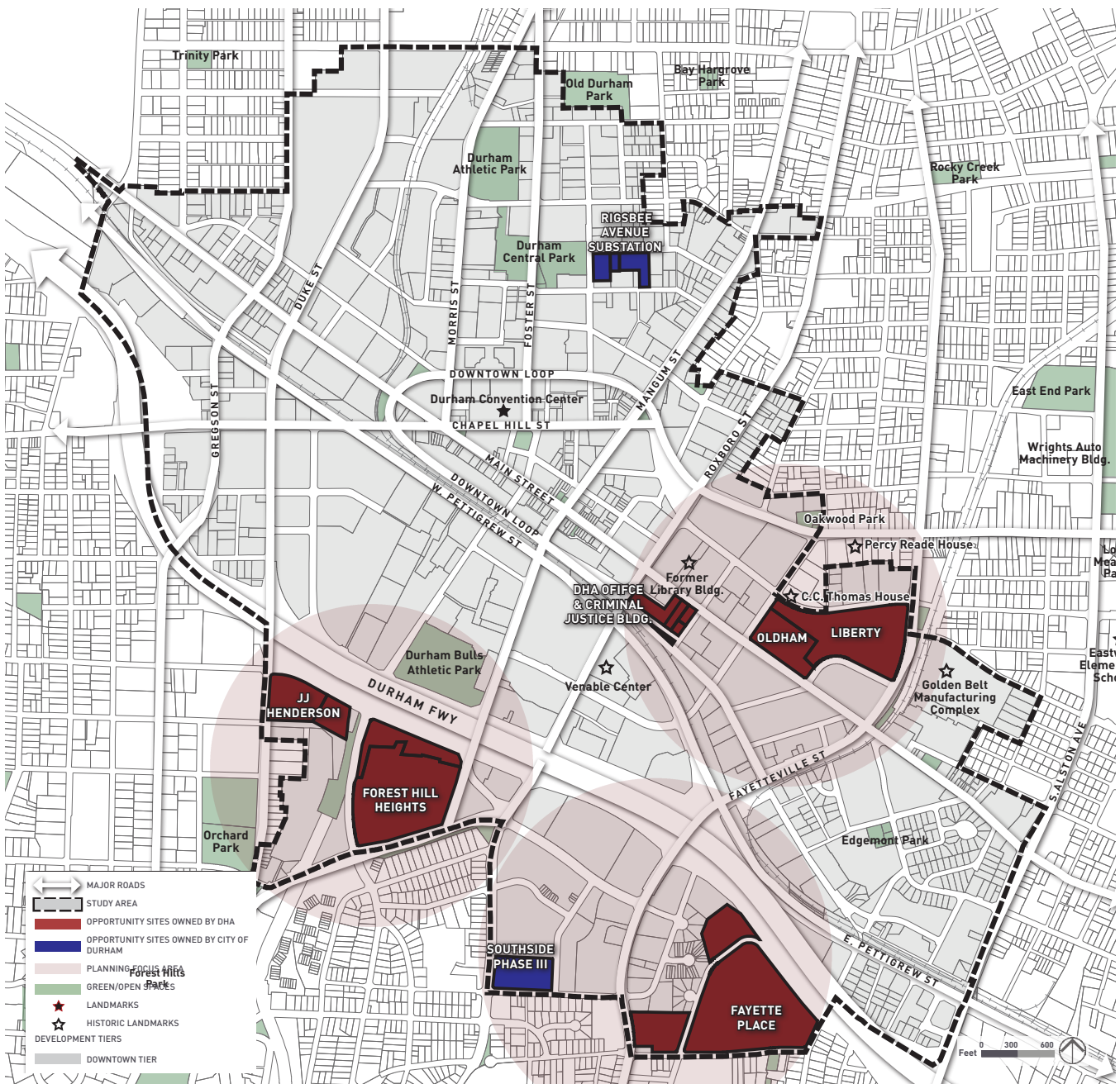


Figure 18: DDNP Study Area Map

¹US Census, ESri BAO

²The AMI is for the Durham Chapel Hill MSA (HUD 2018)

landmarks, boundaries and the eight opportunity sites are shown in Figure 18 on page 16. Except for Fayette Place, sites are within walking distance to the center of downtown. Four sites, Oldham, Liberty, the DHA Office and the Criminal Justice building are located on the rapidly expanding East Main Street corridor.

For study, analysis, and design purposes, these eight sites were grouped and divided into three Focus Areas based on their location and proximity to each other.

Focus Area 1 (17.2 acres) includes:

- The Oldham and Liberty site (12.7 acres) is comprised of Oldham Towers, a senior and disabled housing development, and Liberty Street Apartments, a traditional family housing development. Both are occupied and owned by DHA.
- The DHA Office and the adjacent Criminal Justice Building (2.5 acres). DHA Office is owned and occupied by DHA. The Criminal Justice Building is occupied and owned by Durham County.
- Rigsbee Avenue Substation (2 acres), a former police station is occupied and owned by the City of Durham.

Focus Area 2 includes (total area of 22.7 acres):

- Fayette Place (19.8 acres), a former public housing site is vacant and is owned by DHA.
- Southside Phase III (2.9 acres) is currently vacant and owned by the City of Durham. This is the final phase in a multi-phase residential plan.

Focus Area 3 includes (19.6 acres):

- J.J. Henderson Housing Center (4.75 acres), is an occupied senior housing tower owned by DHA.
- Forest Hill Heights (14.9 acres), is an occupied senior complex with small cottages owned by DHA.



Figure 19: Occupied Opportunity sites

PLANNING PROCESS

The DDNP reflects the vision and input from public housing residents living at the sites today and an array of local stakeholders. DDNP reflects the shared concern about the limited supply of quality affordable housing options in Durham. It reflects the commitment by the City, DHA and the County to better leverage public land to help address the affordable housing goals of the City and the housing authority dually. And, the plan provides a framework to guide future investments in a coordinated way.

The two-year planning process engaged public housing residents, neighborhood residents, local landowners, businesses, public institutions and other stakeholders to shape the vision for the future of these sites in the downtown core. The planning effort also sought to align with other planning efforts, most prominently, Durham County’s efforts to redevelop its two parking lot sites, both of which are within the DDNP study boundary. The planning was grounded in a thorough assessment of the existing conditions in the study area (physically and socially), along with residential and retail assessments, and a door-to-door survey of families living at the sites.

The planning effort was led by the Durham Housing Authority, with support from the City of Durham and the DDNP Planning Team led by EJP Consulting Group, LLC. Key activities include:

- A Strategic Advisory Group (SAG), comprising of residents and local stakeholders, provided input and advice throughout the process. The SAG met three times during the planning effort and the members were also invited to participate in all community meetings.
- DHA Resident Services Department staff administered a door-to-door survey of public housing residents at its four occupied sites – JJ Henderson, Forrest Hill Heights, Oldham Tower and Liberty Apartments. The survey response rate was 85% across the sites. Highlights from the survey are included in the following chapter and full results of the survey are available on the project website as Appendix A.

STRATEGIC ADVISORY GROUP MEMBERS

- Andre Pettigrew, City of Durham
- Anthony Yarborough, RAB
- Ashanti Brown, DHA
- Ashley Cannady, RAB
- Barbara Newman, DHA
- Constance Stancil, City of Durham
- Dan Jewell, cjtpa Designers
- DeDreana Freeman, Partnership (DEEP) Organizations /Durham CAN / City Council
- Denita Johnson, DHA
- Doris Jackson, DHA
- Dr. Al Zow, NCCU
- Drew Cummings, City of Durham
- Elizabeth Wilcox, cjtpa Designers
- Elvert Dorsey, DHA
- Farad Ali, NC Institute of Minority Economic Dev.
- Geoff Green, Go-Triangle
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- Henry McKoy, NCCU Business School
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- Larry Hester, M + M of NC
- Lisa Miller, City of Durham
- Lori O’Keefe, Triangle Foundation
- Marcella Jones, RAB
- Mary Mobley, RAB
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- Michael Goodmon, American Tobacco
- Nicole Thompson, Downtown Durham, Inc.
- Olive Joyner, Housing for New Hope
- Patrick McDonough, Go-Triangle
- Patrick Young, City of Durham
- Peter Skillern, Reinvestment Partners
- Reginald Johnson, City of Durham
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- Scott Selig, Duke Education
- Shanetta Burris, NC IAF/ NC Congress of Latino Organizations/Durham CAN
- Sheldon Mitchell, Urban Ministries
- Tammy Baggett, Durham County Library
- Tiffany Elder, Durham Business & Professional Chain
- Todd Rose, Durham Police Department
- Tucker Bartlett, Self-Help
- Wendell Davis, Durham County

DDNP PLANNING PROCESS



Figure 20: Planning Process

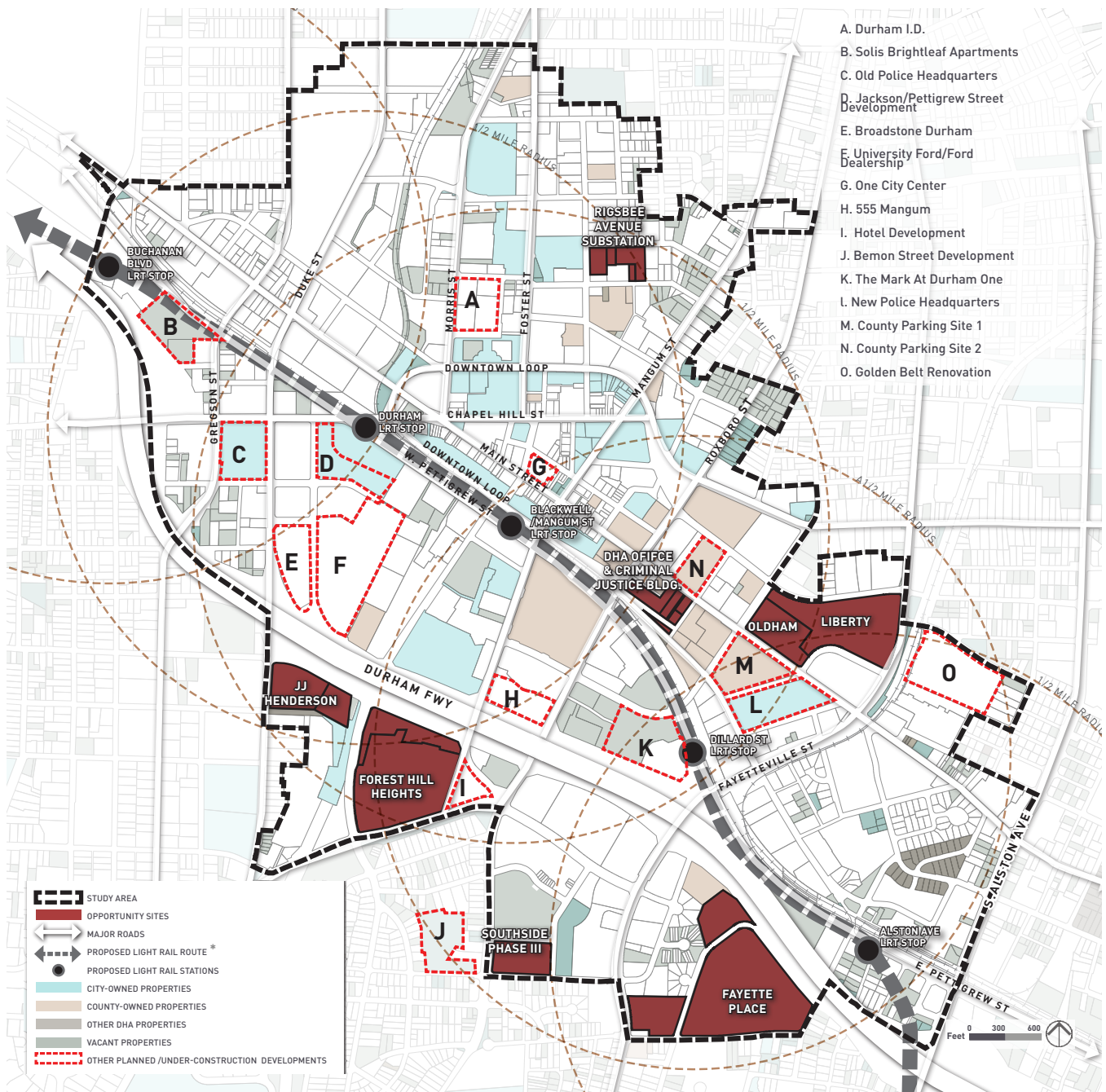


Figure 21: Development Opportunities - Concurrent Developments within the Downtown area

*Note: The Light Rail Transit effort is no longer proceeding

- Numerous interviews were conducted with key stakeholders including elected resident leaders, developers, landowners, businesses, City departments, Durham County and its planning consultant, Go-Triangle, educators (NCCU and Duke Universities), faith-based organizations, civic institutions, DHA board and staff, and others. These interviews supplemented the resident survey and provided context for activities planned or underway in the City.
- Three resident-only meetings were conducted at each of the occupied sites, followed by monthly briefings by DHA staff. Resident-only meetings often mirrored the public meetings but were designed to create a space where public housing residents could surface issues that were unique to them.



Figure 22: Strategic Advisory Group Meetings



Figure 23: Resident Meetings

- Four community meetings/workshops were conducted during the planning process. The meeting summaries have been included as Appendix D on the project website at www.durhamhousingauthority.org/development/ddnp/.
 - Community Visioning: The main goal of this first public workshop was to provide an update on the existing conditions assessment and garner input from the community on the overall vision for the community plan.
 - Three additional Community Workshops were conducted and focused on each Focus Area (1, 2 & 3). The main goal of these workshops was to provide an update on the planning process, report the Visioning Workshop results and receive feedback from the community on the conceptual site development alternatives. Interactive

planning stations were set up to encourage candid conversations and effective engagement. Based on the input received from the community, the preferred plans for each site was developed.

- Interim work sessions with key City of Durham departments and the City Manager were conducted throughout the process.
- An analysis of existing physical, social and economic conditions was performed, along with walking surveys, on-the-ground observations, scan of existing reports and studies, and data collected by others. The following chapter outline these findings.
- The market potential was also explored, and the results are incorporated in the following chapter. Appendix B includes these reports.



Figure 24: Community Workshops

Engagement Methods

A variety of tools were used to solicit feedback and input: one-on-one stakeholder interviews, door-to-door resident survey, individual and group interactive exercises, resident-only meetings, public/community meetings and workshops, Strategic Advisory Group meetings, meetings with key City departments – Planning and

Zoning, Economic Development, Transportation, among others. To keep the public informed about the project, all meeting materials were posted to the DDNP website maintained by DHA. (www.durhamhousingauthority.org/development/ddnp/)



Figure 25: Different tools used to ensure community input



EXISTING CONDITIONS ASSESSMENT



This chapter summarizes the existing conditions of the overall DDNP study and the opportunity sites, along with the families who lives here today.

DEMOGRAPHIC PROFILE

The population of the DDNP area is nearly 8,000 residents with key differences between the four occupied public housing sites and the rest of the Downtown residents. One of the goal of this planning effort is to formulate a plan for housing redevelopment that better integrates the public housing residents into the rest of the downtown population and to build additional affordable housing to address the increasing need of a rapidly growing area.

The characteristics of the Downtown population and the DHA population in the study area, in comparison

to the City of Durham are shown in the following tables (Table 3 & Table 4). Key findings include:

- The downtown area is racially and ethnically diverse, but DHA residents in the targeted sites are predominantly African American and non-Hispanic.
- The DHA sites contain a much larger proportion of seniors and disabled heads of household, given that 3 out of 4 of the occupied sites are designated as senior and/or disabled sites.

Demographics of DHA, Downtown Neighborhood and City of Durham Residents

	DHA Opportunity Sites	Downtown Neighborhood*	City of Durham
Population	545	7,845	251,761
Race/Ethnicity			
% Black	89%	54%	40%
% White Alone	8%	39%	48%
% Other	3%	7%	12%
% Hispanic/Latino	2%	15%	14%
Age			
% < age 5	5%	8%	7%
% ages 5-17	14%	15%	15%
% ages 18-24	2%	12%	11%
% ages 25-64	52%	57%	56%
% age 65+	27%	8%	10%
% Population with disability	42%	13%**	10%
% Head of Households w/ disability	64%	N/A	N/A
Total Households	429	3,121	103,076
Household Size	1.3	2.5	2.4
% Households with Children	12%	25%	30%

Table 3: Demographics of DHA, Downtown Neighborhood and City of Durham Residents

*Downtown Neighborhood Data is pulled from Census tracts, 22, 11, 23, and 7, Block Group 1
 **Excludes Census Tract 1 - Block Group 1 as data not available at that geography level204/
 Source: DHA Resident Admin Data pulled January 2018; 2012-16 American Community Survey 5-Year Estimates.
 Note that City data includes neighborhood residents and neighborhood data includes DHA residents.

DHA Resident Characteristics

	Liberty	Oldham	Forest Hills	J.J. Henderson	DHA Opportunity Sites
# Residents	204	85	61	195	545
# Households (units occupied)	103	82	53	170	408
Age					
<5 Years	12%	0%	0%	0%	5%
5-17 Years	35%	0%	0%	0%	16%
18-24 Years	6%	0%	0%	0%	2%
25-61 Years	39%	52%	13%	51%	42%
62+ Years	8%	48%	87%	49%	36%
% Population with Disability	38%	75%	75%	74%	42%
% Households with Children	49%	0%	0%	0%	49%
Household Size					
1 Person	43%	93%	98%	96%	42%
2 Person	27%	7%	2%	4%	20%
3 Person	12%	0%	0%	0%	16%
4 Person	13%	0%	0%	0%	11%
5+ Person	6%	0%	0%	0%	11%
Average Household Size	2.0	1.0	1.0	1.0	1.3

Table 4: DHA Resident Characteristics by DHA Downtown Site

Source: DHA Resident Admin Data pulled January 2018

* Note: Fayette Place site has no data, as it is currently vacant.

- Given the population focus of the DHA sites, average household size is much smaller among the DHA population with only 12% of households having children. All 53 households with children live at the Liberty Street family housing site and include 108 children under 18 years of age.



Figure 26: DHA Residents participating in Community Workshops



Figure 27: DHA Residents participating in Resident meetings

EMPLOYMENT

DHA public housing residents have much lower income and lower levels of employment than elsewhere in the City of Durham, as can be expected given the income restrictions for living in public housing. Economic characteristics of DHA public housing residents, the overall Downtown neighborhood residents, and the City of Durham residents are shown in Table 5.

Based on resident survey data, the unemployment rate of DHA public housing residents living in the Downtown (opportunity) sites is 28%. This rate excludes the 80% of DHA public housing residents who has reported not being in the Labor Force (i.e., retired or unable to work); 14% of residents that are in the labor force are working either part time or full time and 6% are unemployed but currently looking for work. More than half of all employed residents (56%) live at the Liberty Street site. While 45% of respondents cite no barriers to finding and keeping work, the most commonly reported barrier is lack of transportation (14%). Other barriers are shown in the chart in Figure 28 on page 29.

The Map Census Data from 2015 highlights other barriers to work that DHA public housing and other low-income residents in the area might face. As of 2015, only 1% of the workers in the area lived in the census tract where they worked; only 5% of residents of the Downtown tracts worked in the tract in which they lived. Additionally, these data show that there are about 21,000 jobs within the four tracts covering the DDNP area. The primary industries for job opportunities include: Educational Services (31%), Public Administration (23%), and Professional, Scientific, and Technical Services (10%). Nearly 90% of jobs require a high school degree; 50% require a college or an Associate Degree or higher. However, among those in the labor force, fewer than half of DHA residents have a high school degree, and only 40% have some level of higher education (Figure 29 on page 29).

Employment/Income Data

	DHA Opportunity Sites	Downtown Neighborhood*	City of Durham
Total Households with income data	394**	3,121	103,076
Unemployment	27.5%***	10.8%	6.5%
% w/ Wage Income	16%	71%	82%
Median Household Income	\$8,872	\$33,079	\$52,115
% < \$10,000	66%	19%	8%
% \$10,000-\$24,999	32%	27%	15%
% \$25,000-\$49,999	3%	22%	25%
% 50,000-\$99,999	0%	17%	30%
% \$100,000+	0%	14%	23%
Poverty Rate	79%	34%	18%

Table 5: Employment/Income Data

*Downtown Neighborhood Data is pulled from Census tracts, 22, 11, 23, and 7, Block Group 1

** Income data received from DHA did not include income data for all downtown households.

***The DHA unemployment rate is based on responses to the Resident Survey and is for head of households only.

Source: DHA Resident Admin Data pulled January 2018; 2012-16 American Community Survey 5-Year Estimates. Note that City data includes neighborhood residents and neighborhood data includes DHA residents.

