

Braddock East Planning Process

BEAG meeting 5

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ARHA

Alexandria
Redevelopment &
Housing Authority



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- Braddock East plan: context and conceptual framework
- Urban design goals for Braddock East
- Urban design considerations
 - Density/FAR
 - Construction type
 - Height, open space, parking
- Discussion



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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.

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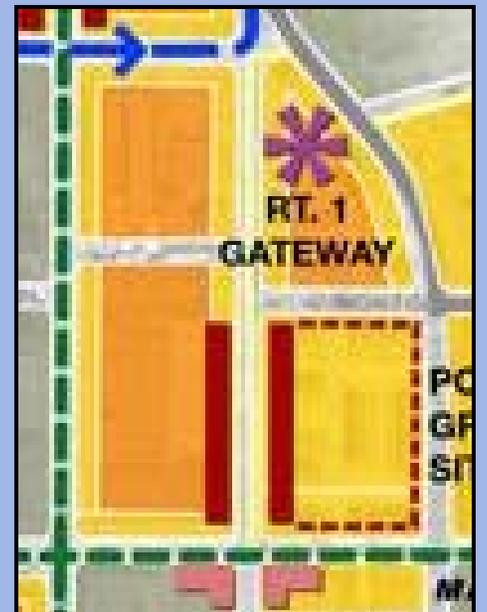
Goals & Guidelines for Creating New Mixed-Income Communities

