

Braddock East Planning Process

Community Charrette

26 June 2008

Goody Clancy



ARHA
Alexandria
Redevelopment &
Housing Authority



Public housing sites



Making mixed-income housing work: essentials

- A good place to live: key criteria for new public housing units
- Neighborhood fit: urban design considerations from the Braddock Metro plan
- Paying for new public housing using market rate land value
- Sample redevelopment ideas



Andrew Adkins

Planning criteria for new public housing

Applies to Braddock sites, plus any neighborhood where replacement housing might occur (if possible)

Key ARHA criteria:

- Critical mass of community at all income levels
- Continued ARHA ownership
- Suitability for families
- HUD approves replacement sites



Samuel Madden

Braddock Metro framework: urban design that *builds* community, *fits* with the community

- Compatibility with surrounding Parker Gray scale and character
- ...including appropriate transitions in scale and massing
- Architectural variety reflecting neighborhood tradition
- Creating green edges along streets
- Contributing to walkable streets
- Keeping parking out of sight



Traditional and recent housing in the Braddock Metro neighborhood

Resulting key themes for Braddock East sites

- Scale and design redevelopment to fit the neighborhood – responding to a variety of contexts
- Build in a variety of open spaces:
 - Public parks serving several blocks
 - Local playgrounds serving immediate block
 - Shared courtyards
 - Tot lots
- Provide high quality housing for all income levels
- Improve neighborhood walkability



Andrew Adkins and Metro

Financing overview

- Market rate development can cover much of the redevelopment cost
- As working assumptions...
 - For each onsite public housing unit, assume approximately 2 market rate units
 - For each offsite public housing unit, assume roughly 2.5 market rate units
- On-street public housing parking (.5 per unit), 1.5-2 on-site spaces per market rate unit
- Prescott, Colecroft, Madison: 1.5 to 2.5 FAR range



Adkins

Metro station and related new development



Planned hotel next to Adkins
Play area and tot lot

Semi-private courtyard

Private yard

3 to 7 stories

Metro station and related new development



Planned hotel next to Adkins site
Tot lot

Park

Private yard

Different approaches to making streets walkable

Looking along Wythe St. Fayette to Metro



6 stories

3 story
shoulder

Looking along Wythe St: Fayette to Metro



park

...additional thoughts

- Support a public square, lined with retail, at Metro
- ...and height transitions



Madden



Colecroft

3 to 5 stories

Small
retail

Additional thoughts

- Neighborhood gateway along Patrick & Henry Streets
- Potential neighborhood-serving retail – possibly a supermarket



Duke St
housing over
Whole





The Madison

Supermarket



North Patrick St.

North Henry St.

First St.

3 to 7 stories

Small retail

Ramsey



3-4
stories—
stacked
flats



**3-4
stories—
town
houses
and flats**

Braddock East charrette



Braddock Metro
charrette, November
11, 2007



Group exercise

To make sure we have a constructive conversation, we've been following some simple ground rules:

1. One person speaks at a time.
2. Be an active listener.
3. All ideas are valid ideas.
4. Be positive and forward-thinking.
5. Respect one another.



Braddock
Metro
charrette,
November
11, 2007

Reference material



Braddock East plan context

Promoting Mixed-Income Communities – create vibrant, diverse, sustainable and integrated communities of high quality design that attract and retain a diverse group of residents. Such diversity includes a broad range of markers including but not limited to racial, ethnic, language, gender, sexual orientation, age, special needs, household composition and socioeconomic.

Braddock Metro Plan – integration of the Braddock East Plan into the larger context of the approved Braddock Metro Plan.

Resolution 830 – Compliance with its terms including one for one replacement of public housing units.

Braddock East plan conceptual framework

Goals & Guidelines for Creating New Mixed-Income Communities

- Existing sites
- Replacement sites

Economic Viability in Creating Mixed Income Communities (Potential financing options)

Zoning Parameters

- Residential and other uses
- Density
- Scale and massing
- Open space
- Urban design character
- Parking



How much does it cost to build new public housing?

- Analysis suggests this range is **\$270,000 to \$330,000** , PLUS **\$70,000 to \$90,000** per offsite unit



Franklin Hill public housing redevelopment, Boston: **\$400,000+** per unit

How much does it cost to build new public housing?

Assumed cost range per unit:

- \$270,000-\$330,000/on-site unit
- \$340,000-\$420,000/off-site unit
- Includes \$23,000+ per unit for demolition, household relocation, ARHA staff, legal costs, contingencies
- Assumes on-street parking
- Could incl. base level social services



Mixed market rate
and public housing
at Maverick Landing,
Boston
\$400,000+ per unit

What goes into the total development cost?

- Construction costs
 - Demolition, buildings, parking, landscaping, infrastructure, remed.
 - Design, legal, contractor/developer fees
- Financing
- Land
- Public housing “soft costs”
 - Relocation & transition services
 - ARHA project manager
 - Legal fees, contingency



Comparative total development cost (midrange)

	Public On-site	Public Off-site	Market
• Construction costs per sf			
• Buildings, parking...	\$172	\$172	\$212
• Design...	\$44	\$44	\$54
• Land	n/a	\$60	\$60
• Financing	\$17	\$22	\$26
• TOTAL per sf	\$233	\$298	\$352
• Pub. housing costs, demo	\$23k	\$23k	n/a
• TOTAL per 1200sf unit	\$303k	\$381k	\$422.5k

Total development cost assumptions (midrange)

Public Housing

- On-site \$303,000 0.5 space/unit on-street
- Off-site \$381,000 0.5 space/unit on-street

Market rate \$422,500 1.2 spaces/unit below grade

For planning purposes, a range of +/-10% will be applied to these figures to account for market fluctuations and other contingencies

