Braddock East Planning Process

Community Charrette
26 June 2008
Goody Clancy

ARHA
Alexandria Redevelopment & Housing Authority
Public housing sites

- Andrew Adkins: built 1968, 90 units
- Samuel Madden: built 1945, 66 units
- James Bland: built 1954-1959, 194 units
- Braddock Road Metro Station
- Braddock East Study Area Boundary
- Ramsey Homes: built 1942, 15 units

Map showing the locations of 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
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

Playground

Semi-private courtyard

Private yard

Fayette St.

W 17th St.

3 to 7 stories

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Private yard

Fayette St.

W 17th St.

3 to 7 stories
Metro station and related new development

Planned hotel next to Adkins site
Tot lot
Park
Private yard

Why St.
Different approaches to making streets walkable

Looking along Wythe St: Fayette to Metro
Looking along Wythe St: Fayette to Metro
...additional thoughts

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

3 to 5 stories

Small retail

Colecroft
Additional thoughts

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

Supermarket

3 to 7 stories

Small retail

North Patrick St.

North Henry St.
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.
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.


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)

<table>
<thead>
<tr>
<th>Item</th>
<th>Public On-site</th>
<th>Public Off-site</th>
<th>Market</th>
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<tbody>
<tr>
<td>Construction costs per sf</td>
<td>$172</td>
<td>$172</td>
<td>$212</td>
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<tr>
<td>Buildings, parking…</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Design…</td>
<td>$44</td>
<td>$44</td>
<td>$54</td>
</tr>
<tr>
<td>Land</td>
<td>n/a</td>
<td>$60</td>
<td>$60</td>
</tr>
<tr>
<td>Financing</td>
<td>$17</td>
<td>$22</td>
<td>$26</td>
</tr>
<tr>
<td>TOTAL per sf</td>
<td>$233</td>
<td>$298</td>
<td>$352</td>
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<tr>
<td>Pub. housing costs, demo</td>
<td>$23k</td>
<td>$23k</td>
<td>n/a</td>
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<tr>
<td>TOTAL per 1200sf unit</td>
<td>$303k</td>
<td>$381k</td>
<td>$422.5k</td>
</tr>
</tbody>
</table>
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
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
## Density/FAR implications of adding 1.8 to 2.5 market rate units per public housing unit

<table>
<thead>
<tr>
<th>SITE</th>
<th>SIZE (ACRES)</th>
<th>CURRENT UNIT COUNT</th>
<th>MIXED-INCOME UNIT COUNT NEEDED TO FULLY FUND REDEVELOPMENT</th>
<th>DENSITY RANGE (UNITS/ ACRE)</th>
<th>FAR RANGE</th>
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</thead>
<tbody>
<tr>
<td>ADKINS</td>
<td>2.9</td>
<td>90</td>
<td>250-315</td>
<td>87-108</td>
<td>2.4-3.0</td>
</tr>
<tr>
<td>MADDEN- WITH SMALL RETAIL</td>
<td>3.4</td>
<td>66</td>
<td>185-230</td>
<td>54-68</td>
<td>1.5-1.9</td>
</tr>
<tr>
<td>MADDEN- WITH SUPERMARKET ADDED</td>
<td>3.4</td>
<td>66</td>
<td>185-230</td>
<td>54-68</td>
<td>1.9-2.2</td>
</tr>
<tr>
<td>MADDEN- WITH OFFICE BUILDING ADDED</td>
<td>3.4</td>
<td>66</td>
<td>185-230</td>
<td>54-68</td>
<td>2.7-3.1</td>
</tr>
<tr>
<td>RAMSEY</td>
<td>0.7</td>
<td>15</td>
<td>40-50</td>
<td>60-74</td>
<td>1.6-2.0</td>
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</table>
Density/FAR, limited to more appropriate levels by Braddock Metro plan guidelines

<table>
<thead>
<tr>
<th>SITE</th>
<th>SIZE (ACRES)</th>
<th>CURRENT UNIT COUNT</th>
<th>REASONABLE FUTURE UNIT COUNT?</th>
<th>DENSITY RANGE (UNITS/ ACRE)</th>
<th>FAR?</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADKINS</td>
<td>2.9</td>
<td>90</td>
<td>240</td>
<td>93</td>
<td>2.3</td>
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<tr>
<td>MADDEN- WITH SMALL RETAIL</td>
<td>3.4</td>
<td>66</td>
<td>200</td>
<td>59</td>
<td>1.6</td>
</tr>
<tr>
<td>MADDEN- WITH SUPERMARKET ADDED</td>
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<td>66</td>
<td>180</td>
<td>53</td>
<td>1.8</td>
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<tr>
<td>MADDEN- WITH OFFICE BUILDING ADDED</td>
<td>3.4</td>
<td>66</td>
<td>160</td>
<td>48</td>
<td>2.5</td>
</tr>
<tr>
<td>RAMSEY</td>
<td>0.7</td>
<td>15</td>
<td>36</td>
<td>51</td>
<td>1.4</td>
</tr>
</tbody>
</table>
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
## Transit reduces parking, traffic, massing impacts

<table>
<thead>
<tr>
<th>LAND USE</th>
<th>BRADDOCK METRO NEIGHBORHOOD PARKING DISTRICT RATIOS</th>
<th>ZONING ORDINANCE</th>
</tr>
</thead>
</table>
| **SINGLE-FAMILY RESIDENTIAL, TWO-FAMILY AND ROW OR TOWNHOUSE DWELLINGS** | • 1.5 spaces/unit  
• Plus 15% visitor parking | • 2 spaces/unit                                         |
| **MULTI-FAMILY RESIDENTIAL**      | • 1.0 spaces/unit for 2 or fewer bedrooms  
• 1.5 spaces/unit for 3 or more bedrooms  
• Plus 15% visitor parking | • 1.3 to 2.2 spaces/unit                               |
| **HOTELS**                        | • 0.7 spaces/room  
• Plus 1 employee space/15 rooms | • 1 space/room (< 3 stories)  
• 1 space/2 rooms (>3 stories)  
• Plus 1 employee space/15 rooms |
| **RETAIL**                        | • 3.0 spaces/1,000 SF  
• First 15,000 SF of grocery stores and first 1,200 SF of other retail exempt | • 2.5 to 4.67 spaces/1,000 SF                        |
| **OFFICE**                        | • 1.67 spaces/1,000 SF | • 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

Wythe St.
Fayette St.