EMAIL

FROM: Heidi Ford
TO: Jeffrey Farner, Deputy Director, Development
CC: Faroll Hamer, Director Planning and Zoning
Leslie Zupan
DATE: 2/16/2009, 7:09 PM
SUBJECT: Braddock Implementation/Funding Formula

Jeff,

Thanks very much for your informative presentation last Monday on the Braddock Open Space and Community Amenities Fund formula. However, I was astounded by the substantial difference in what Planning and Zoning currently anticipates these amenities will cost versus what you were projecting they would cost just one year ago. Therefore, I would like to get a better understanding of the precise data used to generate the projected costs cited in the Braddock Metro Neighborhood Plan and that you used to generate the cost figures you presented last Monday. Can you please provide this

A few other questions or points of clarification:

Although the Braddock Plan prioritizes improvements along the designated walking streets, it also indicates there are to be improvements throughout the neighborhood. For example, pp 41-42 state "Likewise, on the multitude of blocks located on streets not designated as “walking streets,” funds should be prioritized to provide a minimum level of enhancement including street trees, pedestrian-scale sidewalk lighting, and bicycle facilities." Pages 6, 118, and 123 also reference amenities to streets other than the four designated walking streets. Were these additional improvements factored into Planning and Zoning's newest cost projections?

P. 136 of the Braddock Plan states "Fayette and Wythe streets should have exclusively city standard brick with a running bond paving pattern." Do your new figures include the cost for this on those blocks not slated for development?

The Braddock Plan includes an analysis of expected contributions of the 7 acre Jaguar site (pp. 113-114). It projects "based on an analysis of the current proposal for the seven-acre Jaguar development, it is estimated that the Northern Gateway proposal will need to contribute approximately $1,000,000 to the parks and open space fund and $1,000,000 to streetscape funds." Given this, why is Planning and Zoning now asking Jaguar to contribute less than $650,000? Although the Jaguar is one of the earlier projects, it's also one of the largest developments and they were well aware of the projected $2 million contribution when they chose to take their project before the Planning Commission on March 4, 2008.

Among the documents you provided at last week's meeting was a table titled Cost estimate and funding sources. In the neighborhood retail section, the notes state the facade program has been phased out. When was this phased out and does this refer to facade refurbishment only along Queen street or elsewhere as well?

Finally, item A of the Draft Funding Proposal references acquiring a 1 acre park on "the southern portion of the block bounded by N Henry, N Fayette and Pendleton Streets." A park fronting on Rt 1 was not what the neighborhood voted for. The post office option

presented during the charettes, and enshrined in the approved Braddock Plan, was for a park oriented north-south along on the western half of the Post office block, and which is shielded from Rt 1 by a row of community serving retain. It is this configuration that the neighborhood voted for and it is this configuration that should be planned for. While it is outside the scope of a funding formula to specify the layout of a park, I think it is imperative that the funding formula proposed be informed by the cost to acquire the park as originally depicted in the Braddock Plan. This would include funding to underground the post office parking lot (since the Braddock Plan on p. 37 states surface parking lots on walking streets are prohibited) and to demolish the current post office building and relocate it to the new retail building to be built along Rt.1. Does the $9.6 million cited on table 1 factor in these costs?

Any clarification on these issues would be much appreciated. Since the neighborhood is going to be stuck with these developments and the associated parking pressure and traffic, we want to make sure we will receive all of the corresponding benefits detailed in the Braddock Plan.

Thanks,

Heidi Ford

Braddock Metro Neighborhood Plan

City of Alexandria, Department of Planning and Zoning
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1. **Can you please provide the precise data used to generate the projected costs cited in the Braddock Metro Neighborhood Plan and that you used to generate the cost figures you presented last Monday?**

The cost estimates in the Plan were preliminary and are intended as a general guide. While the estimates reflect best practices from around the country, page 118 of the Plan recognizes the final costs will vary from the estimates. Since City Council's March 2008 adoption of the Plan, staff has worked to develop more refined estimates using current costs. Although some of the revised cost estimates are lower, staff is confident that the estimates will adequately cover all of the public amenities recommended in the plan.