Current Employment Status

	All Sites	Oldham Towers	Liberty Street	J.J. Henderson	Forrest Hill Heights
Not In Labor Force					
Unemployed and unable to work due to a disability or medical restrictions	40%	45%	30%	46%	26%
Retired	36%	35%	10%	40%	69%
Unable to work for another reason (e.g., caring for children, sick relatives)	4%	6%	6%	3%	2%
In Labor Force					
Employed Part-time (<35 hours/week)	10%	12%	21%	7%	0%
Employed Full-time (35+ hours/week)	4%	1%	16%	1%	2%
Unemployed and currently looking for work	6%	1%	17%	3%	0%

Table 6: Current Employment Status

* Note: Fayette Place site has no data, as it is currently vacant.

Source: DHA Resident Survey, administered Feb-Mar 2018

Barriers to Find and/Or Keep Work

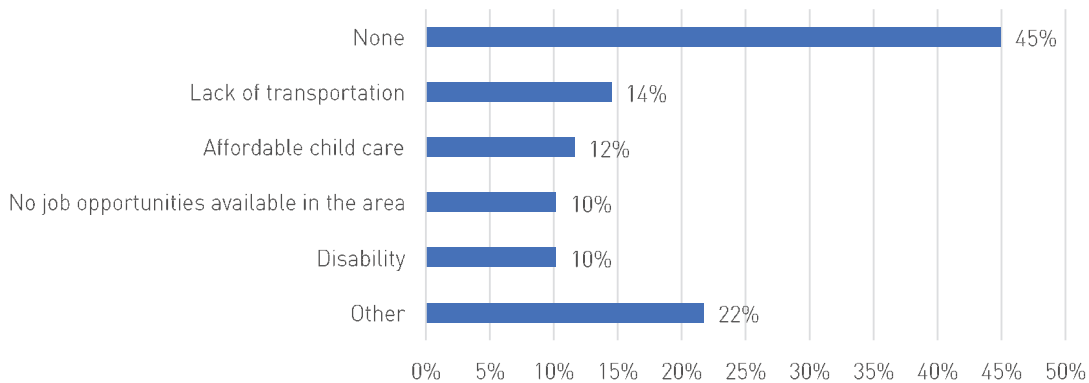


Figure 28: Barriers to find and/or keep work

Source: DHA Resident Survey, administered Feb-Mar 2018

Educational Attainment Among Labor Force

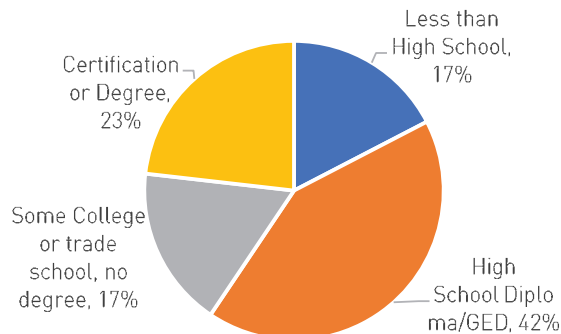


Figure 29: Educational Attainment Among Labor Force

Source: DHA Resident Survey, administered Feb-Mar 2018

HEALTH

The resident survey provides key information on the health and receipt of care among the DHA public housing residents living in the study area. Just over half of the residents reported that their health was good or excellent. The reported health of the children living in these sites was better, with 66% of children reported to be in excellent health, and 34% in good health (Figure 30). Neighborhood-level health data is not publicly available for the Downtown area.

Nearly all respondents have health insurance and receive regular care. Most of the residents cite no barriers to receiving quality and affordable care. About one in ten respondents (11%) do not have health insurance of any type and 3% of children do not have health insurance. This is comparable to data from the 2017 Durham County Health Assessment, showing that 14% of African-Americans are uninsured (<http://healthydurham.org/health-data>). The County Health Assessment lists the primary reasons for not having insurance to be the cost (40%), no employer plan (26%), and unemployment (21%).

Similarly, only one in 10 (11%) respondents have not seen a health professional in the past year and the same proportion (9%) seek health services from an emergency room or urgent care center, as opposed to primary care doctors. A majority (75%) of respondents cite no barriers to getting affordable, quality health care; 11% of respondents' cite, cost as the primary barrier.

Self-Reported Health

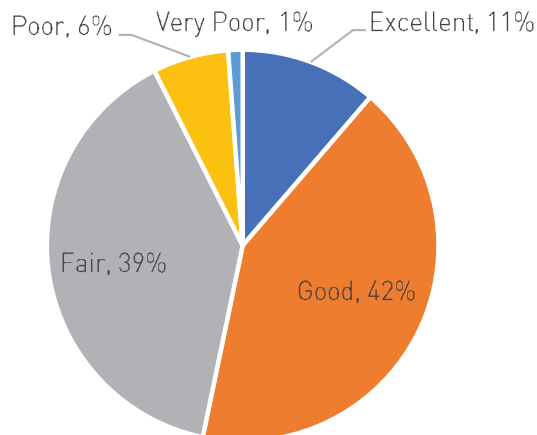


Figure 30: Self-Reported Health
Source: DHA Resident Survey, administered Feb-Mar 2018



Figure 31: Resident-only meeting with Oldham Towers and Liberty Apartments residents



Figure 32: Resident-only meeting with J.J. Henderson and Forest Hill Heights residents



Figure 33: Community input at Community Workshops

CHILDREN AND EDUCATION

The Liberty Street site is the only one among the opportunity sites that has households with children. 108 children reside at the Liberty Street site, of which 26 children are under the age of 5, and 79 are between the ages 5-17 (school-aged).

Durham Public Schools operate under a neighborhood assignment school process. The most commonly attended schools among the DHA residents are described in the table below (Table 7). As shown, the zoned elementary and middle schools, Eastway Elementary and Brodgen Middle, received failing grades in the 2016-17 school year and have student bodies that are predominantly economically disadvantaged. Proficiency scores in math and reading at these two schools are below

the County and State numbers. On the other hand, Riverside High School has comparable proficiency scores to the City and State with an economically diverse student body, and a higher school grade in 2016-17 (Table 7).

Based on the resident survey responses, only 23% of school-aged children are enrolled in after school programs. The primary reasons for not participating in an out-of-school program are hours of the programs (28%), cost of programs (22%), and lack of availability (22%) (Figure 34). In addition, parent survey respondents reported that 29% of children have a diagnosed special need, two-thirds of whom are receiving treatment.

Most Commonly Attended Schools among the DHA Downtown Residents

2016-17 School Performance	School Grade	% Economically Disadvantaged	% Math Proficiency	% Reading Proficiency	Graduation Rate 4 yr cohort
Durham Public Schools	NA	NA	42%* 47% (HS)	45%* 48% (HS)	81%
North Carolina	NA	49%	55%* 64% (HS)	58%* 61% (HS)	87%
Eastway Elementary	F	81%	2%	21%	NA
Brodgen Middle	F	82%	19%	27%	NA
Riverside	C	53%	48%	42%	81%

Table 7: Most Commonly Attended Schols among the DHA Downtown Residents
 Source: NC School Report Cards 2016-17 <https://ncreportcards.ondemand.sas.com/src/?county=Durham>
 *Represents information for Grades 3-8

Reasons for Not Participating in Out of School Programs

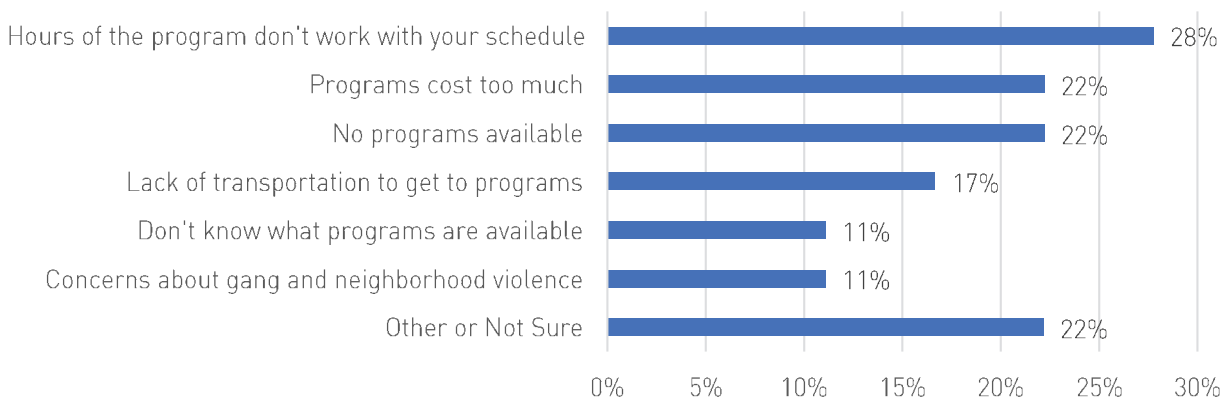


Figure 34: Reasons for Not Participating in Out of School Programs
 Source: DHA Resident Survey, administered Feb-Mar 2018

AMENITIES AND SERVICES

Majority of residents from the occupied DHA sites have rated their neighborhood to be excellent or good in terms of quality and convenience. The Forest Hill Heights site received the highest ratings, 91% of its residents' have voted Excellent to Good neighborhood quality and convenience. Liberty Street site received the lowest ratings from its residents, 62% have voted Fair to Poor neighborhood quality and convenience (Figure 35).

As mentioned earlier, due to the proximity to each other, the Oldham/Liberty sites can be considered as one neighborhood, J.J. Henderson and Forest Hill Heights together as the other neighborhood. The likes and dislikes that respondents provided on the resident survey point out the strengths and weaknesses of the two neighborhoods. Residents from both these neighborhoods most liked their location and access to downtown (45% of Oldham/Liberty neighborhood residents and 40% of J.J. Henderson/Forest Hill Heights Residents voted in favor). A quarter of J.J. Henderson and Forest Hill Heights residents voted that they liked the quiet and peacefulness of their neighborhoods the most (25%).

The most common dislikes among Oldham/Liberty residents are: lack of security and crime (25%), and loitering and outsiders in parking lots and buildings (21%). Impressively, nearly a third (31%) of J.J. Henderson/Forrest Hill Heights residents said they disliked nothing about their neighborhood.

Service Utilization and Needs

Resident survey data show a need for a variety of services and limited use by residents of certain services. The most commonly used services among DHA residents are: health care (55%) and food or grocery assistance (47%). Among those not using each service, residents indicated the most interest in food or grocery assistance (34%), senior and/or disabled programs (34%), health care services (28%), and adult education (26%) (Figure 37).

For both DHA-provided and non-DHA services, most residents reported not having any barriers to using services (61% for DHA Resident Services, 67% for Non-DHA Services). However, among those who did cite a barrier to using services, 58% said they did not know about the services that are available and 48% said they did not know about the non-DHA services that are available.

Table 8 lists the most common immediate needs listed by residents of the three senior/disabled DHA sites and the Liberty family site. Among the senior and disabled sites, residents reported the most immediate need for vision care, individual or family counseling, emergency food banks, smoking cessation programs, and transportation assistance. Among Liberty Street families, the most common immediate needs were for emergency food banks, dental services, adult education, wellness programs, and youth programming.

Neighborhood Rating for Quality and Convenience

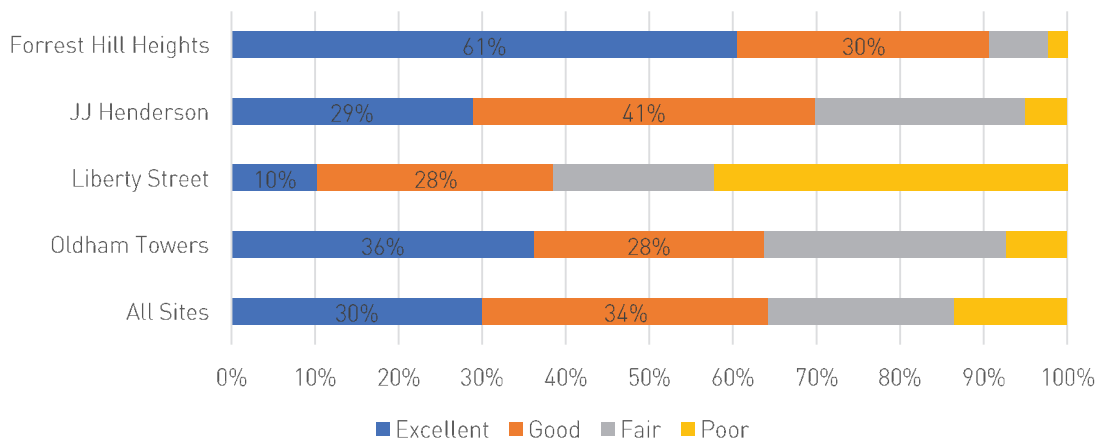


Figure 35: Neighborhood Rating for Quality and Convenience
 * Note: Fayette Place site has no data, as it is currently vacant.
 Source: DHA Resident Survey, administered Feb-Mar 2018

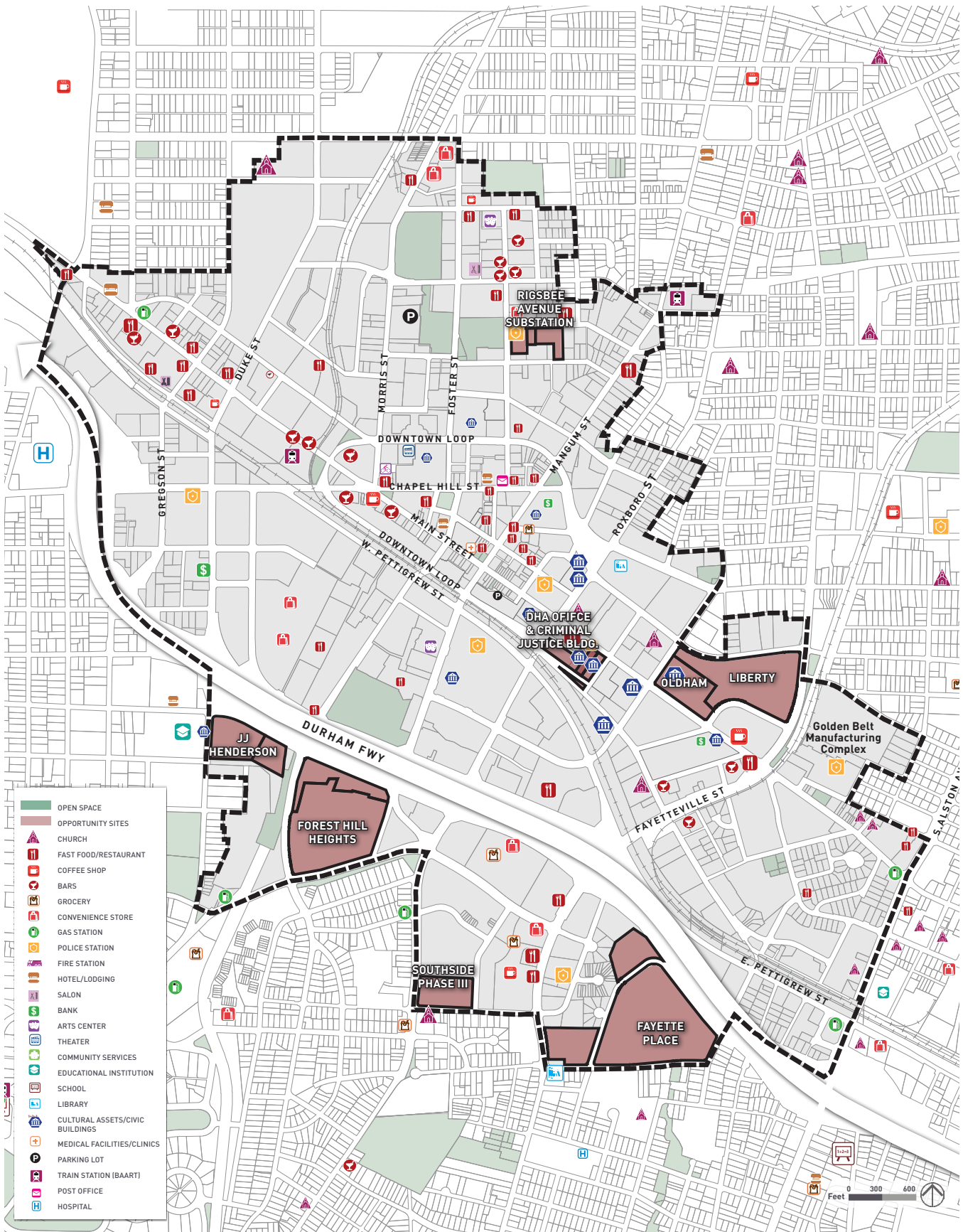


Figure 36: Amenities and Services

Service Use and Interest

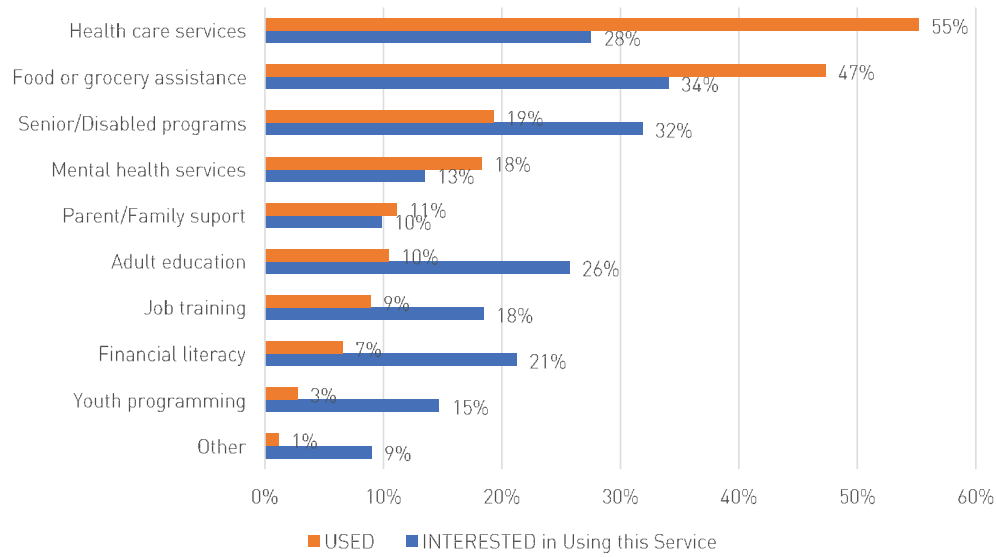


Figure 37: Service Use and Interest
Source: DHA Resident Survey, administered Feb-Mar 2018

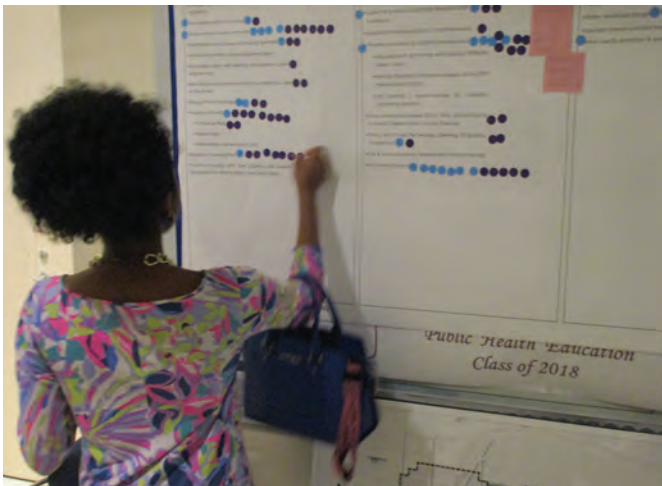


Figure 38: Community Engagement and Input Sessions

Immediate Needs by Target Population

Immediate Needs by Target Population	Senior Sites	Liberty Street
Vision care	28%	19%
Individual or family counseling	28%	11%
Emergency food bank	25%	36%
Stop smoking services	22%	19%
Transportation assistance	21%	16%
Dental services	2%	35%
Adult Education (i.e. GED, Certifications (CNA), Bachelors...)	0%	29%
Wellness programs for healthy living, nutrition, weight loss, and fitness	1%	26%
Youth programming (after school, mentoring, etc.)	5%	23%
Assistance applying for public benefits	15%	18%
Assistance with household errands (e.g., grocery shopping)	14%	11%
Budgeting/Financial Management/Credit Repair	11%	21%
Help with financial and legal business, such as assistance with paying bills or having a power of attorney	10%	19%
Mental health counseling/services	10%	15%
Remove/expunge criminal conviction or other legal services	9%	8%
Computer literacy classes	8%	24%
None	6%	19%
Job Training/Job Readiness Training	6%	15%
Home inspection and lease violation prevention	6%	11%
Child Care	5%	11%
Substance abuse treatment	2%	4%
In home personal care assistance (nursing, bathing, dressing)	1%	6%
Other	19%	19%

Table 8: Immediate Needs by Target Population
 Source: DHA Resident Survey, administered Feb-Mar 2018

ZONING

The eight opportunity sites under the DDNP's scope fall under five different Zoning Districts and three different Development Tiers that influences the type of development that can happen. See Figure 41.