- Existing sites
- Replacement sites

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

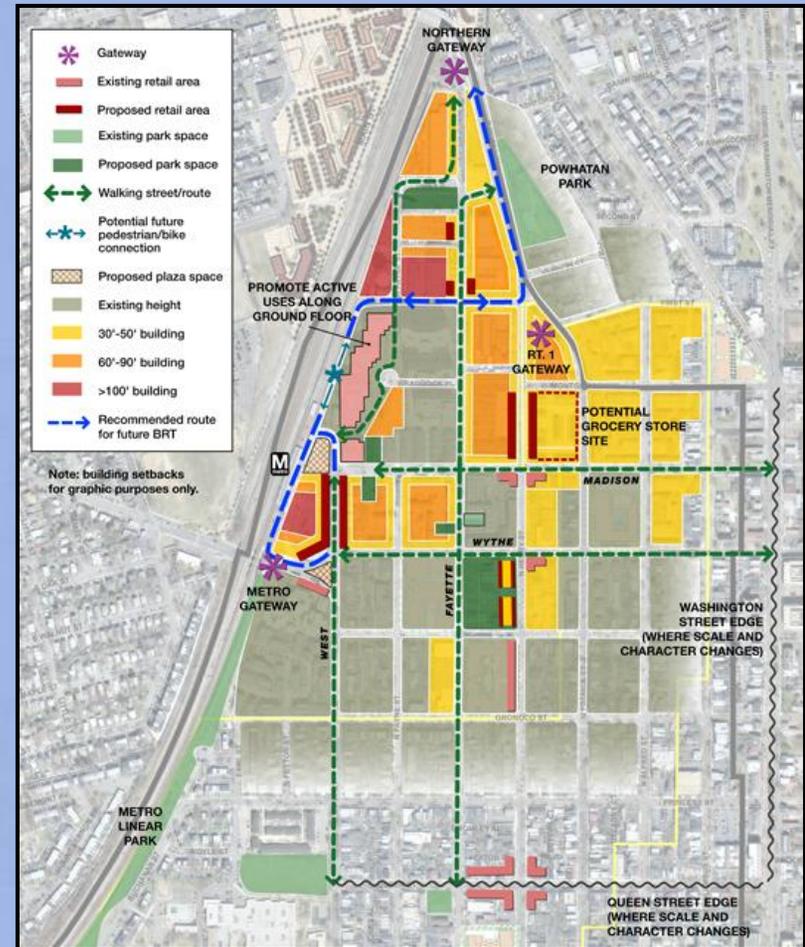
Zoning Parameters

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



Urban Design Guidelines

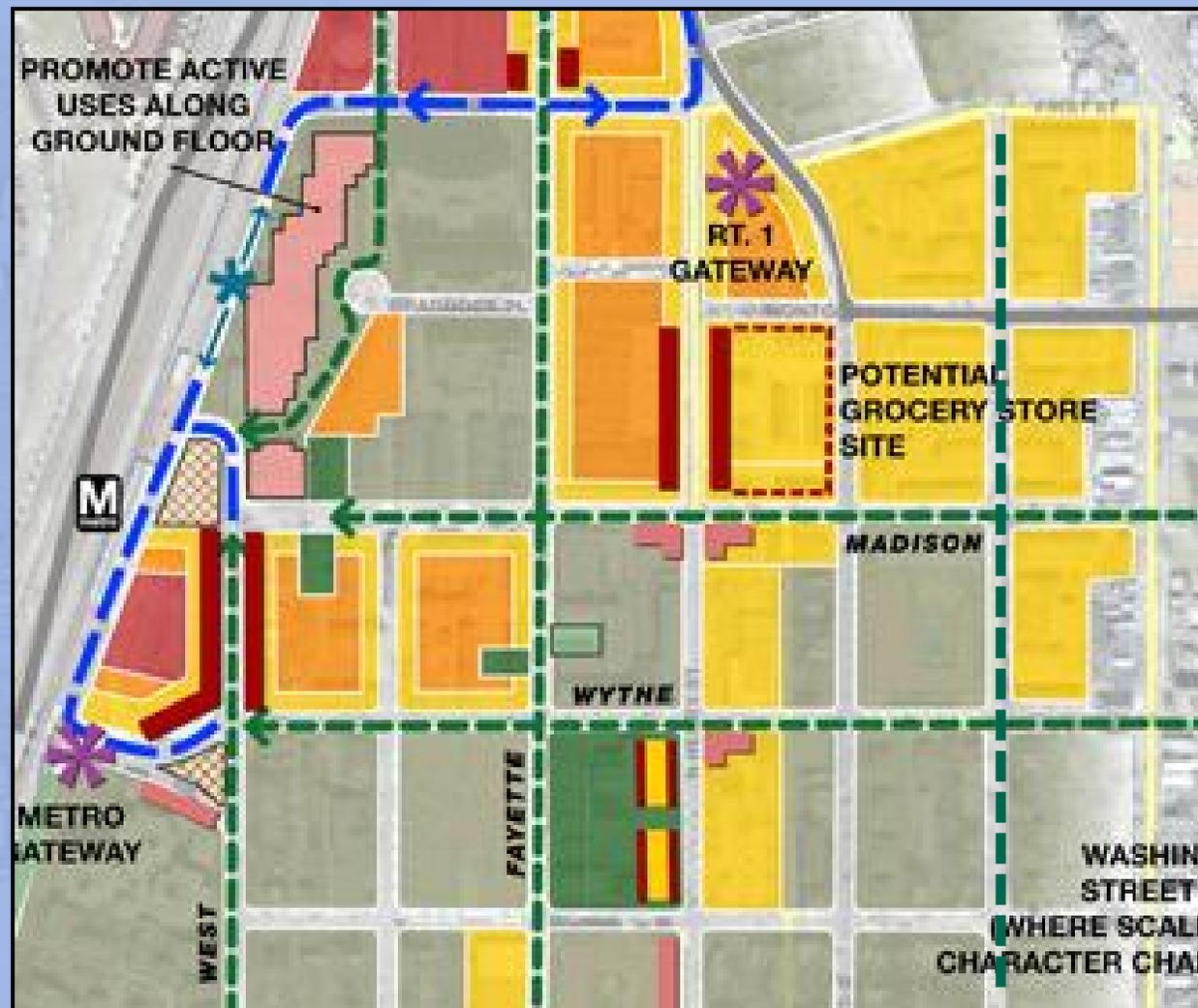
- Compatibility with surrounding Parker Gray scale and character
- ...including appropriate transitions in scale and massing
- Architectural variety reflecting neighborhood tradition
- Creating green edges along streets
- Contributing to walkable streets
- Keeping parking out of sight



Urban Design Guidelines

Urban Design and Planning for the Future

-  Gateway
-  Existing retail area
-  Proposed retail area
-  Existing park space
-  Proposed park space
-  Walking street/route
-  Potential future pedestrian/bike connection
-  Proposed plaza space
-  Existing height
-  30'-50' building
-  60'-90' building
-  >100' building
-  Recommended route for future BRT



Urban Design Plan for the Vernon Area

-  Gateway
-  Existing retail area
-  Proposed retail area
-  Existing park space
-  Proposed park space
-  Walking street/route
-  Potential future pedestrian/bike connection
-  Proposed plaza space
-  Existing height
-  30'-50' building
-  60'-90' building
-  >100' building
-  Recommended route for future BRT