Paying for new public housing

- Need to pay for new units whether they remain on-site or go elsewhere
- Based on experience, it is reasonable to assume public sources might cover up to 50% of development costs
- This means we still need to cover the other half – about \$150,000, plus any land cost – from other sources



Chatham Square
mixed-income
housing

Primary gap funding strategy: Leverage market rate development land value

- Assume the market is willing to pay between \$50 and \$70 per buildable square foot
- At 1200 sf/unit, this means a contribution of \$60,000-\$84,000 per market rate unit
- Thus we need between 1.8 and 2.5 market rate units to pay the \$150,000+ needed to help fund each public housing unit ...*plus* additional market rate units to cover off-site land costs



Market demand
at the Prescott

Density/FAR implications of adding 1.8 to 2.5 market rate units per public housing unit

SITE	SIZE (ACRES)	CURRENT UNIT COUNT	MIXED-INCOME UNIT COUNT NEEDED TO FULLY FUND REDEVELOPMENT	DENSITY RANGE (UNITS/ACRE)	FAR RANGE
ADKINS	2.9	90	250-315	87-108	2.4-3.0
MADDEN- WITH SMALL RETAIL	3.4	66	185-230	54-68	1.5-1.9
MADDEN- WITH SUPERMARKET ADDED	3.4	66	185-230	54-68	1.9-2.2
MADDEN- WITH OFFICE BUILDING ADDED	3.4	66	185-230	54-68	2.7-3.1
RAMSEY	0.7	15	40-50	60-74	1.6-2.0

Density/FAR, limited to more appropriate levels by Braddock Metro plan guidelines

SITE	SIZE (ACRES)	CURRENT UNIT COUNT	REASONABLE FUTURE UNIT COUNT?	DENSITY RANGE (UNITS/ACRE)	FAR?
ADKINS	2.9	90	240	93	2.3
MADDEN- WITH SMALL RETAIL	3.4	66	200	59	1.6
MADDEN- WITH SUPERMARKET ADDED	3.4	66	180	53	1.8
MADDEN- WITH OFFICE BUILDING ADDED	3.4	66	160	48	2.5
RAMSEY	0.7	15	36	51	1.4

Shoulder buildings: human-scale edges



Designing good housing

- Define a range of public, semi-public, and private spaces
- ...and ensure that every space is “owned” and has a purpose
- Provide the right range of open spaces
- Learn the lessons of the past—for public housing residents...avoid common hallways, locate families at or near the ground, provide choices among housing options, blend with market rate housing
- Provide good quality housing units for everyone



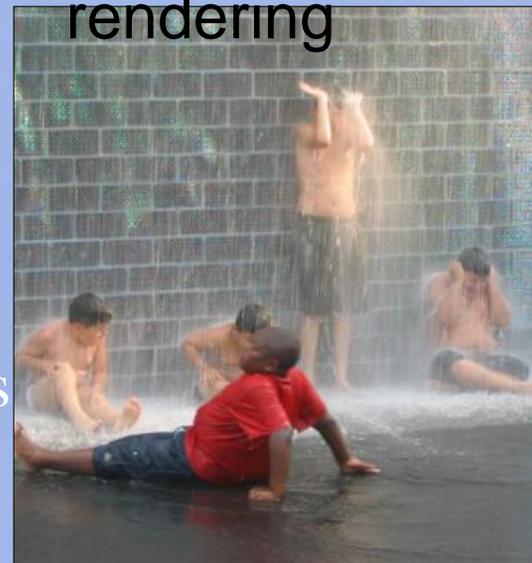
Cambridge,
MA

Designing open space for children and youth

- Children and youth need a variety of dedicated (but not necessarily isolated) spaces to call their own
 - Tot-lots
 - Playgrounds
 - Basketball courts, other sports
 - Hang-out space
- Effective supervision is essential
 - Parents
 - Daycare, other managed facilities
- Charles Houston Recreation Center: opportunities for the entire community



Houston Rec Center rendering



Transit reduces parking, traffic, massing impacts

LAND USE	BRADDOCK METRO NEIGHBORHOOD PARKING DISTRICT RATIOS	ZONING ORDINANCE
SINGLE-FAMILY RESIDENTIAL, TWO-FAMILY AND ROW OR TOWNHOUSE	<ul style="list-style-type: none"> • 1.5 spaces/unit • Plus 15% visitor parking 	<ul style="list-style-type: none"> • 2 spaces/unit
MULTI-FAMILY RESIDENTIAL	<ul style="list-style-type: none"> • 1.0 spaces/unit for 2 or fewer bedrooms • 1.5 spaces/unit for 3 or more bedrooms • Plus 15% visitor parking 	<ul style="list-style-type: none"> • 1.3 to 2.2 spaces/unit
HOTELS	<ul style="list-style-type: none"> • 0.7 spaces/room • Plus 1 employee space/15 rooms 	<ul style="list-style-type: none"> • 1 space/room (< 3 stories) • 1 space/2 rooms (>3 stories) • Plus 1 employee space/15 rooms
RETAIL	<ul style="list-style-type: none"> • 3.0 spaces/1,000 SF • First 15,000 SF of grocery stores and first 1,200 SF of other retail exempt 	<ul style="list-style-type: none"> • 2.5 to 4.67 spaces/1,000 SF
OFFICE	<ul style="list-style-type: none"> • 1.67 spaces/1,000 SF 	<ul style="list-style-type: none"> • 0.66 spaces/1,000 SF

Building form and open space: Adkins

Metro station and related new development



Planned hotel next to Adkins site

Tot lot
Public playground and park

Private yard