Downtown Design District (DD), also a part of the Downtown Development Tier overlay: supports bicycling, pedestrian-oriented development to enhance the street level experience, and Transit Oriented Development that provide a mixture of goods and services near transit. DD focuses on the form of Public and Private Realm instead of use and intensity. DD is regulated through Sub-Districts that encourage a vital downtown economy that enhances Durham's position as a commercial, cultural, and entertainment hub of the region while increasing livability. Low intensity uses are discouraged in this zone and development tier.

DHA Office and Criminal Justice Building sites are under (DD) Sub-District: Design District Core (DD-C): This Portion of the DD is where the highest, densest, urban development is expected and encouraged.

Oldham, Rigsbee Avenue Substation, J.J. Henderson, and Forest Hill Heights sites are under (DD) Sub-District-Design District Support 1 (DD-S1): This portion of the DD is where moderate intensity (a lesser scale than the Core) mixed use urban environment is encouraged.

Liberty Street site is zoned under (DD) Sub-District-Design District Support 2 (DD-S2): This Sub-district of the DD is intended to provide a sensitive transition from more intense development to developments adjacent to DD.

Fayette Place: Residential Suburban Multi-Family (RS-M) and is a part of the Compact Neighborhood Tier Overlay: supports an orderly suburban residential development and redevelopment. As a Compact Neighborhood development tier, RS-M zoned areas are intended to be transit- and pedestrian-oriented to enhance the street level experience and to provide a mixture of goods and services near transit. Low intensity uses are discouraged. RS-M allows for limited non-residential uses that preserve the character of the suburban neighborhood. Developments that are zoned under RS-M should have convenient access to arterial streets and nearby civic, commercial, or employment uses.

Southside Phase III is zoned as Residential Urban Multi-Family (RU-M(D)) and is a part of the Urban Tier Overlay: All parcels zoned with development plans, both developed and undeveloped, will continue to carry the (D) designation. RU-M(D) supports an orderly urban residential development and redevelopment. Sites should maintain an urban form with small lot sizes and differing uses in proximity to one another. RU-M(D) allows for limited non-residential uses that preserve the character of the urban neighborhood. Developments that are zoned under RU-M(D) should have convenient access to arterial streets and nearby civic, commercial, or employment uses.



Figure 39: Development adjacent to Liberty Apartments



Figure 40: Development adjacent to Rigsbee Avenue Substation Site

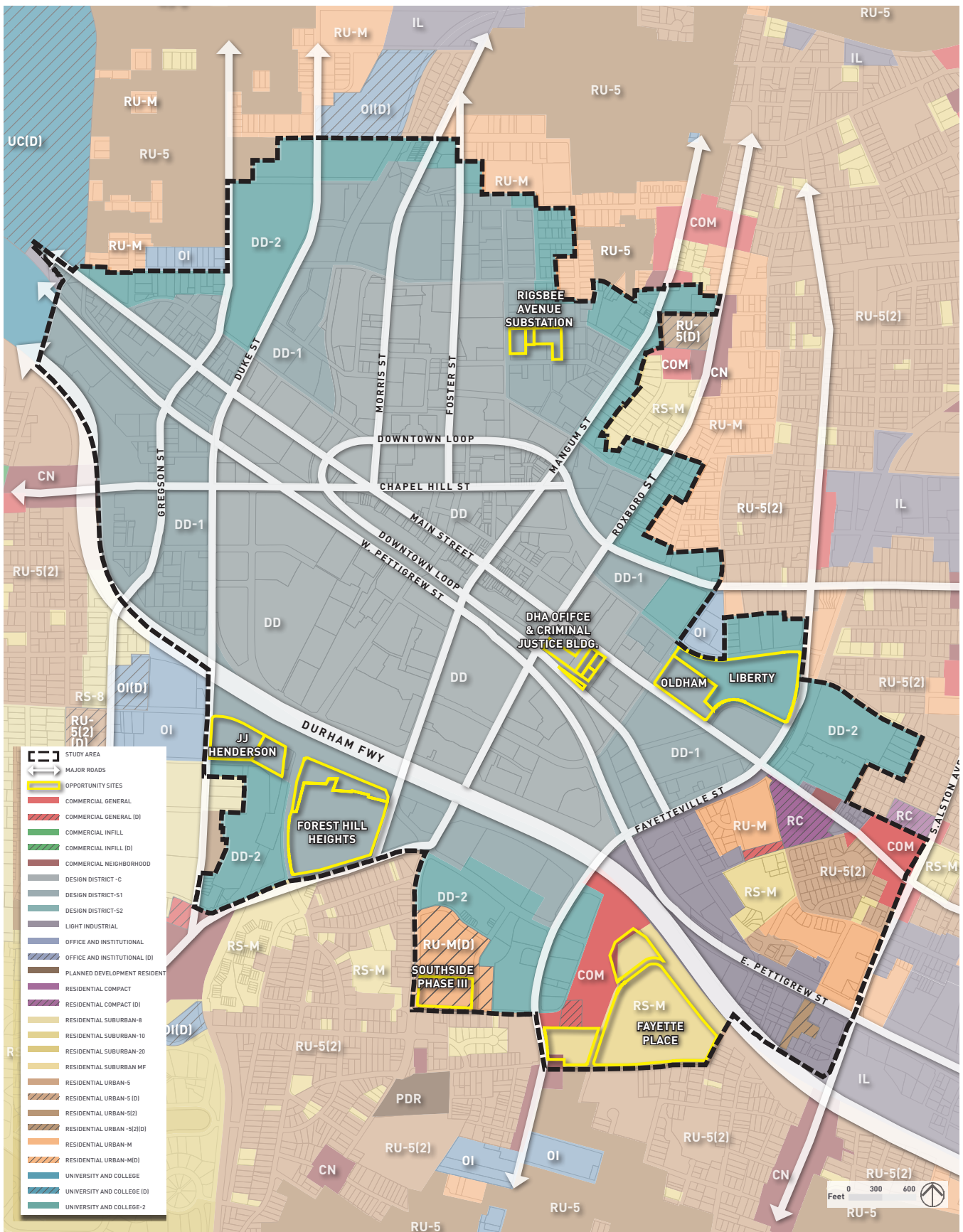


Figure 41: Zoning

EXISTING LAND USE

Figure 42 was created to help understand the type of existing land uses and the building typologies within the study area and opportunity sites, in particular.

The study area is predominantly a part of Downtown Design District and is designated as Commercial Area (COM), Commercial Area Office, Commercial Area Multi-use and Community/Civic (CMNTY).

Fayette Place, Southside Phase III, and portions of J.J. Henderson and Forest Hill Heights are vacant. The other part of J.J. Henderson, Forest Hill Heights, and Oldham Towers are designed as Commercial Area Multi-Use. The Liberty Street site is designated for Commercial Area. DHA Office and Criminal Justice Building and Rigsbee Avenue Substation are designated for Community/Civic (CMNTY) uses.

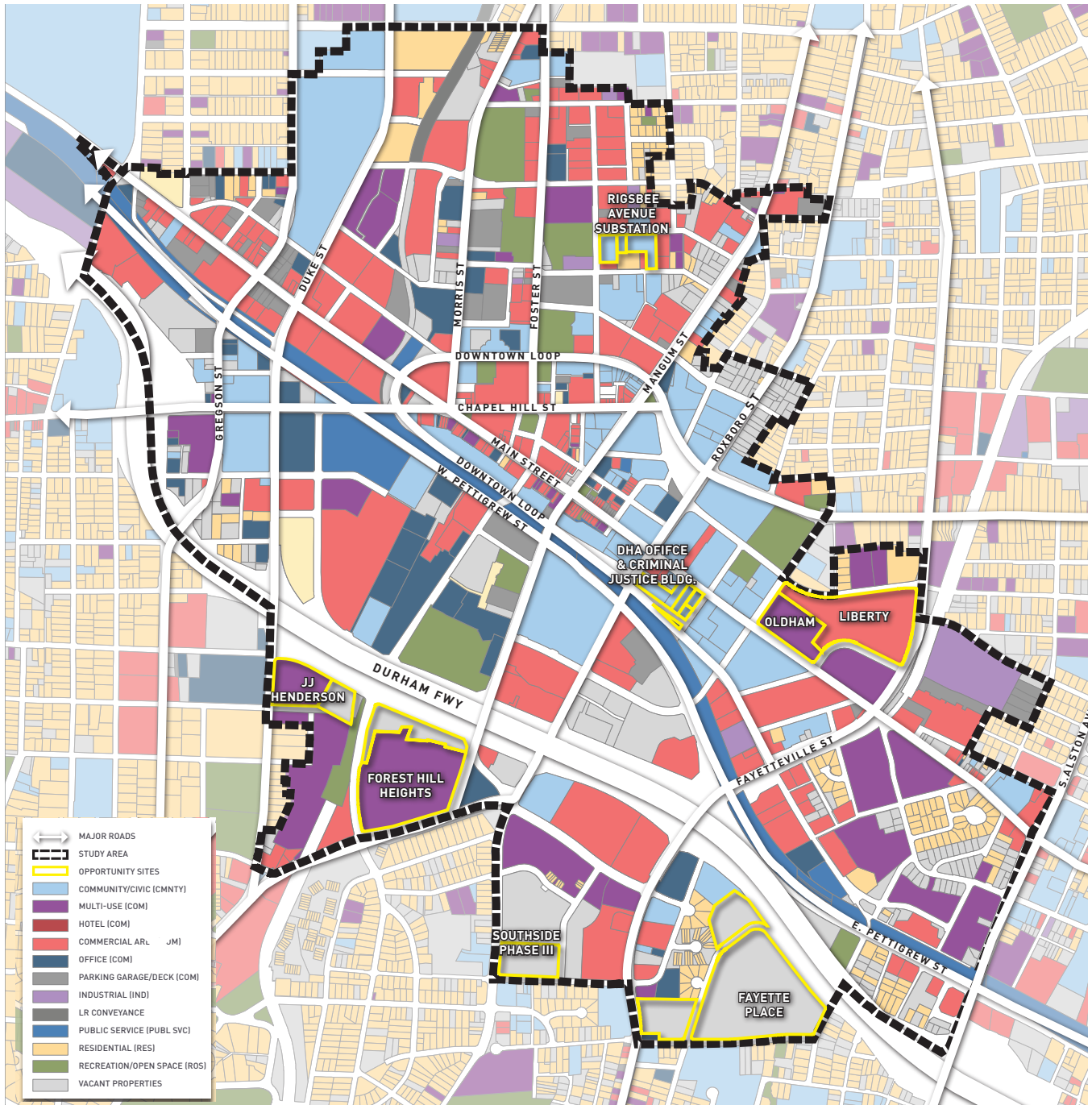


Figure 42: Existing Land Use

FUTURE LAND USE

In the Future Land Use Map (Figure 43), almost the entire study area is designated as a Design District, except for Southside Phase III, which is Medium Density Residential allowing about 20 units per acre. The rest of the opportunity sites are intended for a higher density Transit-Oriented Development. Design districts shall be established to regulate the physical form of specific areas within the community.

They regulate the relationship between buildings and the streetscape by focusing on mass, scale, and character along the street. The emphasis is on appropriate building placement and massing rather than specific land uses. They are intended to encourage innovative projects that are integrated and compatible with nearby development.

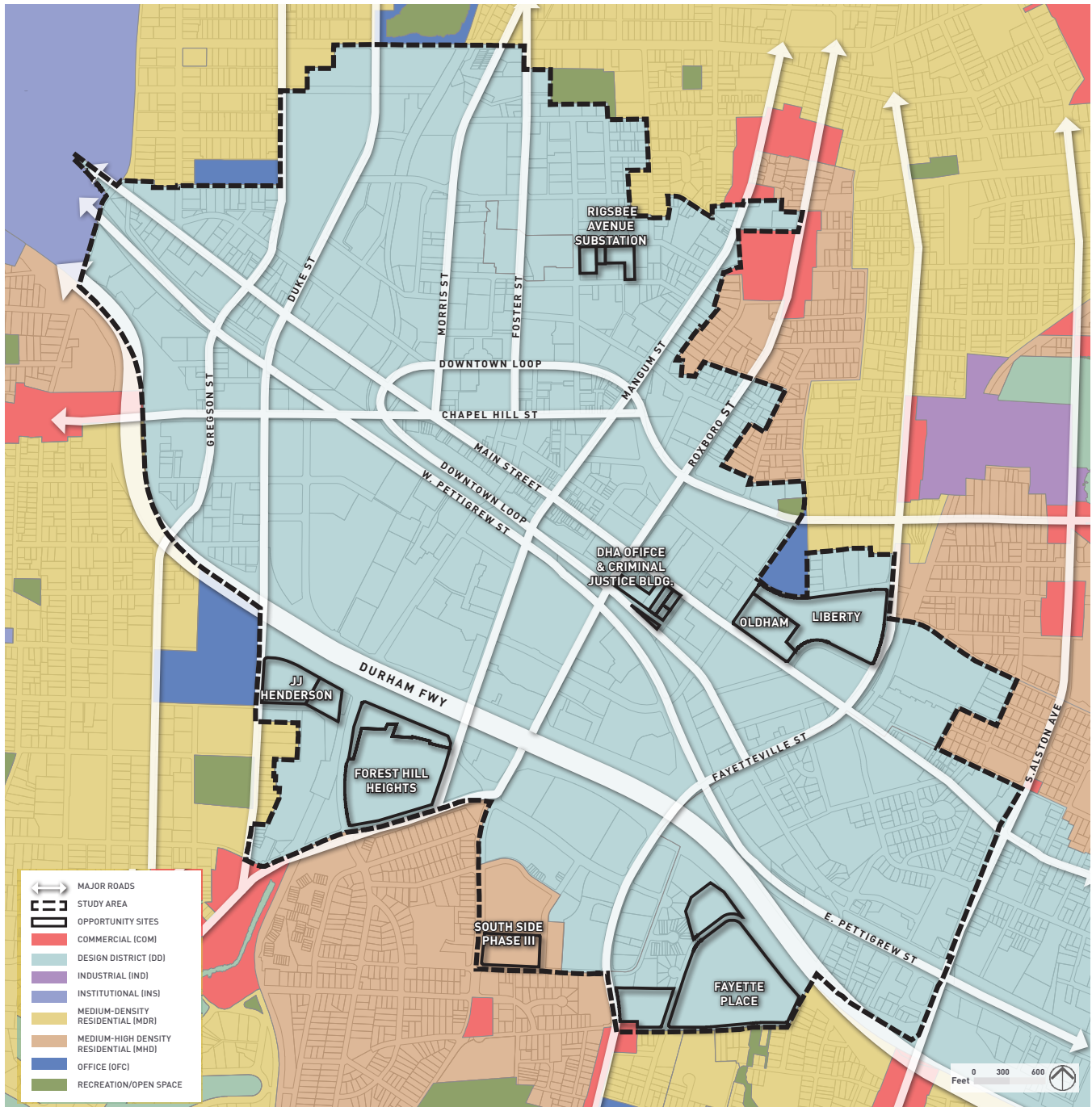


Figure 43: Future Land Use

HISTORIC ASSETS

The map below (Figure 44) emphasizes the registered National and Local Historic Districts along with the Local Historic Landmarks in and around the study area. Historic District Overlays may be established to preserve areas and Landmarks with special significance in terms of prehistorical, historical, architectural, or cultural importance, and integrity of design, setting, materials, feeling, and association.

The DHA Office and Criminal Justice Building are established as a part of a Local Historic District and the Criminal Justice Building, located at 326 East Main Street, is the only historic building built in the year 1926 among the eight opportunity sites. It is of absolute necessity to preserve the historic markers and elements of the building during the creation of a design solution.

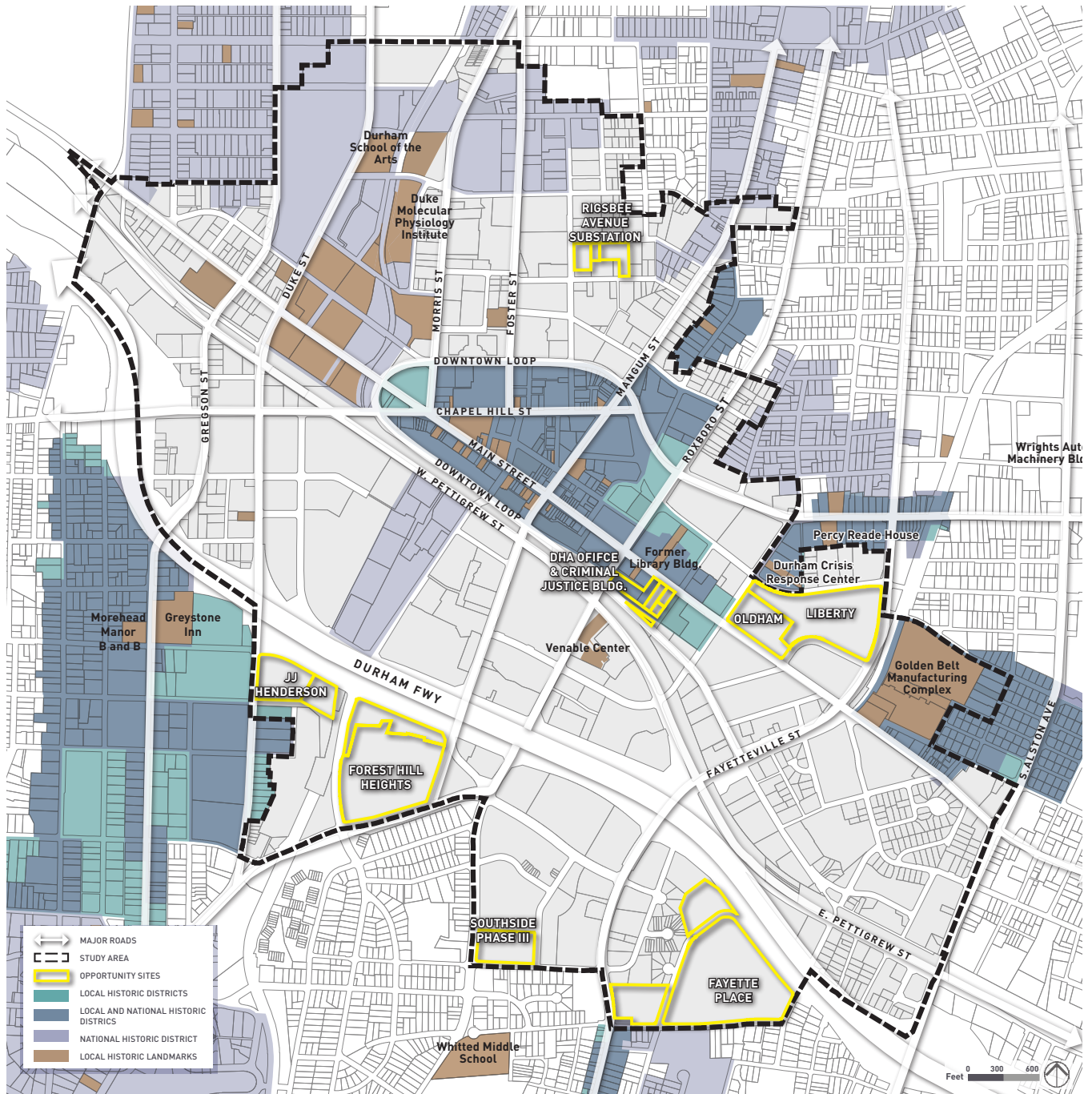


Figure 44: Historic Assets



Figure 45: Left, Alexander Ford. Right, Johnson Motor Company, 1976. Looking southeast from E. Main.



Figure 46: Left, Durham Housing Authority. Right, Criminal Justice Building, (2007). Looking southeast from E. Main.



Figure 47: The Johnson Buick parking deck, 1968 (Courtesy Noell Nicholson Schepp)



Figure 48: Johnson Motor Company, 1968 (Courtesy Noell Nicholson Schepp)

*All the above images are sourced from: www.opendurham.org

TRANSIT NETWORK

The map below (Figure 49) demonstrates the existing public transit routes and networks to help understand if there are any lags in transit connection among the study area/opportunity sites. Currently, more than half (57%) of the residents that live in the four occupied DHA sites use the bus as their primary mode of transportation. Residents of J.J. Henderson and Oldham Towers showed the highest bus use (66% and 65%, respectively). Liberty Street families have the highest use of cars, with nearly

half (48%) using their own cars as their primary mode of transportation. A slightly higher proportion of Liberty Street households reported a “very big” or “somewhat big” barrier to transportation (19%) during the survey, in comparison to the overall rating of only 12% having reported no access or unreliable access to transportation.