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- 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



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- 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



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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

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- Scale, design to fit the neighborhood
- Mix uses and incomes
- Provide high quality housing for all income levels
- Improve neighborhood walkability

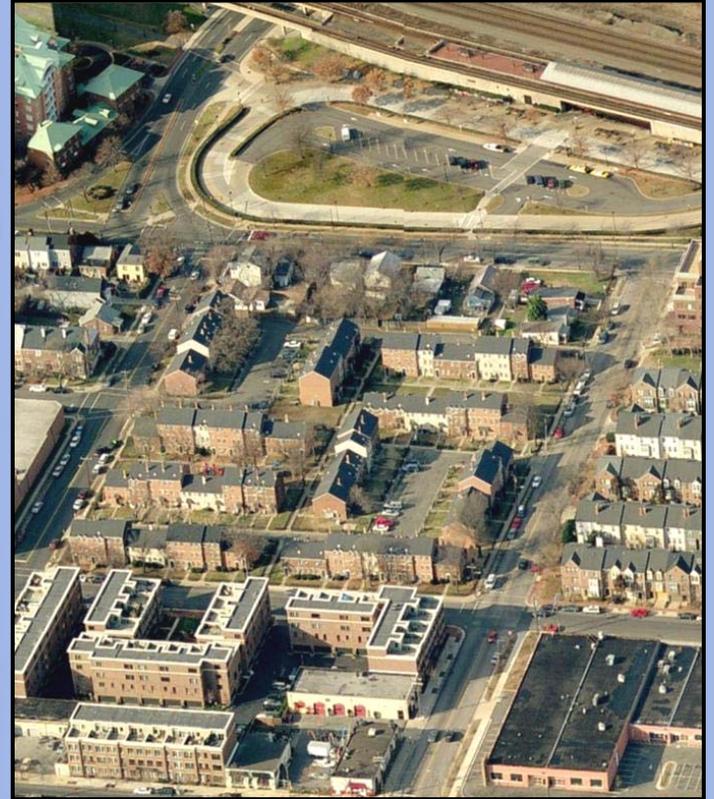
Adkins:

- Help support a public square, lined with retail, at Metro
- Improved walkability near Metro

Madden:

- Neighborhood gateway
- Retail?

Ramsey: Infill



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- Density/FAR and their financial implications
- Construction type
- Height, open space and parking



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As a working assumption, adding about 2 market rate per 1 existing public housing unit makes sense for several reasons:

- Provides sufficient critical mass for public and market rate housing components
- 3x current density is comparable in scale to recent developments near Metro, 1.8 to 2.5 FAR
- Enables market development to cover much of redevelopment cost



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- Last month, we assumed a preliminary total development cost of \$400,000 to \$450,000 per public housing unit in Alexandria
- Further analysis suggests this range is **\$270,000 to \$330,000** , PLUS \$70,000 to \$90,000 per offsite unit



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- Resulting cost range/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
- Social services costs additional



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



From study to construction budget,

- Construction costs per sf

- Buildings, parking...

- Design...

- Land

- Financing

- **TOTAL per sf**

- Pub. housing costs, demo

- **TOTAL per 1200sf unit**

	Scenario 1	Scenario 2	Public Housing
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

World City Housing Program - Budget

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

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- 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



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Subsidy #s for building | # of units to be built # of units to be built

- 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



Public housing #s
with \$150,000

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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

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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

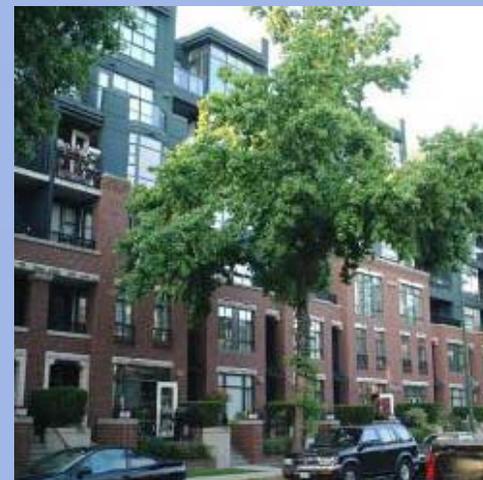
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“Stick framing” Up to 5 stories

“Infinity” Up to 7 stories

Steel/concrete framing 10-12+ stories

...hence heights over 7 stories not anticipated for reasons of scale and cost



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