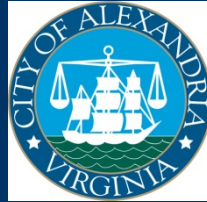


# *Framework for Community Building*

Braddock Metro Neighborhood Plan Final Worksession #5

January 24, 2008

David Dixon FAIA, Goody Clancy



# TONIGHT'S AGENDA

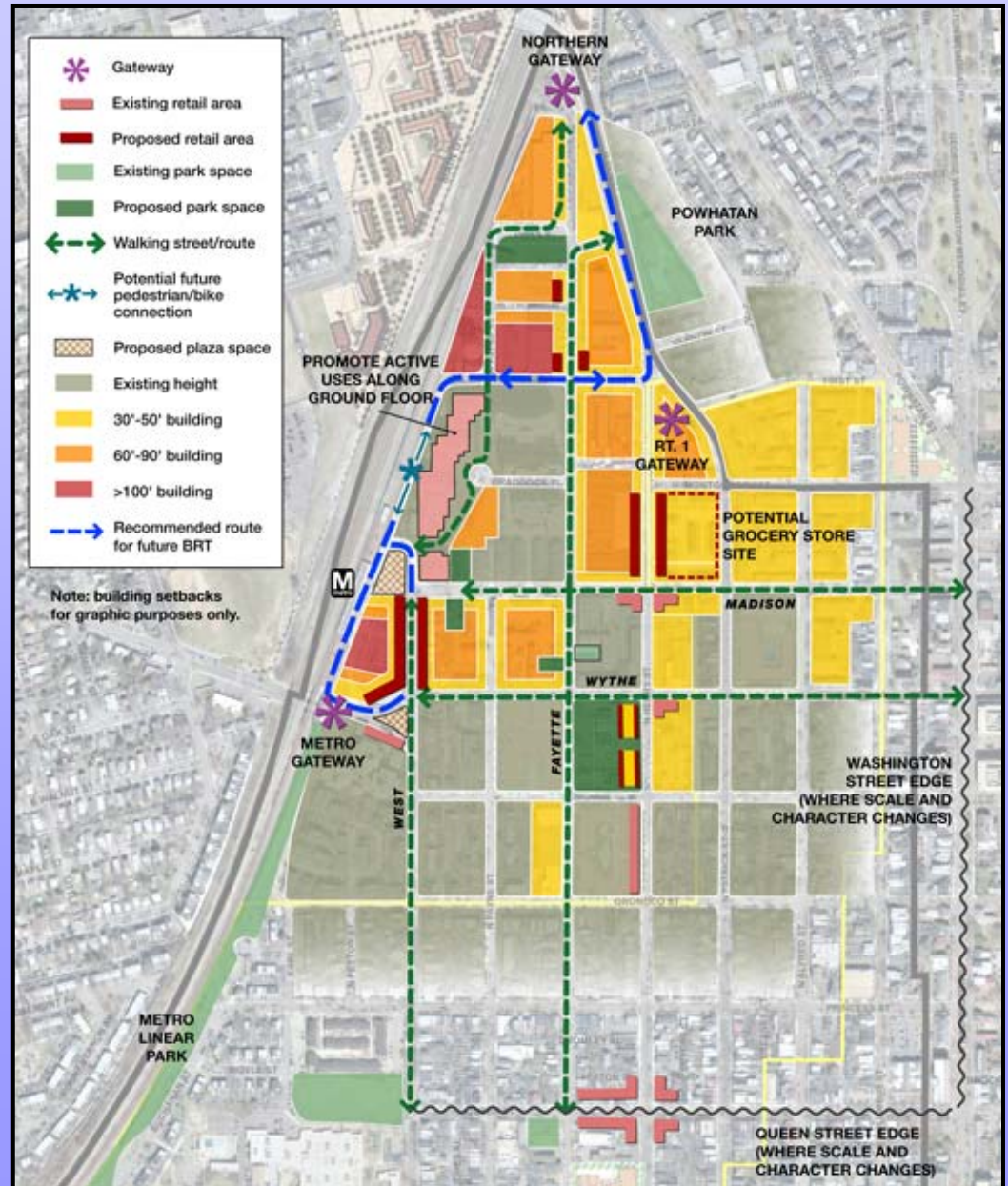
- **Overview of where we are today**
- **Funding community improvements**
- **Unresolved issues**
- **Implementation phase**