All the opportunity sites have access to at the least one if not more transit routes. The grey dots in

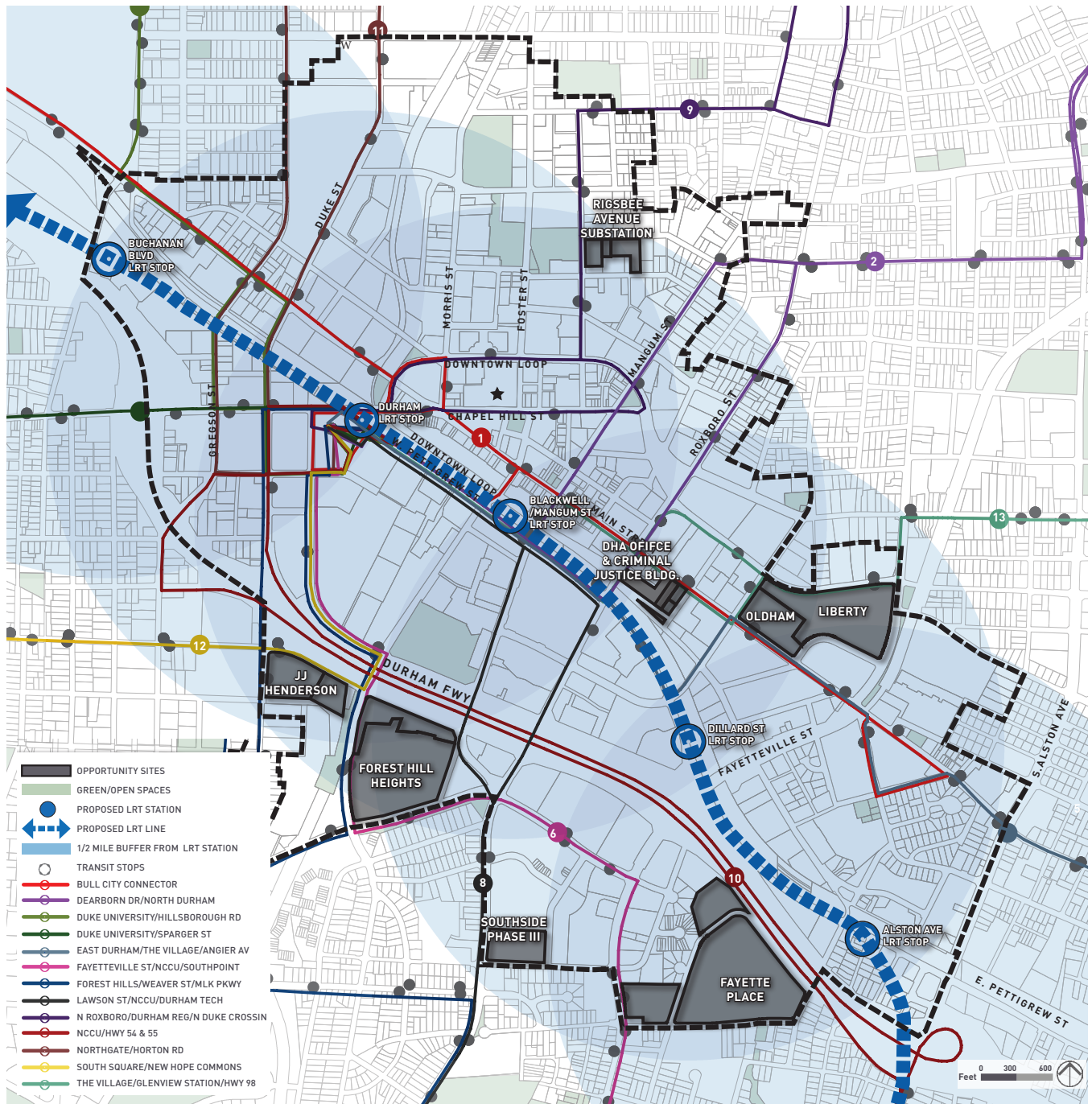


Figure 49: Transit Map
 *Note: LRT no longer proceeding

Primary Mode Of Transportation

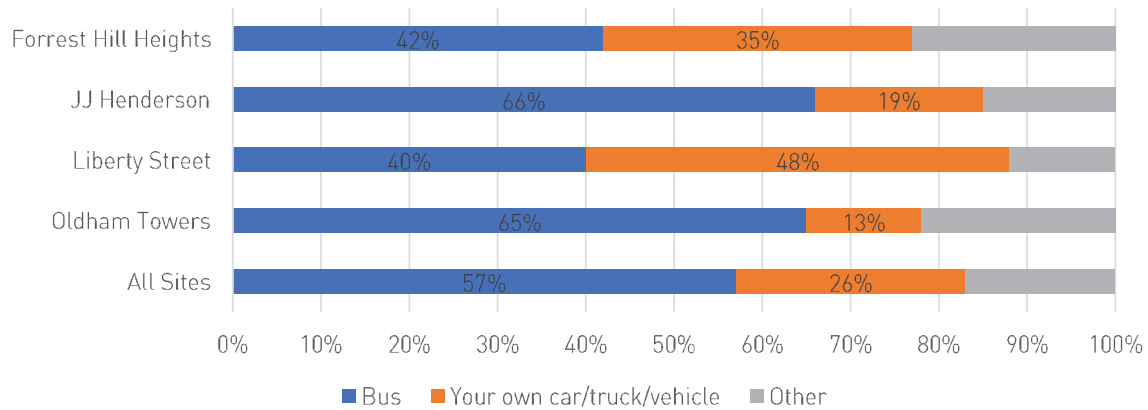


Figure 50: Primary Mode of Transportation

* Note: Fayette Place site has no data, as it is currently vacant.

Source: DHA Resident Survey, administered Feb-Mar 2018

the map represent bus stops along a transit route. The blue dots and the shaded blue circles indicate the new LRT stops and a ½-mile walking distance (approximately 10 minutes) from the stops³.

OPEN SPACE NETWORK

While a City’s zoning focuses on urban design principles that would drive any development, the 2014 Downtown Open Space Plan has established targets to make the City sustainable, walkable, and livable. The Open Space Network map (Figure 53) shows the opens spaces that currently exist in and around the study area highlighting any proposed open space projects identified in the Open Space Plan. Most of the existing open space is clustered around the American Tobacco Trail (Figure 51). Considering a ¼-mile walking radius from an existing open space/recreational space, a large portion of Downtown is serviced by the Durham Central Park (north of the study area) (Figure 52). The east side of Downtown being mostly residential or institutional, the open spaces associated with them are predominantly private. The southeast part of the study area being more residential and industrial has minimum to no open space, especially in proximity to the two opportunity sites: Fayette Place and Southside Phase III. J.J. Henderson and Forest Hill Heights have considerably more access to open spaces than the other DDNP sites. This analysis poses a striking need for planned open space/recreational space within each opportunity site to compensate for the lack of open space around them.



Figure 51: American Tobacco Trail

Source: TrailLink



Figure 52: Durham Central Park

³ The Light Rail Transit effort is no longer proceeding.

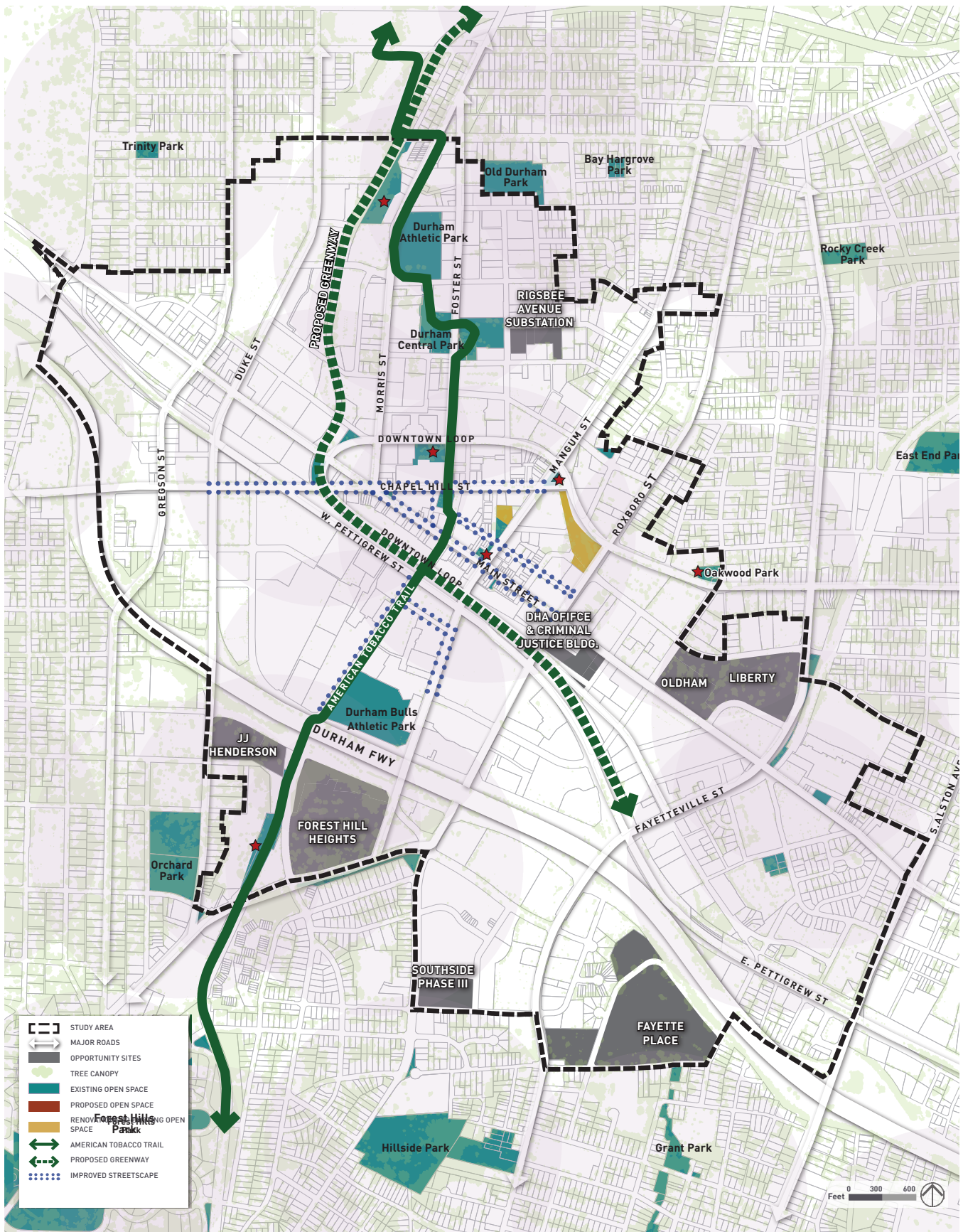


Figure 53: Open Space Network

CRIME AND SAFETY

Data from the resident survey reflect residents' perception of crime and safety in their neighborhood. Feeling safe varied greatly depending on their residence and time of day. A majority of residents, or people they know, have experienced at least one crime in their home or neighborhood. The most commonly experienced crimes are listed in Table 9.

In all of the opportunity sites, especially Oldham Towers and Liberty Street residents, reported gun shots as the most experienced crime followed by selling/using drugs, assault/physical attack, and gang related activity.

The Map (Figure 54) highlights the crime hotspot areas (based on the number of reported incidents

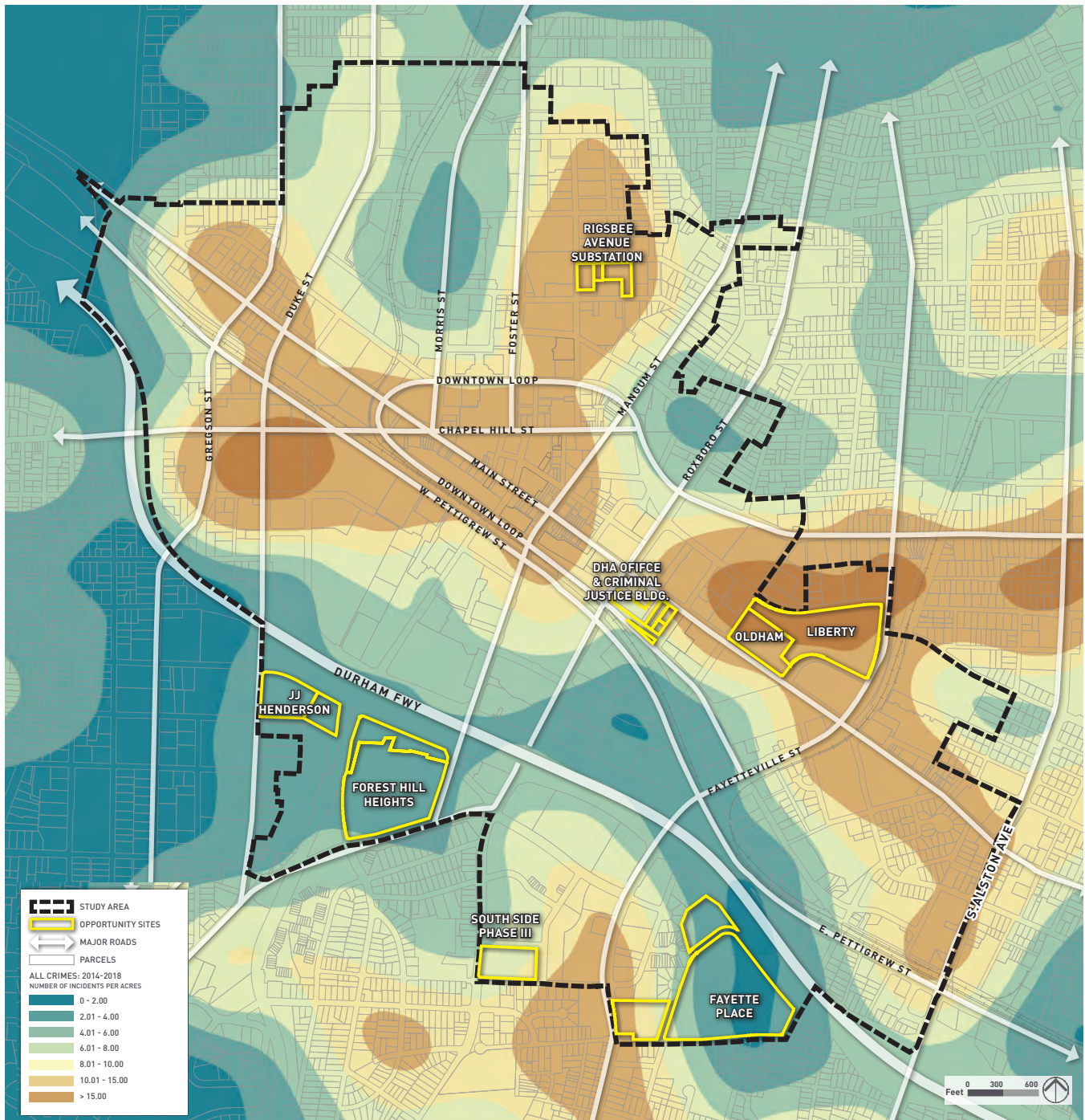


Figure 54: Crime Analysis of All Crimes

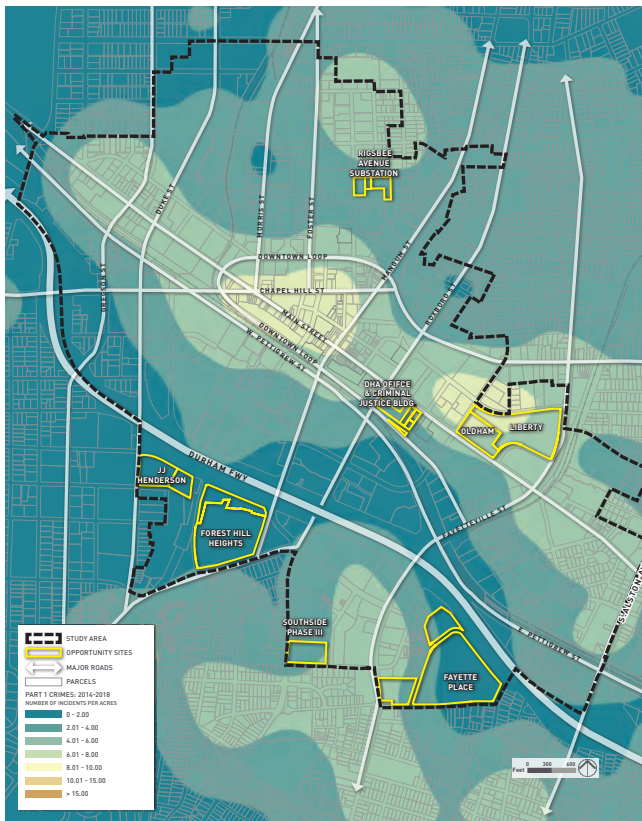


Figure 55: Crime Analysis of Part I violent crimes

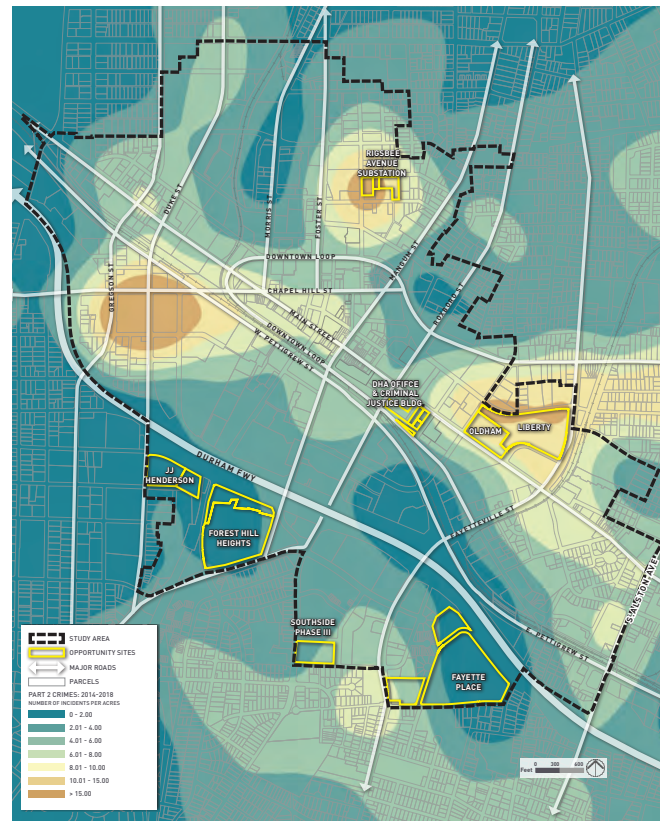


Figure 56: Crime Analysis of Part II non-violent crimes

2014-2018). Darker brown areas in the map (Figure 54) indicate areas with higher number of incidents being reported. Oldham/Liberty sites are marked as a crime hotspot, which corresponds to residents' survey results and concerns about safety. Fayette Place and Southside Phase III are currently vacant so not many crimes have been reported in those sites. J.J. Henderson and Forest Hill Heights are comparatively safer than the rest of the opportunity sites.

Part 1 crimes include violent crimes such as murder, rape, etc. The study area as a whole has a lesser number of Part 1 crimes.

Part 2 crimes include robbery, theft, and other non-violent crimes. North of the study area has reported more Part 2 crimes than Part 1 violent crimes. More incidents have been reported around the Oldham/Liberty site, especially along Liberty Street.

Most Commonly Experienced Crimes

Most Commonly Experienced Crimes	All Sites	Oldham Towers	Liberty Street	J.J. Henderson	Forrest Hill Heights
Gun shots	38%	49%	76%	16%	28%
Sale and/or use of drugs	21%	25%	41%	12%	9%
Assault/Physical Attack	16%	24%	18%	14%	5%
Gang-related activity	10%	10%	29%	4%	0%
Murder	7%	6%	24%	1%	2%
Youth violence	7%	3%	22%	3%	0%

Table 9: Most Commonly Experienced Crimes

* Note: Fayette Place site has no data, as it is currently vacant.

