Braddock East Planning Process

BEAG meeting 5
19 June 2008
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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
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.
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
• 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
• 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
• 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
<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                                                               |
• 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
• Density/FAR and their financial implications
• Construction type
• Height, open space and parking
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
• 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
• Resulting cost range/unit:
  • $270,000-$330,000/on-site unit
  • $340,000-$420,000/off-site unit
• Includes $23,000 per unit for demolition, household relocation, ARHA staff, legal costs, contingencies
• Assumes on-street parking
• Social services costs additional
• Construction costs
  • Demolition, buildings, parking, landscaping, infrastructure
  • Design, legal, contractor/developer fees
• Financing
• Land
• Public housing “soft costs”
  • Relocation & transition services
  • ARHA project manager
  • Legal fees, contingency
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<tr>
<th>Item</th>
<th>S</th>
<th>X</th>
<th>$</th>
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<tr>
<td>Construction costs per sf</td>
<td>233</td>
<td>298</td>
<td>352</td>
</tr>
<tr>
<td>- Buildings, parking…</td>
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<td>172</td>
<td>212</td>
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<tr>
<td>- Design…</td>
<td>44</td>
<td>44</td>
<td>54</td>
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<tr>
<td>- Land</td>
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<td>60</td>
<td>60</td>
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<tr>
<td>- Financing</td>
<td>17</td>
<td>22</td>
<td>26</td>
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<tr>
<td>TOTAL per sf</td>
<td></td>
<td></td>
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<tr>
<td>TOTAL per 1200sf unit</td>
<td>303k</td>
<td>381k</td>
<td>422.5k</td>
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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.
• 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
• 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.
<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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<tbody>
<tr>
<td>ADKINS</td>
<td>2.9</td>
<td>90</td>
<td>250-315</td>
<td>87-108</td>
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<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>
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<td>MADDEN- WITH SUPERMARKET ADDED</td>
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<td>66</td>
<td>185-230</td>
<td>54-68</td>
<td>1.9-2.2</td>
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<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>
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<tr>
<td>RAMSEY</td>
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<td>SITE</td>
<td>SIZE (ACRES)</td>
<td>CURRENT UNIT COUNT</td>
<td>REASONABLE FUTURE UNIT COUNT?</td>
<td>DENSITY RANGE (UNITS/ ACRE)</td>
<td>FAR?</td>
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<tr>
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<tr>
<td>RAMSEY</td>
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<td>15</td>
<td>36</td>
<td>51</td>
<td>1.4</td>
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</tbody>
</table>
“Stick framing” Up to 5 stories

“Infinity” Up to 7 stories

Steel/concrete 10-12+ stories

framing

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