Worksession #4 on January 7

# OVERVIEW OF WHERE WE ARE TODAY

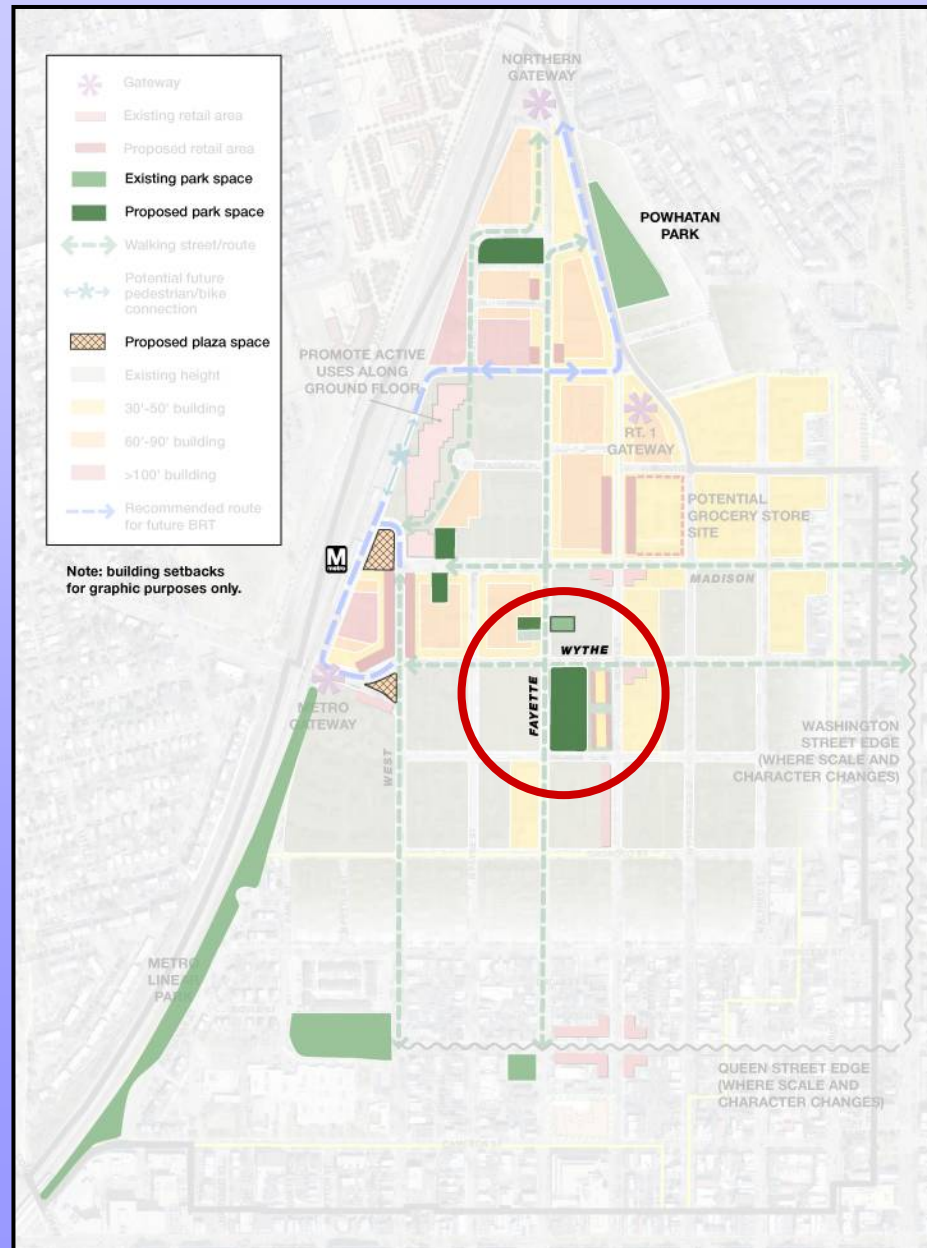
## Worksessions #1 - 4



# A public realm...



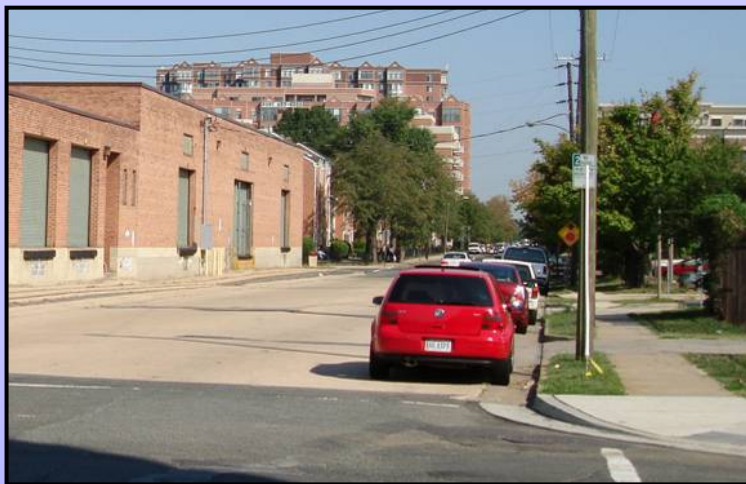
## Element 1: A major new neighborhood park