Source: DHA Resident Survey, administered Feb-Mar 2018

Residents Who Feel Somewhat or Very Unsafe

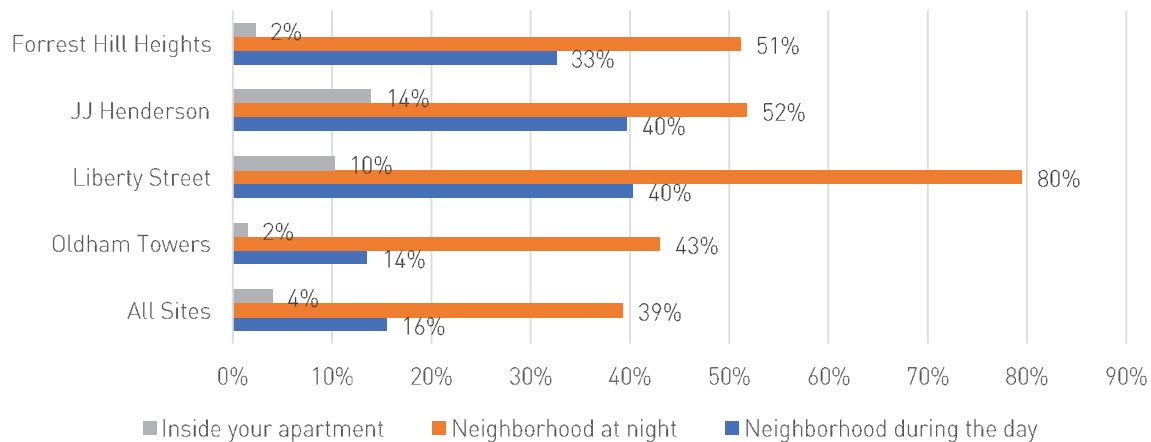


Figure 57: Residents Who Feel Somewhat Or Very Unsafe
 * Note: Fayette Place site has no data, as it is currently vacant.
 Source: DHA Resident Survey, administered Feb-Mar 2018

MARKET ASSESSMENT

A residential market study prepared by Zimmerman/ Volk Associates and a commercial analysis was completed by W-ZHA in 2018. The market study findings are included as an appendix.

Market Study Highlights:

- The market for new housing in downtown Durham is very strong and growing, and will continue to put pressure on housing affordability.
- There is an average annual potential of 24,320 households with the potential to move into Durham over the next 5 years; of this, 46% of this potential marking will be moving to Durham from outside the City limits.
- The market study estimates an annual average of 4,860 households who have the potential to move into the DDNP study area each year over the next five years.
- The potential market (rental and for sale) includes 55% younger singles and couples, 25% empty nesters and retirees, and just under 20% traditional and non-traditional families.

- Of the potential renters, two-thirds of them are younger singles and couples, 18% are empty nesters and retirees, and 15% are traditional and non-traditional families.
- A third of the potential renters have incomes at or above 100 percent of the AMI (\$56,500 for a single-person household to \$72,600 for a three-person household), so the potential for mixed-income rentals is strong.
- 61% of likely renters are likely to move into a multi-family rental development.
- Though vacant currently, Fayette Place has the least potential for mixed-income in the next 5 years but it also has the strongest potential for a large-scale retail presence. The assessment assumes that as the rest of the area improves, and as the planned public transportation infrastructure improvements are made, this site will be well positioned as a transit-oriented development that can absorb significantly higher densities.



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PREFERRED DEVELOPMENT PLANS



This chapter presents the preferred site development plans for each opportunity site and the process of developing the plans with community input.

FOCUS AREA 1

Focus Area 1 (as seen in the map below Figure 58) includes Oldham/Liberty, DHA Office and Criminal Justice Building and Rigsbee Avenue Substation. The sites are all located north of Durham Freeway. Of the three sites, the Oldham/Liberty site is the only one with residential use. The DHA Office/Criminal Justice Building and Rigsbee Avenue Substation sites are public office spaces. Each of the Focus Area

sites are further analyzed to understand the existing site conditions, the community's expectations and the City's growing demand for affordable housing. The study concluded with a Preferred Development Plan for each of these sites based on all the input that was received through community workshops, stakeholder meetings and the development team discussions.



Figure 58: Aerial map highlighting Focus Area 1 sites: Oldham/Liberty, DHA Office/Criminal Justice Building and Rigsbee Avenue Substation



Figure 59: Oldham Towers



Figure 60: Existing Liberty Street Apartments



Figure 61: View of Main Street looking west



Figure 62: View of Elizabeth/Fayetteville Street looking south



Figure 63: DHA Office/Criminal Justice Buildings



Figure 64: Rigsbee Avenue Substation

Oldham Towers / Liberty Apartments

Existing Conditions

The Oldham/Liberty site owned by DHA, with a total area of 12.7 acres, is located in a prime spot along the arterial roads: Main Street to the south, Elizabeth Street to the east, and Liberty Street running along the northern edge of the site. This location has the advantage of being highly visible and accessible from all main Downtown roads.

There are multiple developments (County Parking Lot Site 1 and 2, Golden Belt Renovation and the new Police Headquarters) currently under construction or planned for execution within the vicinity. These developments present a unique opportunity to design a site that complements and accommodates the surrounding developments.

Oldham Towers is a senior and disabled housing community, developed by DHA in 1969, and named after former DHA Executive C.S. Oldham. Oldham Towers is seven floors, with 106 units and a ground floor community space. The Oldham Towers site is currently zoned as Downtown Design District-S1. The Liberty Street Apartments are a multifamily public



Figure 65: Oldham/Liberty Landuse: Surrounding area properties

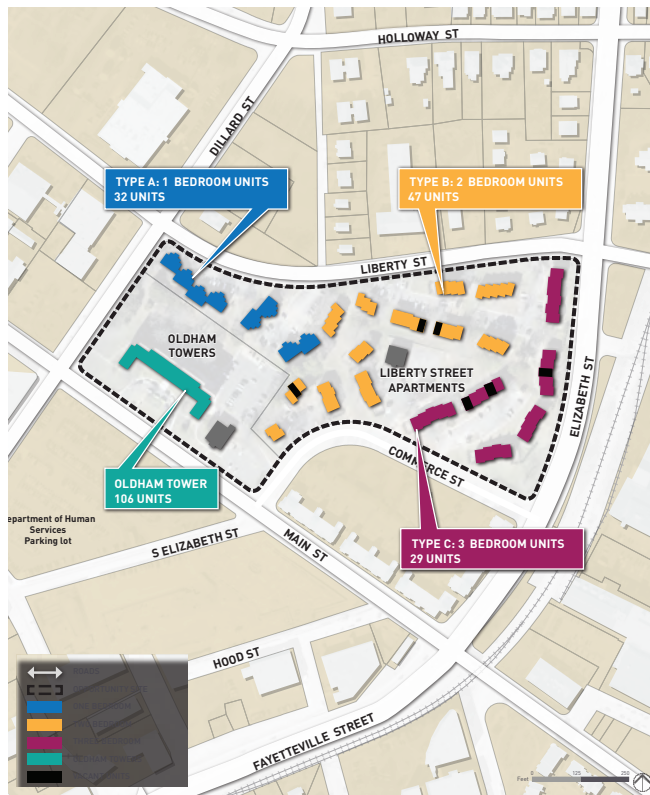


Figure 66: Oldham/Liberty Building Typology & Existing buildings



Figure 67: Oldham/Liberty Connectivity Analysis

housing community built by DHA in 1972. There are 108 units. Liberty Street is the only traditional family housing site, with 47% of its households having one or more children. The Liberty Street site is zoned as Downtown Design District-S2. The site is predominantly surrounded by community/civic and commercial land uses (refer to Figure 65). Existing buildings, locations and typology mix is shown in the Map, Figure 66.

Figure 67 identifies the connectivity issues of the site. There are currently no internal vehicular connections within the site; the site has multiple access points and all of these are directly from the main roads. This site is well connected to the rest of the city through three transit routes. There are areas

of major grade change in the site that create internal connectivity issues. There are a few planned open spaces around the site and there is a well-connected sidewalk system along the edges of the site to ensure safe pedestrian connections.

After assessing the existing conditions, a series of visioning exercises were conducted to understand the community's needs for services, open spaces, amenities/accessibility and other pressing issues faced by the residents. Based on the community's input, a set of Conceptual Site Design alternatives were produced and presented to the community along with potential architectural character options. The resultant Preferred Development Plan was developed based on the community's feedback.

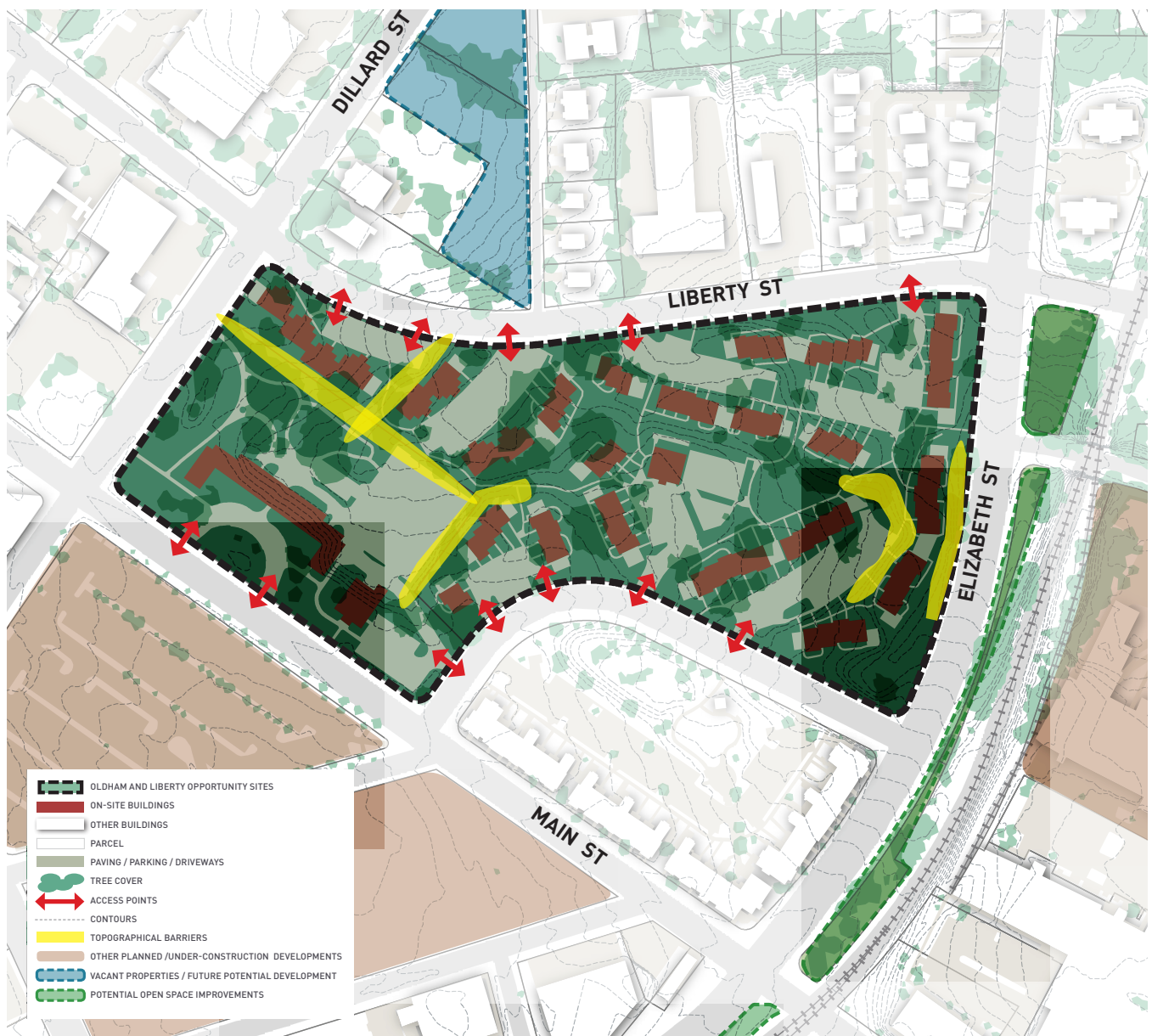


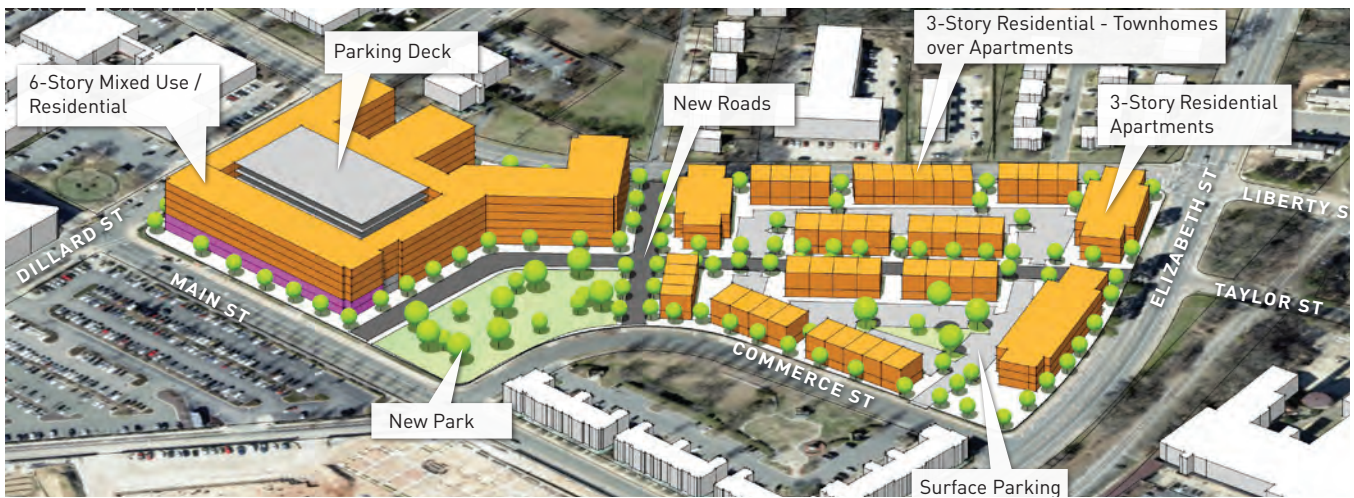
Figure 68: Oldham/Liberty urban design analysis

Site Plan Options Presented to the Community

Option 1



Option 2



Option 3



Architectural Character Options

Transitional Mixed-Use Building



Traditional Mixed-Use Building



The Community Said:

- *Breakup the superblock with roads*
- *Introduce a mix of housing type*
- *Maintain a good balance between density and open space*
- *Try to achieve a higher density, closer to Main Street developments rather than the surrounding neighborhood*

Modern Mixed-Use Building



Contemporary Mixed-Use Building



Community workshop conducted on May 22, 2018.

*Dots indicate number of votes in favor.
A full summary of results from all community workshops is included as an appendix and is available on the project website.

Preferred Development Plan

The DDNP Planning Team conducted the first Community Workshop on the Focus Area 1 opportunity sites on May 22, 2018. Residents and community members gave their input on the design options presented by the DDNP Planning Team. After incorporating the comments received, the Preferred Development Plan was created (Figure 70). The proposed plan for the Oldham/Liberty site includes a mix of housing to maximize density and be sensitive about the transition between intense Downtown Core and residential zones. The proposed Oldham/Liberty site plan, with 532 units, has three distinct design characteristics:

- A 46,000+ s.f. central open space dividing the mid-density three-floor walk-up apartments to the east, and the urban high-rise, mixed-use residential wrap buildings to the west. This development plan has two new roads, lining either side of the central open space, leading to better and direct connections into the site from Liberty and Commerce Streets. Having additional access points to these new proposed developments creates a more walkable environment for the pedestrians. This central open space will not only serve as an asset to the future Oldham/Liberty tenants, but to a larger

area, currently undeserved in its amount of open space assets.

- The Main Street frontage, on the main Downtown arterial road, is designed as a four-story, high-density, mixed-use, wrap building. The first two levels (47,200 s.f. in total) of this building are proposed for office and non-residential uses. The DHA office currently located at 330 East Main Street, is meant to occupy 20,000 s.f. of the non-residential space at the ground level of the proposed development. The remainder of the wrap-building is designed as four-story apartments with a 29,700 s.f. of semi-private courtyard open space and a five-story parking deck.
- The eastern part of the site is comprised of eight three-story residential walk-up apartments surrounding a central surface parking lot.

As a design strategy, there are smaller open spaces distributed across the site. The buildings are designed to face the open spaces to ensure safety and maximum utilization.



Figure 69: Community Members and Residents Providing Input on the Oldham/Liberty Site Design Options



Figure 70: Proposed Preferred Development Plan for Oldham/Liberty Site



Figure 71: Conceptual View of Preferred Development Plan for Oldham/Liberty Site

DHA Office and Criminal Justice Building

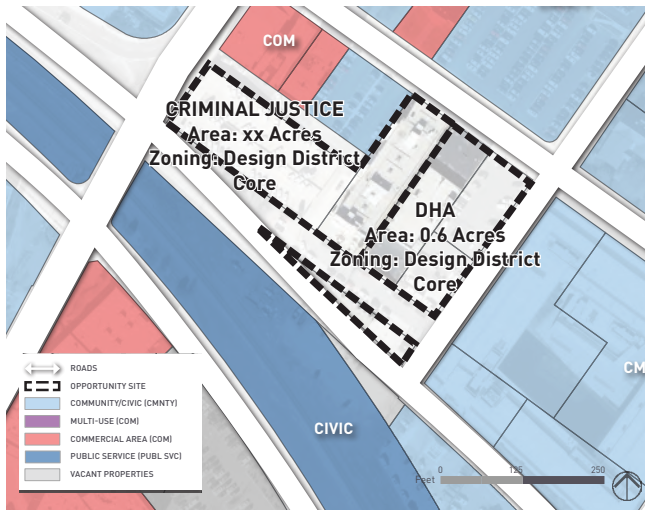


Figure 72: DHA Office and Criminal Justice Building: Surrounding area properties.

Existing Conditions

The DHA Office, owned by DHA, and Criminal Justice Building, owned by the County, are located just outside the Downtown Loop. It is bordered by Main Street to the north, the Downtown Loop/Ramseur Street to the south, and Queen Street and Roxboro Street to the east and west respectively. This site is located in the heart of the Downtown Design Core (DD-C) Zoning district, and is surrounded by dense urban developments. Both of these buildings are in a Historic District and were built in the 1900's. The history and location of these sites presented the challenge of developing a design that amalgamates the historic significance and urban context of the building and the site.

The DHA Office, located at 330 E Main Street, was built in 1924 as a three story sales and services building for Alexander Motor Company by Architects Milburn and Heister. It is a 16,128 s.f. Beaux-Arts, masonry building. Later, around the 1970's, Alexander Ford left the building to move to a bigger property that is now called University Ford. The Criminal Justice Building is a 14,670 s.f. masonry, brick, and stone building located at 326 E Main Street, built in 1926, and formerly the Johnson Motor Company. After 1978, and until 1984, this building was Start Buick and is currently being used as the Durham County Sheriff's Department.

One of the challenges in designing a site located on an urban corridor is to accommodate a dense

development without compromising the quality of space. Being in the heart of Downtown, the developed site plan needed to be sensitive of the historic significance of the two buildings and street level interaction. As a major requirement of the DD-C zoning district, the site plan was expected to encourage bicycle/pedestrian movement through the block and provide a safe environment through smart streetscape design.

After conducting a series of existing conditions analyses, the community was asked to give their feedback on their vision for the sites combined. Based on the community's input and the city's requirement, multiple site plan design options were produced and presented to the community for feedback. The Preferred Development Plan was the outcome of incorporating the comments received from the stakeholders, DHA residents and community members and the growing affordable housing demand of the city.

Preferred Development Plan

The Preferred DHA Office and Criminal Justice Building Development Plan (Figure 73) has a mix of uses to maximize density without having to compromise on integrating quality open spaces within the site. The plan yields 290 residential units with 360 parking spaces. The building is a wrap product that preserves the existing Criminal Justice Building along with its historic façade along Main Street; this helps to break up the monotonous building façade (over 500 feet long) and enhance the pedestrian experience. This variety in architectural details paired with a good streetscape design help reinforce the intent of the DD-C district to steer pedestrian/bicycle-oriented development in Downtown. The Main Street frontage of the building is mixed-use with varying building heights/levels, thereby avoiding an imposing building mass on the street users. The southern portion of the building, towards the Downtown Loop/Ramseur, is a 6-7 story residential complex wrapping 30,000+ s.f. of internal green/open space. Most of the building's parking is accommodated in a five-story parking deck along Roxboro Street. The mix of uses, and the play of building heights and façades will interest the users and occupants to stop and enjoy the building experience.