2. **Although the Braddock Plan prioritizes improvements along the designated walking streets, it also indicates there are to be improvements throughout the neighborhood. For example, pages 41-42, 6, 118, and 123 also reference amenities to streets other than the four designated walking streets. Were these additional improvements factored into Planning and Zoning's newest cost projections?**

The amenities that were the cost basis for the Open Space Fund and the Community Amenities fund include a new one acre community park, streetscape enhancements on the four designated "walking streets", burial of utilities along selected blocks and dedicated funding for business recruitment and stabilization. While other improvements were not included in the cost estimates for the OSF and CAF, the provision for curb ramps, crosswalks, street trees, pedestrian scale sidewalk lighting and bicycle facilities has been included in the Implementation Schedule, which has been provided to the community (Tasks 4.5 and 4.6). The Implementation Advisory Group will play and active role in making recommendations to the City about spending priorities and public improvement project phasing.

3. **Page 136 of the Braddock Plan states "Fayette and Wythe streets should have exclusively city standard brick with a running bond paving pattern." Do your new figures include the cost for this on those blocks not slated for development?**

The estimated cost for the walking streets includes brick sidewalks for Fayette and Wythe streets as recommended in the Plan.

4. **The Braddock Plan includes an analysis of expected contributions of the 7 acre Jaguar site (pp. 113-114). It projects "based on an analysis of the current**

proposal for the seven-acre Jaguar development, it is estimated that the Northern Gateway proposal will need to contribute approximately $1,000,000 to the parks and open space fund and $1,000,000 to streetscape funds." Given this, why is Planning and Zoning now asking Jaguar to contribute less than $650,000? Although the Jaguar is one of the earlier projects, it's also one of the largest developments and they were well aware of the projected $2 million contribution when they chose to take their project before the Planning Commission on March 4, 2008.

It was discussed in the staff report that the amounts would be considerable and could be as much as $1,000,000 for each fund, however, this estimate was prior to the current detailed costs estimates and prior to the discussion of monetary credits for catalysts projects. In addition, while the staff report discusses a possible monetary amount, the conditions state that the final amount will be determined as part of the approval of each of the funds. While the project could receive a discount if they qualify for the catalyst rate, if the project does not proceed in the required timeframe to qualify as a catalyst project, the proposal will be subject to *higher* contribution rates than discussed in the staff report. In addition to the contribution to the two funds, the conditions of approval require the applicant to provide off-site improvements such as improve the intersection-open space at Route 1 and Fayette, improvements to Powhatan Park and underground utilities on Route 1.

5. **In the neighborhood retail section of the documents provided at the meeting, the notes state the facade program has been phased out. When was this phased out and does this refer to facade refurbishment only along Queen Street or elsewhere as well?**

The façade improvement program is administered by the Alexandria Economic Development Partnership (AEDP). AEDP phased out the city-wide program as of December 31, 2008, but they remain opened to the possibility of re-opening the program as an incentive in designated areas.

6. **I think it is imperative that the funding formula proposed be informed by the cost to acquire the park as originally depicted in the Braddock Plan. Does the $9.6 million cited on table 1 factor in the cost to underground the post office parking lot (since the Braddock Plan on p. 37 states surface parking lots on walking streets are prohibited) and to demolish the current post office building and relocate it to the new retail building to be built along Rt.1?**

Park costs are based on current land values, demolition, remediation, park design and construction cost, streetscaping, and undergrounding with an escalation clause for inflation. The cost of the park reflects a one acre park in the Braddock neighborhood. The generic park that was shown at the community meeting was solely for the purposes for estimating the cost for the park and does not preclude the option of having the park on the western portion of the site. It was not intended to design or locate the park. The final location and park designed will be determined as part of the implementation process with assistance from the IAG.