Figure 73: Proposed Preferred Development Plan for DHA Office and Criminal Justice Building Site



Figure 74: Conceptual View of Preferred Development Plan for DHA Office and Criminal Justice Building Site

Rigsbee Avenue Substation



Figure 75: Rigsbee Avenue Substation

Existing Conditions

The Rigsbee Avenue Substation site at 516 Rigsbee Avenue includes two masonry office buildings totaling 29,800+ s.f.. The area around Rigsbee Avenue and Broadway Street was more affluent in the later end of the 19th and early 20th centuries, but it was eventually overridden by industrial buildings. The Rigsbee Avenue Substation was built in the 1960's by the Southern Parts and Electric Company and functioned as a police substation. The building was vacant for some time and the department of Community Development recently moved into the building. This site is located in the DD-S1 zoned district, which encourages higher-density development to support the Downtown Core.

Preferred Development Plan

The building is a 6-story, mixed-use, podium-wrap structure along Rigsbee Avenue, over-looking the Durham Central Park. The building gradually steps down in height along Broadway Street to five stories. The development transitions to a three-story, mid-rise, walk-up apartments towards



Figure 76: Historic Image of High-end residential at Rigsbee Avenue and Broadway Street, Source: Open Durham

the east with surface parking. This difference in building height creates visual interest and smooths the transition to the adjacent neighborhood. The two buildings yield a total of 136 units and approximately 7,600+ s.f. of non-residential uses at the ground level along Rigsbee Avenue. The podium structure has a green roof/amenity space on its top level. This helps reduce the exposed roof surface, which in turn reduces the carbon footprint and cuts down on the heat island effect of the parking deck. The surface parking is surrounded by landscape along the edges to reduce its visual impact from Hunt Street and other adjacent properties.

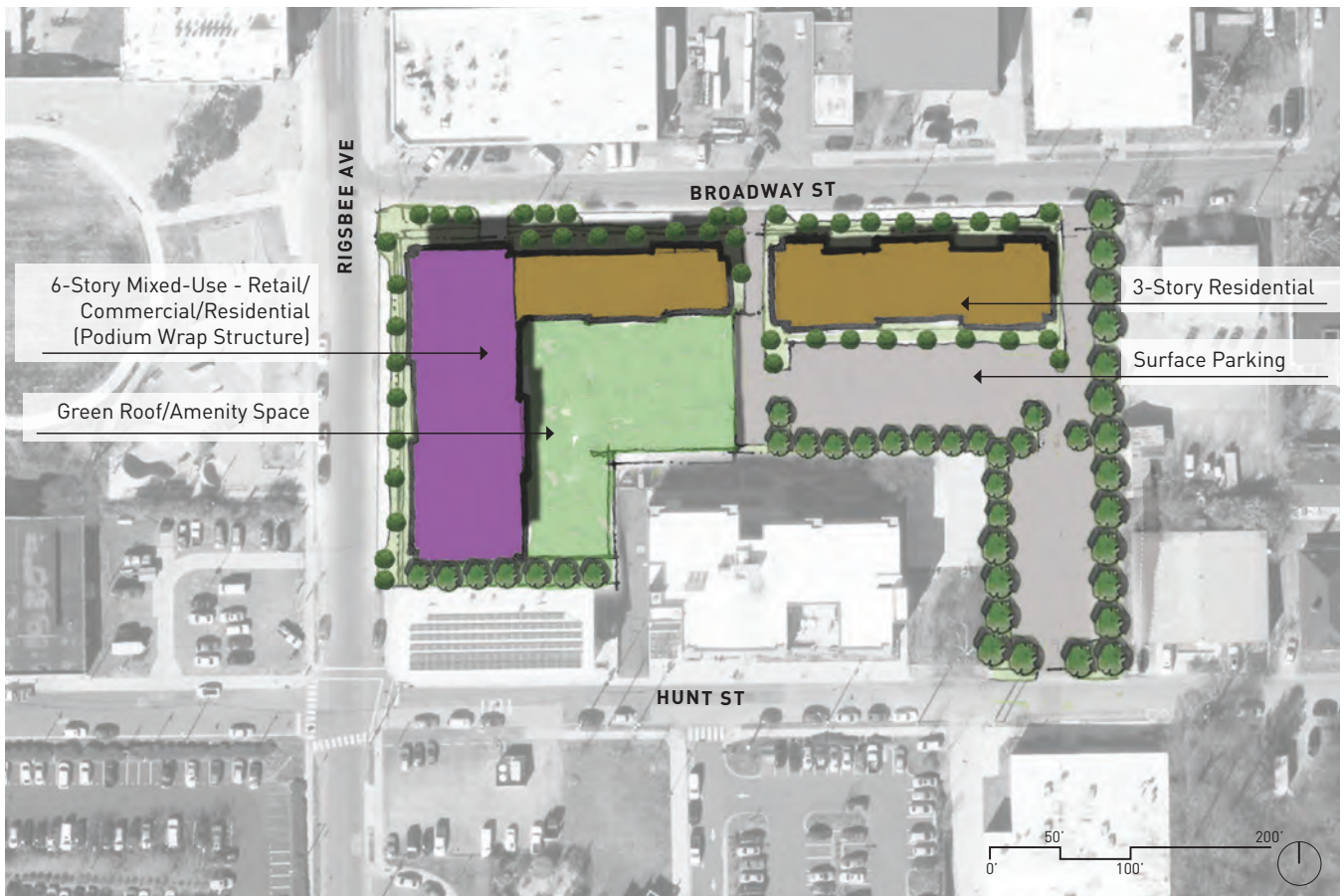


Figure 77: Proposed Preferred Development Plan for Rigsbee Avenue Substation Site



Figure 78: Conceptual View of Preferred Development Plan for Rigsbee Avenue Substation Site

FOCUS AREA 2

Focus Area 2 includes the Fayette Place and Southside Phase III sites with a total developable area of 22.7 acres, located southeast of the Durham Freeway, but are vacant at present. These sites have a strategic advantage of their close proximity to the newly proposed LRT line*. Fayette Place is a DHA-owned public housing site and Southside Phase III is owned by the City of Durham. Both of the Focus Area 2 sites are further analyzed to understand the existing site conditions,

the community's expectations on the future development plan, and the role these sites can play in meeting the growing demand for affordable housing.

This analysis and results from multiple community workshops led the team to develop the Site Plan options followed by the Preferred Development Plan for both sites.



Figure 79: Aerial map highlighting Focus Area 2 sites: Fayette Place and Southside Phase III
 *Note: The proposed LRT effort is no longer proceeding



Figure 80: Fayette Place site to the right looking from Merrick Street



Figure 81: Southside Phase III site to the right looking from Roxboro Street towards Morehead Avenue



Figure 82: Intersection of Fayetteville Street and Umstead Street looking north



Figure 83: Existing Commercial Development along Fayetteville Street

Fayette Place

Existing Conditions

The Fayette Place site, with a total area of 19.8 acres, is divided into three parcels by Merrick Street. The site being in close proximity to Durham Highway and the proposed new LRT³ line will aid in the success of a high-density transit-oriented development. While Fayette Place is lined by the Freeway along its entire eastern edge, it is surrounded by a combination of community and residential uses to the south along Umstead Street and commercial uses to the west along Fayetteville Street (Figure 84). The site's close proximity to the North Carolina Central University campus makes it more desirable for a affordable housing development.

Fayette Place was once a large public housing community that was built in 1967 by DHA. Buildings in the former Fayette Place site were brick masonry construction that served as replacement housing for residents that were relocated by urban renewal. The apartment complex of Fayette Place failed and was almost empty by the 2000s. In 2008, DHA sold the property to Campus Apartments, and in 2009 all the buildings were demolished leaving only the slabs, which still exist today. DHA exercised its option and repurchased the property in 2018 with financial



Figure 85: Fayette Place, new housing - 1967
Source: Open Durham



Figure 86: Fayette Place - 1967
Source: Open Durham

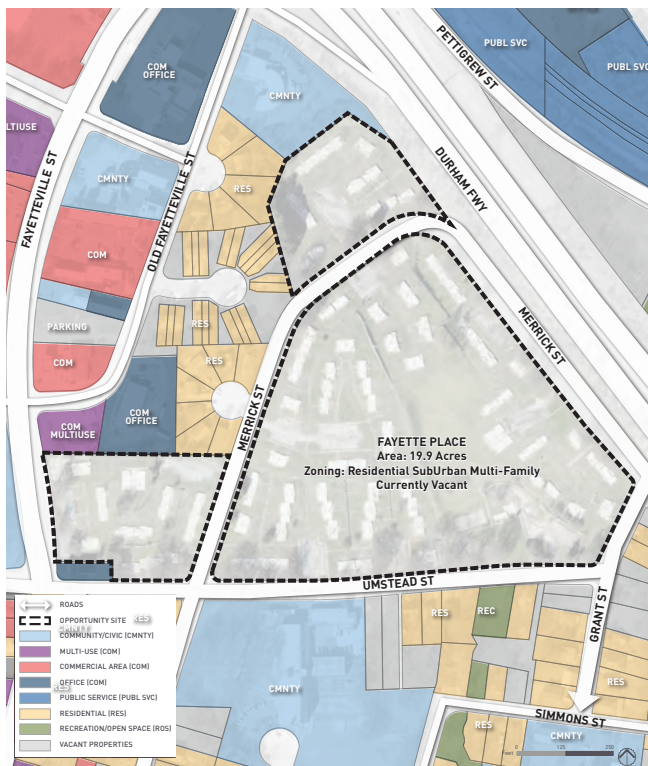


Figure 84: Fayette Place Landuse: Surrounding area properties

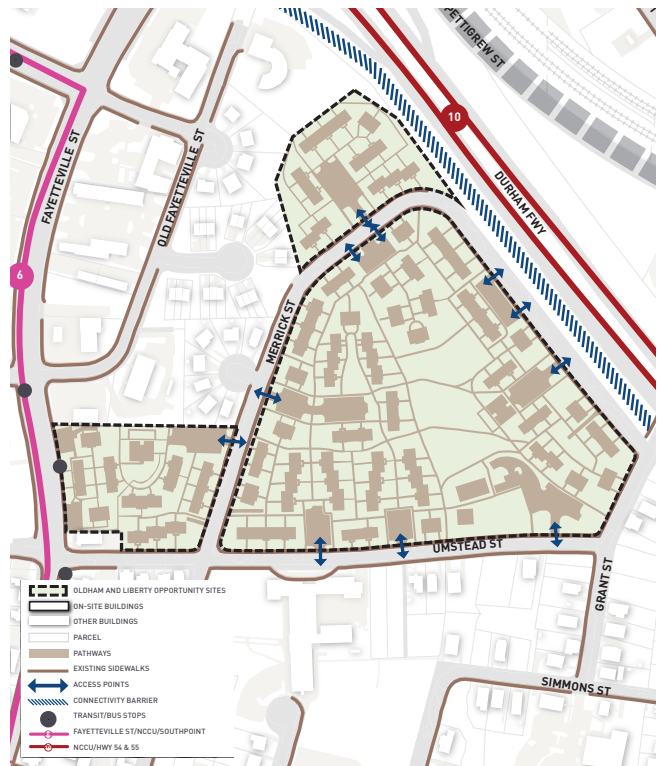


Figure 87: Fayette Place connectivity analysis

³ The Light Rail Transit effort is no longer proceeding.

support from the City. This part of Durham is in need of quality affordable housing and is located in what qualifies as a food desert without access to fresh daily produce and nutritious food.

Figure 87 identifies the connectivity issues of the site. The site has a potential for multiple access points from the main roads. Fayette Place is connected to the rest of the City through two transit routes. The site has some significant grade changes which creates internal connectivity challenges. Although Durham Freeway has many advantages, it is a visual and sound barrier to the site. There is a lack of accessible planned open spaces around the site that could serve this neighborhood.

A series of visioning exercises were conducted to get the community's input on the services, need for open space, amenities/accessibility, and understand pressing issues faced by the community. Based on the input received a set of design options were produced and presented to the community. The Preferred Development Plan is a synthesis of the community's feedback.



Figure 88: Fayette Place urban design analysis

Site Plan Options Presented to the Community

Option 1



Option 2



Architectural Character Options

Transitional Apartments



Contemporary Mid-Rise Apartments



The Community Said:

- *Target new development towards Lower density, single-family housing*
- *Include more green space, preferred over surface parking*
- *Consider the need for retail/commercial uses within the new development plan*
- *Introduce connections to the proposed LRT Station*

Traditional Mid-Rise Apartments



Modern Apartments



Community workshop conducted on July 23, 2018.

*Dots indicate number of votes in favor. A full summary of results from all community workshops is included as an appendix and is available on the project website.

Preferred Development Plan

Fayette Place is zoned for Residential Suburban Multifamily (RS-M) development with a Compact Neighborhood Overlay. Areas zoned as RS-M discourage low-density development. Many members of the community participated and shared their suggestions on the design options presented during the Focus Area 2 Community Workshop conducted by the DDNP team on July 23, 2018. After listening to the community's needs and concerns, the proposed Preferred Development Plan (Figure 90) was developed. The Fayette Place site is proposed to have a mix of housing typologies and density and is sensitive to the surrounding low-intensity residential developments. The largest section of the site is divided into smaller walkable blocks by three new roads. The central open space perpendicular to Umstead Street creates a clear access into the site, terminating in a new three-story residential development with 150 units looking inwards to a 55,900+ s.f. green open space. Two new roads line

this central open space. The roads then connect to a new horizontal road connecting Merrick Road to Grant Road. The four-story wrap building, east of the central open space steps down to three stories along the Umstead Street frontage to provide a smooth transition to the adjacent residential neighborhood, yielding a total of 215 units with a 19,000+ s.f. internal courtyard with a parking deck. To the west of the central open space are five walk-up apartment buildings ringing a central surface parking lot. The portions of Fayette Place fronting Fayetteville Street is intended to be a single-story, non-residential building (preferably a stand-alone grocery store or similar). The northernmost portion of the Fayette Place site is designed for two three-story walk-up garden apartments. Overall, the Fayette Place site redevelopment is intended to accommodate a total of 530+ dwelling units and 21,600 s.f. of non-residential building.



Figure 89: Community Members and Residents Providing Input on the Fayette Place Site Design Options



Figure 90: Proposed Preferred Development Plan for Fayette Place



Figure 91: Conceptual View of Preferred Development Plan for Fayette Place

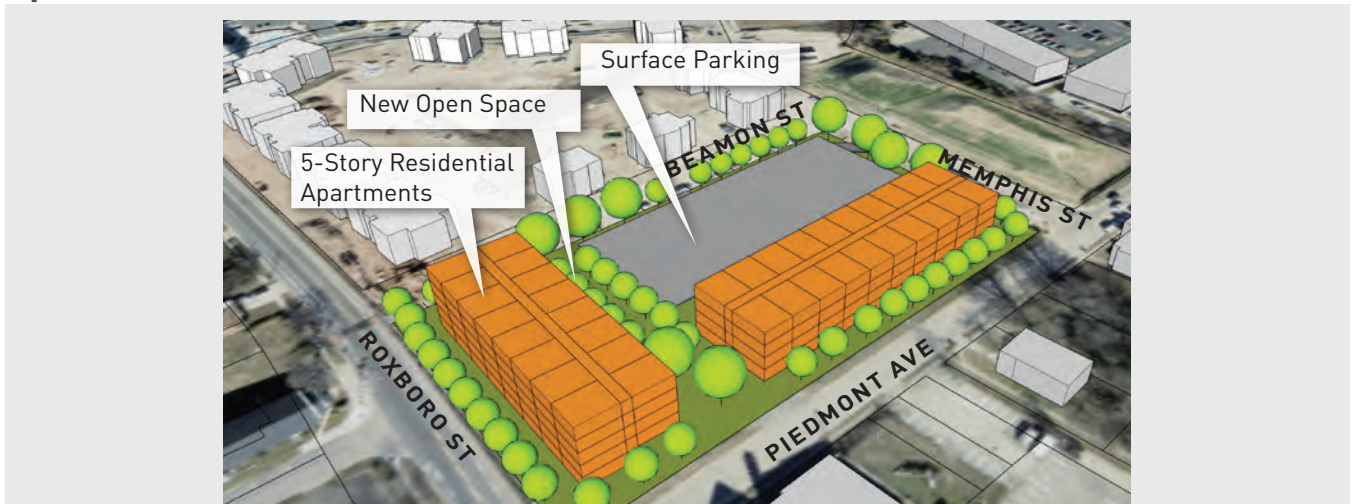
Southside Phase III

Site Plan Options Presented To The Community

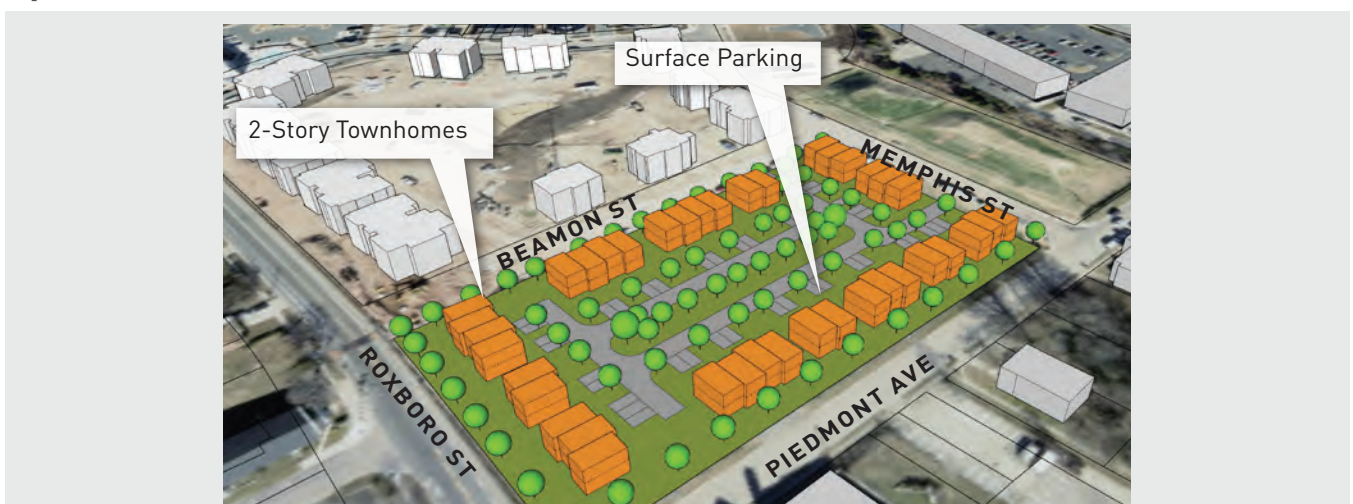
Option 1



Option 2



Option 3



Architectural Character Options Modern Apartments



Contemporary Apartments



The Community Said:

- *Have integrated open space*
- *Develop a design that is Compatible to the community*

Traditional Apartments



Traditional Apartments



Community workshop conducted on July 23, 2018

*Dots indicate number of votes in favor.
A full summary of results from all community workshops is included as an appendix and is available on the project website.

Existing Conditions

Southside Phase III, a 2.9 acres site, is identified as a final development phase of the Southside Redevelopment Plan. The Southside Phase III site is located on the southern edge of Downtown Durham, south of Durham Freeway, and is in close proximity to the Fayette Place site. Although the Southside Phase III site is relatively compact and in a less affluent part of town, the neighborhood is an up-and-comer in terms of its location and proximity to other thriving neighborhoods. The Southside neighborhood has several underutilized or undeveloped lots and has one of the lowest rates of home ownership. This in turn could encourage affordable housing investments that will help stabilize the economic disinvestment that has happened in the past. Southside Phase III is zoned as an Urban Residential Multifamily RU-M(D), which allows for a minimum of 20 units/acre development. Southside Phases I and II are completed and occupied.

Preferred Development Plan

The Southside Phase III development, as illustrated in Figure 94, is designed as a four-story corner apartment building, enclosing a centralized open space with a two-story, 225-car parking tray. This site is surrounded by streets which also allows for overflow street parking if needed. This building accommodates 144 units with two pocket open spaces, a 10,200+ s.f. internal open space and a 10,700+ square for open space at the southeast corner of the development.



Figure 92: Southside Phase III Landuse: Surrounding area properties.



Figure 93: Southside Revitalization Phase II Buildings



Figure 94: Proposed Preferred Development Plan for Southside Phase III



Figure 95: Conceptual View of Preferred Development Plan for Southside Phase III

FOCUS AREA 3

Focus Area 3 consists of two senior and disabled housing sites: J.J. Henderson Housing Center and Forest Hill Heights totaling 19.6 acres owned by DHA. Both of these sites are occupied. The following section highlights the two sites in Focus Area 3, studied further in detail to understand the existing site conditions, potentials and challenges

for development, community's expectations and the City's growing demand for mixed-income, mixed-use housing. The study concluded with a Preferred Development Plan for each of these sites based on the input that was received through community workshops, stakeholder meetings and Planning team discussions.

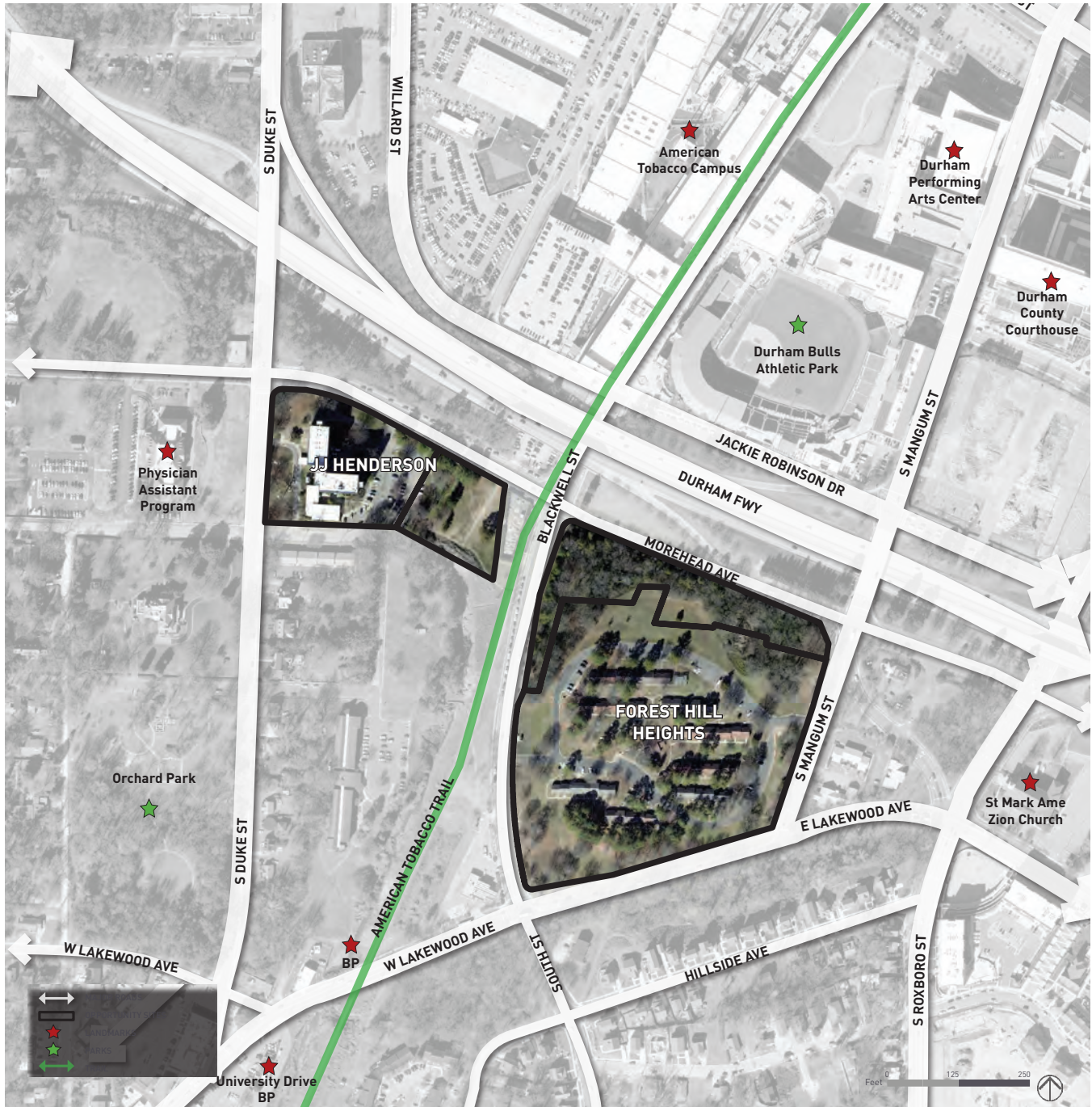


Figure 96: Aerial map highlighting Focus Area 3 Sites: Forest Hill Heights and J.J. Henderson



Figure 97: Looking from the west entrance of Forest Hill Heights towards S. Mangum Street



Figure 98: Forest Hill Heights Senior Cottages



Figure 99: View of Morehead Avenue looking north



Figure 100: View of Morehead Avenue looking west



Figure 101: J.J. Henderson Senior Housing Tower

Forest Hill Heights and J.J. Henderson

Existing Conditions

Forest Hill Heights and J.J. Henderson Housing Center are located southwest of Durham Freeway. The Forest Hill Heights site is surrounded on all four sides by streets: Morehead Avenue to the north with a dense tree buffer, Mangum Street to the east, Lakewood Avenue to the south, and Blackwell Street to the west. The J.J. Henderson Housing Center site, being very close to Forest Hill Heights, is also bordered by Morehead Avenue to the north, Duke Street to the west, and Blackwell Street to the east.

The American Tobacco Trail, a 22-mile trail system that was once broken into north and south sections by the Durham Freeway runs between both sites. In 2014, a bridge was opened to make the now uninterrupted trail system. This Trail system has one of its end points at Morehead Avenue and Blackwell Street. The Forest Hill Heights and J.J. Henderson Housing Center sites have great access to the City's prestigious trail system.

In the late 1800s, Eugene Morehead and George Watts purchased the land on the east side of Duke Street and built the George Watts House. Today the J.J. Henderson Housing Center, located at 807 South Duke Street, is a concrete high-rise senior housing community, developed by DHA in 1976.

In the summer of 1933, George Watt's wife Ann, along with six other mothers, started the Calvert School at Forest Hills. By 1937, the school outgrew the clubhouse with nearly 250 students, and the school moved out of the George Watts house (now the J.J. Henderson site) and the site was then abandoned. The associated buildings were demolished in the 1970s to construct J.J. Henderson. This housing tower has 178 one-bedroom and studio apartment units and is occupied.

The Forest Hill Heights neighborhood was once a reflection of 20th-Century America, and contained some of Durham's earliest houses. This site, at 700 South Mangum Street, was once farmland and in the early 1920s, New Hope Realty converted these farmhomes to a golf course, along with a clubhouse and swimming pool to lure people to Downtown. University Drive evolved from a country road to a busy arterial street. The private club became a city park. In 1981, DHA built 55 single-story cottage apartment for seniors. This

housing project is a very low-density development, particularly given its proximity to Downtown. The site is occupied.

Both sites are zoned as Downtown Design District - S1 and are predominantly surrounded by residential and commercial land uses (Figure 102). The existing buildings' locations and typology mix are shown in the Figure 103. While the J.J. Henderson site is a single high-rise building, Forest Hill Heights is comprised of eight buildings (55 units) on 14.9 acres clustered to the center, with a loop around these buildings resulting in a lot of underutilized site area.

Figure 104 identifies the current access and connections in and out of the sites. These sites possess great advantage given their close proximity to a number of recreational assets. The access to J.J. Henderson is through Duke Street and Morehead Street. Forest Hill Heights has access from the parallel streets: Blackwell and Mangum Streets. Forest Hill Heights also has significant grade changes within the site, creating physical accessibility challenges. Both of these sites are also marginally challenged due to disconnection from Downtown by the Durham Freeway. Both sites have access to three transit routes.

Prior to the start of the planning effort, DHA transferred ownership of a portion of the J.J. Henderson site to build the proposed Miracle Field.

After analyzing the existing conditions, a series of visioning exercises was conducted to ensure the community's participation in creating a development plan for these sites. Based on the community's input, Site Plan alternatives were produced and presented to the community. Based on the feedback received, the Preferred Development Plan for each site was developed.



Figure 102: Forest Hill Heights/J.J. Henderson Landuse: Surrounding area properties

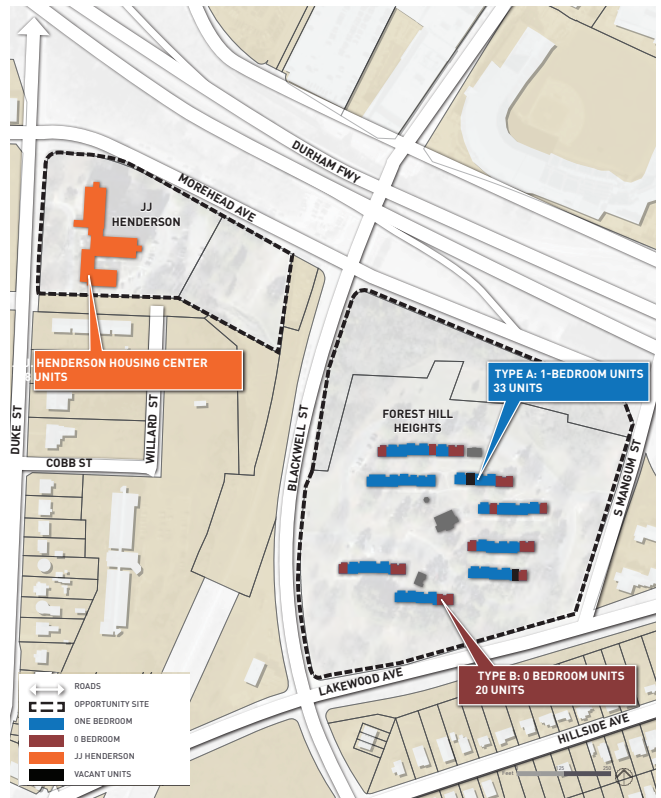


Figure 103: Forest Hill Heights/J.J. Henderson building typology: Existing buildings



Figure 104: Forest Hill Heights/J.J. Henderson connectivity analysis

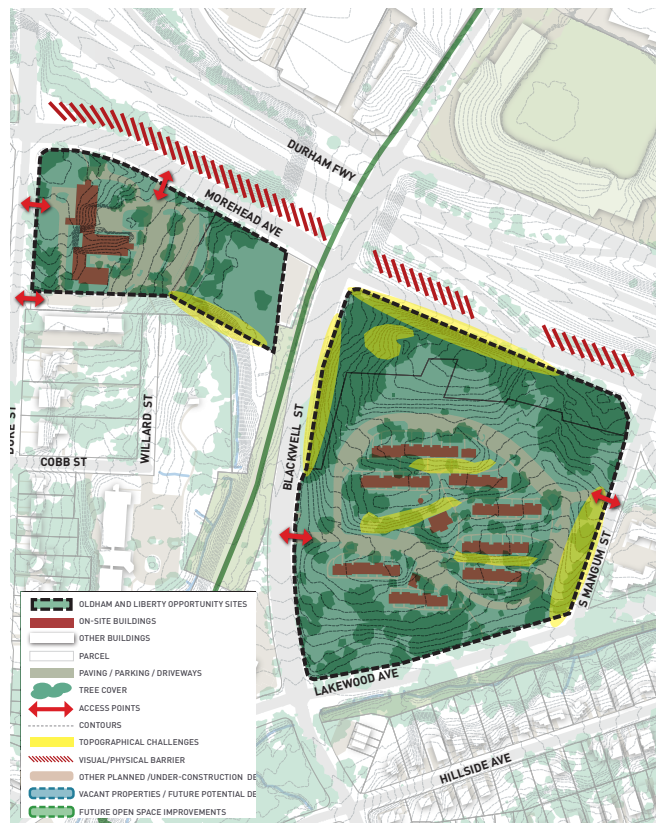


Figure 105: Forest Hill Heights/J.J. Henderson urban design analysis

Forest Hill Heights

Site Plan Options Presented to the Community Option 1



Option 2



Architectural Character Options Contemporary Mid-Rise Apartments



The Community Said:

- *Have integrated open space*
- *Develop a design that is compatible to the community*

Community workshop conducted on July 24, 2018.

*Dots indicate number of votes in favor.
A full summary of results from all community workshops is included as an appendix and is available on the project website.

Transitional Mid-Rise Apartments



Modern Mid-Rise Apartments



Traditional Mid-Rise Apartments



Preferred Development Plan

DHA residents and community members participated in large numbers at the Focus Area 3 Community Workshop, conducted by the DDNP Planning team on July 24, 2018, to give their feedback on the design options for the sites. After combining the comments, the Preferred Development Plan option was created and is illustrated in Figure 107. The proposed plan for the Forest Hill Heights site includes a mix of housing to maximize density, with about 575 total units. The plan is sensitive to the existing dense tree cover and preserves the area to the north of the site, along Morehead Street.

Two new designed roads crisscross the site, one running perpendicular north-south from Lakewood Avenue, and the other horizontally east-west connecting Blackwell and Mangum Streets. The preferred site plan has three building typologies. The five-story mixed-use building along Blackwell Street is a wrap deck product with about 265 units. There is also a 14,600+ s.f. ground floor space along Blackwell Street that is expected to be a non-residential component of the building. The rest of building is residential with a five-story parking deck in the middle.

The three-story residential building along Mangum Street has 90 units within it with surface parking along the northern end of the site. A dense tree buffer between Morehead Street and Durham Freeway will be maintained. Both the wrap-building and the three-story apartments are buffered from the road by the dense natural tree cover that already existed within the site. Retaining and preserving natural site assets such as dense tree cover is a sustainable approach to site design. Creating natural buffers and tucking the parking to the inside and lining the streets with building facades creates a safe street experience and good urban design.

Ten mid-rise, mid-density, walk-up apartments, accommodating about 220 residential units along the south side of the site helps transition seamlessly into the residential neighborhood. Creating buildings with varying building heights and different densities across the site welcomes a mix of resident demographics to the site.

As an efficient urban design strategy, there are smaller pocket parks distributed across the site. The buildings are designed to face the open spaces, to ensure eyes on the open space, safety and maximum utilization.



Figure 106: Community Members and Residents Providing Input on the Forest Hill Heights Site Design Options



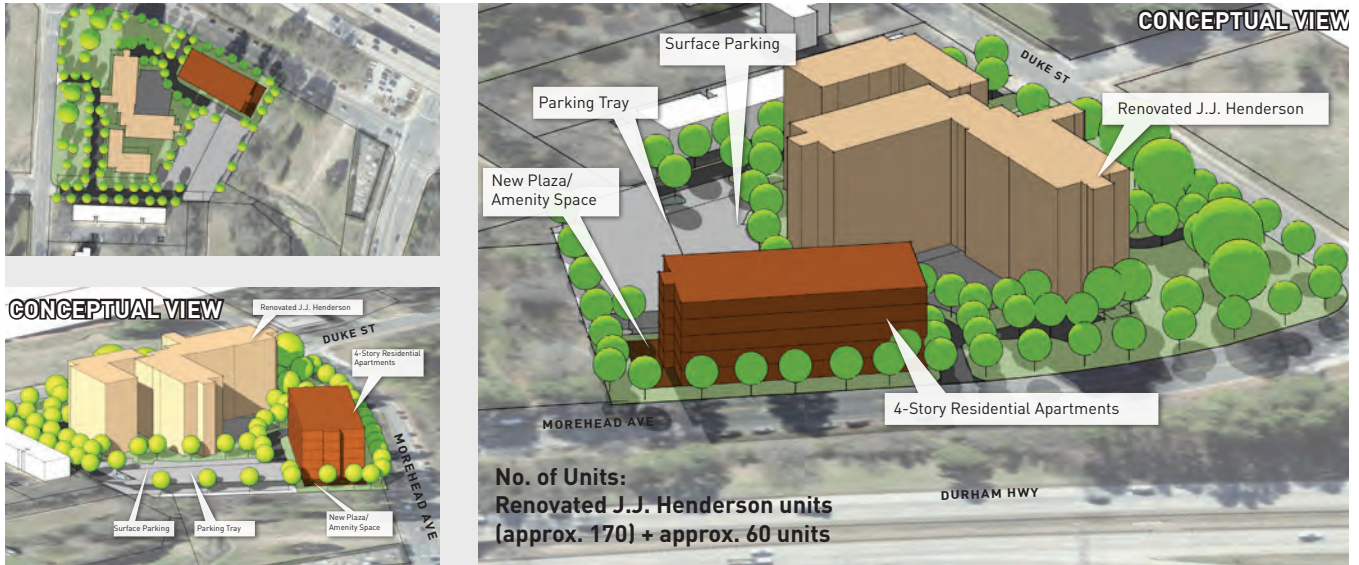
Figure 107: Proposed Preferred Development Plan for Forest Hill Heights



Figure 108: Conceptual View of Preferred Development Plan for Forest Hill Heights

J.J. Henderson

Site Plan Option Presented to the Community



Preferred Development Plan



Figure 109: J.J.Henderson towers under construction, 1976
Source: Open Durham



Figure 110: J.J.Henderson towers, 2018

The proposed plan for the J.J. Henderson site reimagines the existing building to create a combination of both renovated units and a multi-family component. The J.J.Henderson building plan is a two-stage development - first is a renovation of the existing building and second is a new addition. The existing senior tower will be renovated and all existing units preserved. A proposed building lining Morehead Street has 80 units with a 2,600+ s.f. amenity space. There are also 12 new townhomes that are planned along Duke Street. The new building will connect to the renovated tower via a new multi-purpose community center. The project includes several other amenities within the site, such as the indoor and outdoor seating areas, covered picnic area, raised bed garden plots, a multipurpose room, tenant storage area, and a resident computer center. In total, this site will house about 270 housing units. The Plan also embraces the Miracle League Field designs and intends to have a direct internal access to the field.



Figure 111: Proposed Preferred Development Plan for J.J.Henderson Site
 Source: Assigned Developers



Figure 112: Conceptual View of the New Addition for J.J.Henderson site
 Source: Laurel Street



IMPLEMENTATION

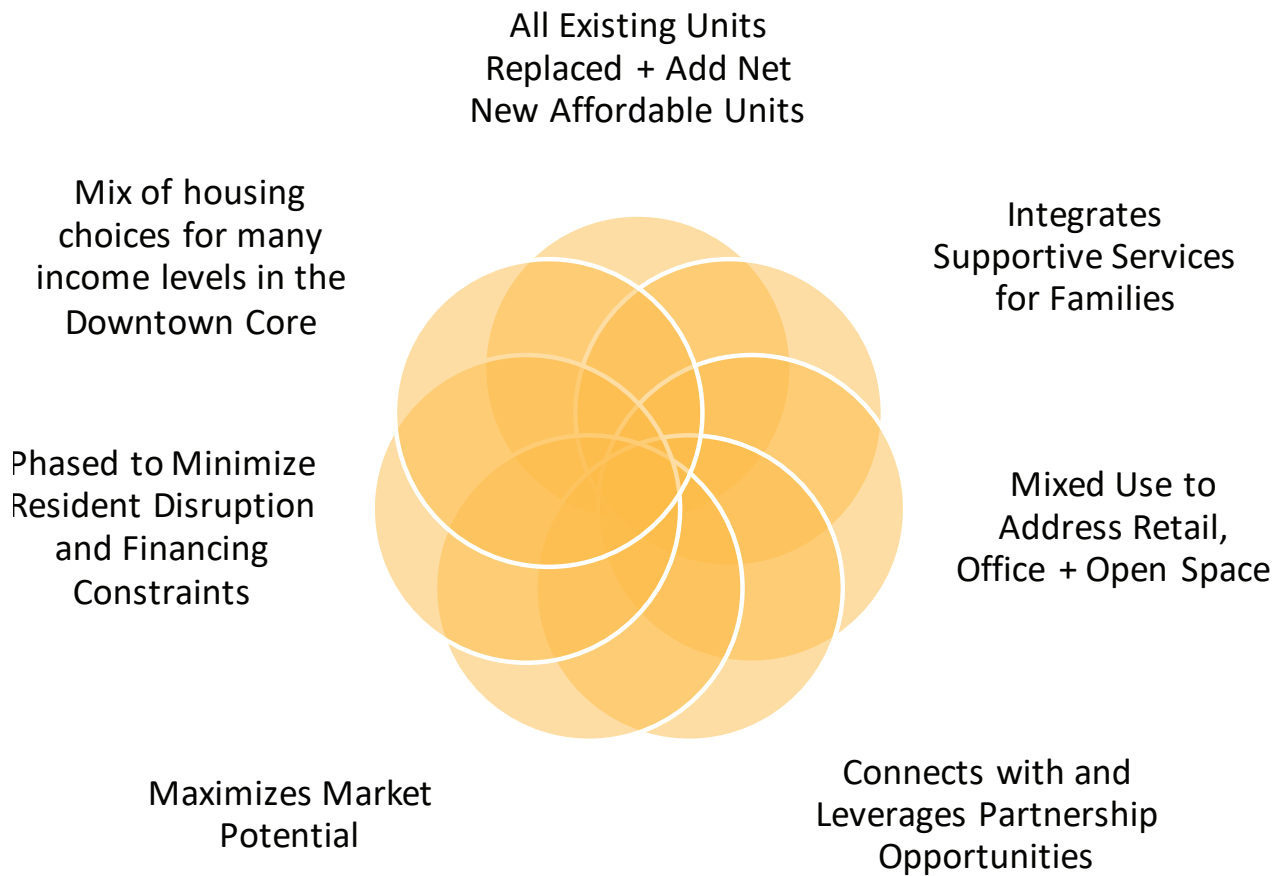
Agenda

- 1) Welcome and Introductions
- 2) Background
- 3) Focus Area 2
- 4) Questions
- 5) Break - Planning Stations



DDNP creates a mixed-income, mixed-use community with dwelling units affordable to households at various income tiers (including market-rate units) as well as non-residential (institutional and commercial) uses, fostering a dense, urban, walkable, livable and viable neighborhood in the heart of Durham.

PLAN ACHIEVES KEY GOALS



RESIDENTIAL PROGRAM

The plan targets several publicly owned sites within the DDNP boundary for development. The resultant projects will include 2,513 units of which 447 will be replacement public housing units. The balance of 1,066 units will be a combination of affordable units (funded in part with low-income housing tax credits) and market rate units. While we have identified a distribution of these units which is supported by current housing market conditions in the plan, it should be clear that the distribution should be changeable and dependent on market conditions and financing options. As of plan completion, we anticipate that 1,403 of the units would be LIHTC

units (available to households at no more than 80% AMI, using the income averaging option of the tax credit program). These will consist of 843 units available to families earning between 30% and 60% AMI and 560 units available to families earning between 60% to 80% AMI. The remainder of 663 units will be unrestricted with pricing set at market rates. Units have been programmed primarily as rental but, as demand and market conditions evolve, it would be reasonable to consider incorporating for-sale units into the mix of housing types that are produced in implementing the plan.

NON-RESIDENTIAL PROGRAM

The plan includes a variety of neighborhood improvements to include new and repaired streets and parks, new administrative/office buildings, and commercial/retail spaces and buildings.

As noted in Table 10, 74% of the residential program includes affordable housing units. The bedroom mix in Table 11 is structured to ensure all existing families can return, and the balance responds to market trends in the City.

Housing Affordability

Housing Affordability	Unit Type	Units	Percentage
Up to 30% AMI (public housing replacement units)	RAD/PBV Rental	447	18%
30% - 60% AMI	LIHTC Rental	843	34%
60% - 80% AMI	LIHTC Rental	560	22%
Unrestricted Units	Market-Rate Rental	663	26%
	Total	2,513	100%

Table 10: Housing Affordability

Affordability and Bedroom Mix

	30% AMI replacement	30%-60% AMI	60%-80% AMI	Market-Rate	Total
Studio	171				171
1-Bedroom	197	494	277	374	1,342
2-Bedroom	47	246	236	236	763
3-Bedroom	32	103	53	53	237
Total	447	843	663	663	2,513

Table 11: Affordability and Bedroom Mix

Non-Residential Program

Program Components	Quantity	Units
Retail/Institutional/Office	103,044	SF
Infrastructure	3,670	Linear Feet New Road
New Parks	266,840	SF

Table 12: Non-Residential Program

*The retail/institutional/office program is primarily ground floor space at each site, plus a stand alone grocery store at the Fayette Place Site.

PROJECT BUDGET

The preliminary project budget is anticipated at approximately \$566M and is based on the following assumptions:

- **Housing Development.** Housing development will proceed in multiple phases from 2019 to 2027. The time frame can be shortened or extended depending on funding availability. In running projections, we have also assumed that the developers implementing the program will obtain at least one 9% tax credit allocation each year from 2019 to 2027. If 9% tax credit allocations are not received on this schedule, DHA has the option to convert the phase to a 4% with tax exempt bond financing.
 - Phase 1: The planned first of the program will be at the JJ Henderson site. The financing plan includes two initial rental housing development phases on this site. An 80-unit new construction phase and a 178-unit rehab development. These phases will seek tax credit reservations in 2019. These developments will rehabilitate existing DHA property and produce new affordable units.
- **Parking.** Parking is a significant cost driver for the plan. For the financing plan, we have assumed that the parking requirement that we obtained for the Willard Street project, which is under development, will apply to the program. This is a requirement of 0.8 parking spaces per unit and involves a garage structure to accommodate required parking. We estimate a saving of approximately \$10 million if the parking requirement is reduced by 50% for the Oldham/Liberty and Forrest Hills sites.
- **Land.** Our funding model assumes the cost of property is incorporated in the budget as a cost but is reinvested into the project as a seller note (purchase money mortgage).
- **Non-Residential Improvements.** Non-residential improvements include a variety of projects including a standalone-box retail space, retail/office space integrated in ground-floor residential buildings, replacement office for both DHA and the City Department of Community Development, new parks, streets and other infrastructure improvements.

Estimated Cost

Acquisition	\$ 13,406,944
Site Work/Infrastructure	\$ 67,850,000
Parking	\$ 52,680,000
Residential Hard + Soft Costs	\$399,138,004
New Parks	\$ 7,504,875
Retail/Institutional	\$ 25,236,625
	\$ 565,816,448

Table 13: Estimated Cost

FUNDING AND FINANCING PLAN

A project of this scale and complexity requires a variety of funding sources to be feasible. We have outlined the primary sources of funds that have been identified for the project below. A fundamental assumption made in developing a schematic financial plan is that 100% of existing public housing units would be converted and redeveloped under HUD’s Rental Assistance Demonstration (RAD) program. Accordingly, the replacement units would be RAD project-based voucher (not public housing) units and the rental assistance and tenant rent payment from these units would support debt. Identified and potential financing sources for the development program are discussed further below.

Conventional Debt: All residential and commercial/retail phases of the plan will be capable of supporting debt. We anticipate that taxable and tax-exempt debt will be a vitally important source of financing for the residential and commercial developments, accounting for over 50% of total financing sources. Our preliminary analysis (based on assumptions about interest rates and underwriting terms) indicates that the projects should leverage approximately \$292 million in conventional debt.

Housing Authority Program Funding: DHA’s financial resources to fund capital programs are extremely constrained, as is the case with most housing authorities. Federal funding for capital improvements of public housing (the Capital Fund Program) has for several decades been insufficient to fund repair and rehabilitation of existing public housing to say nothing of financing new construction. Accordingly, we have anticipated no investment of federal housing program funds. DHA and the City should be motivated to pursue funding through HUD programs that may become available.

Financing

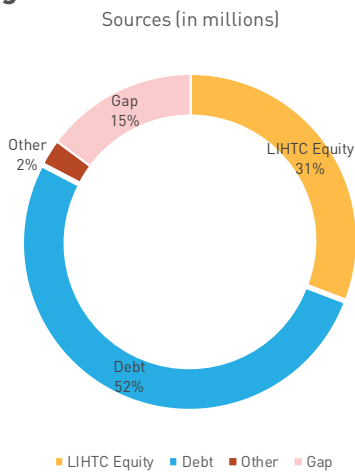


Figure 113: Financing

Tax Credit Equity: Low-Income Housing Tax Credit (LIHTC) equity is expected to be a significant source of funding for all residential development phases. We anticipate that close to 50% of the funding for 9% LIHTC projects will be tax credit equity and approximately 25% of 4% LIHTC projects will be equity. Maximizing the number of units produced with 9% credits would reduce the need for other funding sources and subsidies. The deeper funding subsidies provided by 9% credits imply that the implementation team must aggressively pursue these competitive credits. In the financial projections prepared for the master plan, we assumed that the implementation team would successfully obtain 9% credits on an annual basis from 2019 to 2027. 9% credits are competitive and require applications to the North Carolina Housing Finance Agency (NCHFA).

Choice Neighborhoods: Since 1993, federal funding for major capital improvements of public housing stock has been provided through the competitive HOPE VI program, replaced in 2010 by the Choice Neighborhoods Initiative (CNI). The CNI implementation program typically provides up to \$30 million dollars for comprehensive neighborhood revitalization. Applicants submit comprehensive neighborhood revitalizations plans encompassing housing, people (social services, health, employment, education, etc.) and neighborhood (economic development, non-residential property and infrastructure improvements). The program is highly competitive. In 2018 HUD received 32 applications; three were funded. Twenty-five applications were submitted in 2019. The program is funded in annual appropriations bills and therefore faces a risk of elimination if no funds are appropriated. The president’s 2019 budget request had included no funding for CNI. The most recent 2019 Senate and House funding bills, provide \$150 million in funding for CNI.

Deferred and Reinvested Developer Fee: If DHA is to serve as developer or co-developer, it may receive all or some of the developer fee for planned residential and non-residential development projects. DHA should consider reinvesting any such fee received to implement the contemplated projects of the master plan. In addition, it may be necessary to defer some developer fee to post-construction completion such that such fee is paid from operating cash flow.

Municipal City Funding: The City of Durham may provide funding for the plan at its discretion towards financing the gap in funding identified in the plan. A likely course for City financial contribution is direct funding by programming through the City's Capital Improvement Plan. City financing might be sourced from directly generated revenue or by utilizing its bonding authority. Options available to the City include creating a Tax Increment Financing (TIF) district that encompasses the geographical area of the plan so that bond financing could be obtained based on pledge of additional taxes generated in a TIF district. In November 2019, Durham citizens approved a \$95M Affordable Housing Bond, \$60M of which will support DDNP.

Federal Home Loan Bank (FHLB) Affordable Housing Program (AHP): Each of 12 regional Federal Home Loan Bank runs an AHP program funded with 10% of their net income each year. Developer applicants must submit an application to one of the regional banks via a member financial institution. Though FHLBs focus on the region that they cover, they may provide AHP funding for projects submitted by a member institution though the project is outside their jurisdiction. Amount of funding available per project varies substantially by FHLB. For example, in 2018, Atlanta FHLB (which covers North Carolina) limited grants to \$1,000,000 per project. Ideally, the developer will work with a FHLB member institution with which there is a well-established business relationship to apply.

New Markets Tax Credits (NMTC): We anticipate that NMTC may be used for the retail developments in the Plan. The federal NMTC program provides capital markets funding (equity and/or debt at below market terms) for economic development projects in low-income communities. NMTC funding can be used for commercial projects and for rental housing (though operating income from housing

in a NMTC transaction cannot exceed 80%). NMTC cannot be combined with LIHTC, though these financing structures can be side-by-side as separate condominiums in a development. The NMTC program is currently authorized until December 2019, but, as has happened in the past, it may be extended by congress in future appropriations. For 2019, census tracts 11 (Oldham/Liberty), 22 (DHA Offices/County Criminal Justice and Rigbee Station), and 23 (Forrest Hills Heights, Fayette Place, and Southside III) are eligible for NMTC investments, but tract 7 (JJ Henderson) is not.

Opportunity Zone (OZ): The opportunity zone legislation was included in tax legislation passed by Congress in December 2017. The IRS has released guidance and regulation for the program. In brief, the program grants tax incentives for investors to channel realized capital gains in low-income, distressed census tracts (the "opportunity zones"). The OZ is undoubtedly of great interest but it is as of yet unclear how much it will spur capital investment in low-income communities; what would be the common profile of the investor participants in the program; and how the program would be twinned with other tax expenditure programs that are geared to incentivize low-income community investments, such as Low-Income Tax Credits and Below Market Tax Credits. Census tracts 11 (Oldham/Liberty) and 23 (Forrest Hills Heights, Fayette Place, and Southside III) are in opportunity zones, while 7 (JJ Henderson) and 22 (DHA Offices/County Criminal Justice and Rigbee Station) are not.

CDBG (Community Development Block Grants) and HOME Funding: To the extent that uncommitted funding is available, the City may choose to use allocation of CDBG and HOME funds to support the DDNP. Ability to fund the Plan with CDBG will be constrained if substantial allocation is committed to servicing a Section 108 loan.

CDBG funds are for activities that benefit low- and moderate-income persons. The activities must benefit low- and moderate-income persons, prevention or elimination of slums or blight, or address community needs for which other funding is not available. HOME funds can be used to provide home purchase or rehabilitation financing assistance to eligible homeowners and new homebuyers; build or rehabilitate housing for rent or ownership; or for "other reasonable and necessary expenses related to the development of non-luxury housing," including

site acquisition or improvement, demolition of dilapidated housing to make way for HOME-assisted development, and payment of relocation expenses.

Philanthropy and Fundraising: We anticipate that DHA will pursue local and national foundations and federal grants that support community development and healthy communities initiatives. This may require DHA to expand its capacity to identify funding opportunities, cultivate relationships with private funders and prepare winning grant applications.

Other Funding Sources: Other funding sources may become available over the course of implementation of the Plan and we expect the implementation team to aggressively pursue opportunities that arise. These may include federal grant or tax credit programs, such as historic tax credits, energy conservation-related funding, private grants and state or local funding programs.

PHASING PLAN

Given strong market indicators, the implementation strategy assumes that multiple sites can be developed simultaneously, depending on financing. The phasing plan is generally assumed as follows (see Table 14), but subject to change as market conditions change and as financing is secured.

LONG-TERM AFFORDABILITY

Use and income restrictions assuring long-term affordability for all RAD/PBV and tax credit units will be secured through recorded declaration of restrictive covenants and land use restrictions that run with the land. It is anticipated that the restrictions will have a minimum term of 30 years. Budgets will include reserves that will be available to fund operating deficits and shortfalls in federal rental assistance

Phasing Plan

	Program Type	# of Units
Phase 1: JJ Henderson	Mixed Income	258
Phase 2: Oldham/Liberty	Mixed Income/Mixed Use	532
Phase 3: DHA Office/Criminal Justice	Mixed Income/Mixed Use	290
Phase 4: Forest Hill Heights	Mixed Income/Mixed Use	575
Phase 5: Fayette Place	Mixed Income/Mixed Use	560
Phase 6: Rigsbee Station	Mixed Income	136
Phase 7: Southside III	Mixed Income	102
<ul style="list-style-type: none"> • 60 units transferred to Willard Street and County Parking Lot Sites <ul style="list-style-type: none"> • Phases can be interchangeable • Depending on available financing, develop multiple sites simultaneously <ul style="list-style-type: none"> • Units are approximate • Program subject to change; based on site engineering and additional investigation 		

Table 14: Phasing Plan

funding. Conservative underwriting standards will be used in sizing the debt to assure that the project will not be unduly burdened with debt and can withstand economic shocks. For similar reasons, the plan will also seek to maximize soft debt. Project budgets will include Operating Reserves and may include Subsidy Reserves to ensure that there is a source to fund expenses during extended period where income is diminished for project-based voucher units due to vacancies, late payment of or reductions in rental subsidies. In an environment of reduced public assistance, if necessary, these reserves will allow time for units to be filled by higher income tenants that qualify for affordable units as vacancies arise, so that the projects dependence on subsidies is moderated while long-term affordability is maintained.

RELOCATION, RESIDENT RIGHT TO RETURN AND SUPPORT FOR FAMILIES

To enable the complete demolition of occupied DHA sites (JJ Henderson, Forrest Hills Heights and Oldham/Liberty) and the construction of the new mixed-income community, current residents will need to be relocated. In addition to important legal obligations, the Authority's relocation efforts must seek to minimize the hardship of displacement. DHA must also set forth the rules that govern resident returns when the replacement units are rebuilt.

Therefore, DHA will develop a written relocation plan, in consultation with impacted residents, that contains rules and policies for relocation and reoccupancy. DHA will use the following principles and factors to guide its decisions:

- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (URA);
- Rental Assistance Demonstration (RAD) relocation guidelines;
- The welfare of public housing residents; and
- The budget limits of DHA resources.

All existing DHA families that live at the sites at time of HUD approval of the plan are considered

ORIGINAL FAMILIES who have a **RIGHT TO RETURN** to a new unit. These families may need to move temporarily and return to new unit as construction is completed. DHA's relocation team will coordinate all moves and ensure that families return to a unit that meets their needs.

Residents have indicated they need and desire a host of services to improve educational, health and economic outcomes. While some potential partners currently provide these services throughout the city, DHA will need to develop a comprehensive supportive services plan to support families over the long-term. The challenge and the focus going forward needs to be on cultivating these partnerships and working collaboratively with partners to make sure programs and services effectively reach residents. We know residents have limited knowledge of all that is available in and around Durham. But just making them aware of these services is not enough. The Plan needs to address barriers and actively work to engage residents in a myriad of ways.

- Relocation benefits available to all public housing residents as required by the URA, Section 18 and/or RAD rules:
 - Comparable housing unit that meets the family's need
 - Moving expenses
 - Security and utility deposit, if required by landlord at the time of relocation
 - Replacement Housing Payments, if any
- DHA will pay for moving cost
- DHA to provide relocation and mobility counseling
- DHA to provide supportive services to families

CONTINUED COMMUNITY ENGAGEMENT

A series of community conversations were started during the planning process via surveys, meetings, focus groups and interviews and the development framework reflects input from residents and the broader community. However, DHA will need to continue these community conversations as the DDNP is implemented to ensure that resident and community voices continue to be reflected in the implementation plans. Furthermore, resident and community stakeholders can be recruited as champions and advocates for increased funding and resources in support of the plan.

NEXT STEPS

Implementation of the DDNP development framework, which will be implemented over a decade – has begun. DHA has hired two development partner teams who have begun to advance two first phases simultaneously. The Mayor and City of Durham have expressed support for and pledged funding for the implementation of DDNP (in November 2019, Durham citizens approved an affordable housing bond to support DDNP), in addition to including City-owned land in the development framework, Durham County has expressed support for the plan as evidenced by the inclusion of County-owned sites in the plan. DHA has received approval from HUD for conversion of DHA sites under the Rental Assistance Demonstration Program, additional HUD approvals will be necessary. But it will also take the commitment of many others – including community residents and stakeholders – to achieve the vision and outcomes as detailed in this development framework.

- A key action to ensure effective implementation is to have the final Plan adopted by the City Council and the planning area designated as a Community Revitalization Area to help fund new infrastructure improvements in support of housing development.
- It is recommended that key implementation representatives (DHA, the developers, City of Durham and the County) meet on a regular basis to update each other on the status of their

respective implementation responsibilities, to ensure coordination, and to make decisions as necessary to tweak or alter planned initiatives in response to changes in resource availability, market conditions and community priorities.

- It is also recommended that the Strategic Advisory Group continue to meet on a quarterly or semi-annual basis to involve a broader group of stakeholders. It is important to keep partners and stakeholders engaged and active in DDNP as it evolves.
- Establish a formal Education and Service Providers Network to develop and implement a comprehensive education and supportive services strategy that helps children and families in the DDNP target area succeed over the long-term, especially in a rapidly changing downtown. DHA should also develop an integrated relocation plan to ensure that all original families are supported throughout the implementation process.
- It is recommended that DHA expand its staff/capacity to implement DDNP through additional staff hires, third-party consultants and additional developer partners.

What's Next: 10+ years

2019 - JJ Henderson



- 9% LIHTC Application (not awarded)
- 4% LIHTC Applications (2)
- Negotiate Agreements with City and County re Land Transfer
- Develop comprehensive relocation plan for all sites (Minimal residential relocation for JJ Henderson)
- Develop comprehensive financing plan
- Develop Shared Use parking strategy with County
- Finalize RAD Transfer agreement with Willard Street + County
- Select Phase 2 developer
- Secure gap financing

2020-2021 - Oldham/Liberty



- 9% LIHTC Application – Jan 2020 (2)
- 4% LIHTC Application – July 2020 (2)
- 9% LIHTC Application – Jan 2021 (2)
- Finalize comprehensive relocation and supportive services plan
- Begin phased residential relocation
- Secure gap financing
- Procure additional developers and implementation team members
- Continue to engage Residents and Local Stakeholders.

2022 – DHA Office + Criminal Justice Building



- 9% LIHTC App – Jan 2022
- 4% LIHTC App – July 2022
- Relocation of DHA Offices
- Secure gap financing
- Continue to engage Residents and Local Stakeholders.

2023-2027



- Develop Remaining Sites
- Assume a combination 9% and 4% application each year
- Secure gap financing
- Continue to engage Residents and Local Stakeholders.



APPENDIX

LIST OF DOCUMENTS

**Incorporated by reference and available
on the project website**

(www.durhamhousingauthority.org/development/ddnp/)

A. RESIDENT SURVEY RESULTS

B. MARKET STUDIES

C. CONCEPTUAL ALTERNATIVES

- Oldham Tower & Liberty Apartments
- DHA Office & Criminal Justice Building
- Rigsbee Avenue Substation
- Fayette Place
- Southside Phase III
- Forest Hill Heights
- J.J. Henderson

D. MEETING MATERIALS AND SUMMARIES