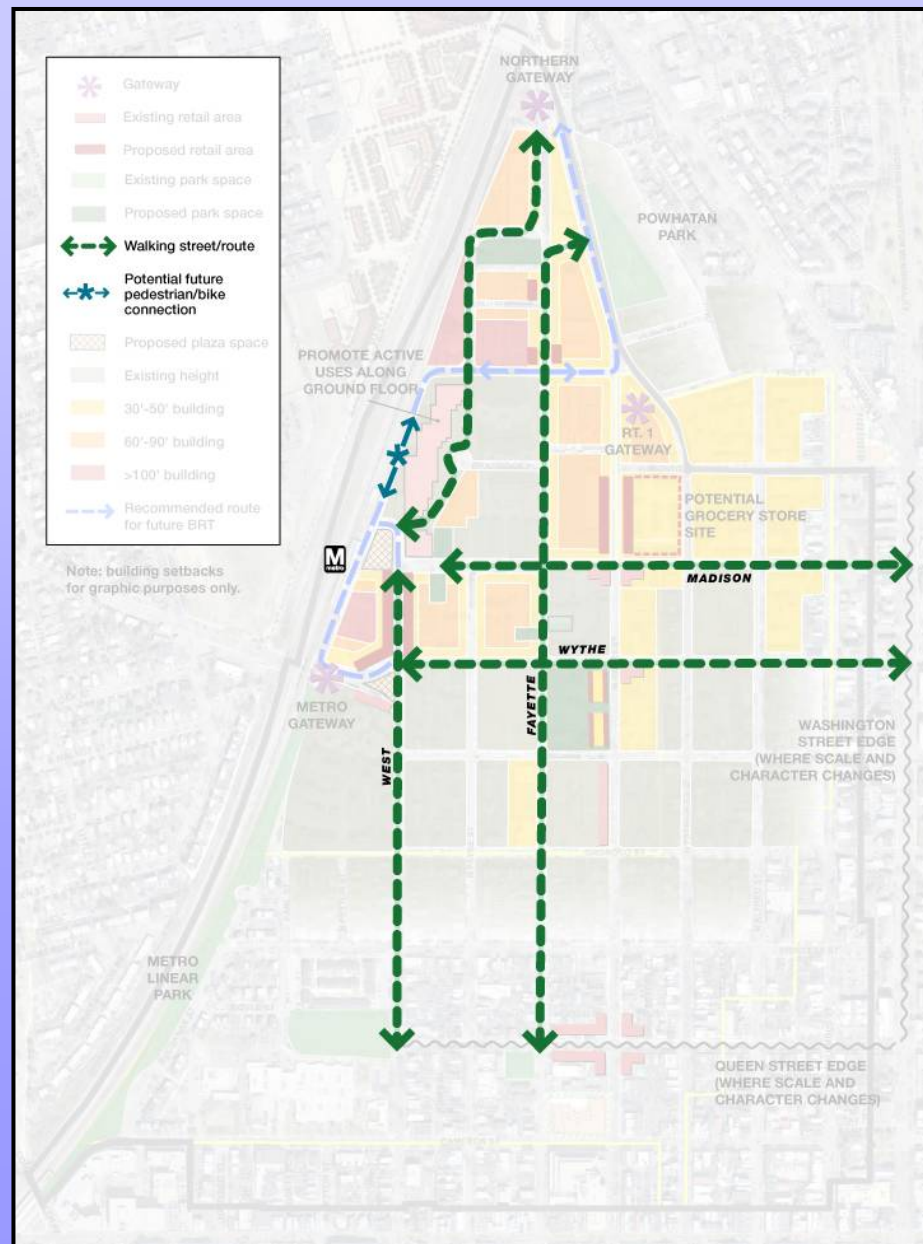


**Jamison Square, Portland, OR**

...connected by walking streets...



**Element 2: A network of “walking streets” (Fayette, West, Madison, Wythe)**



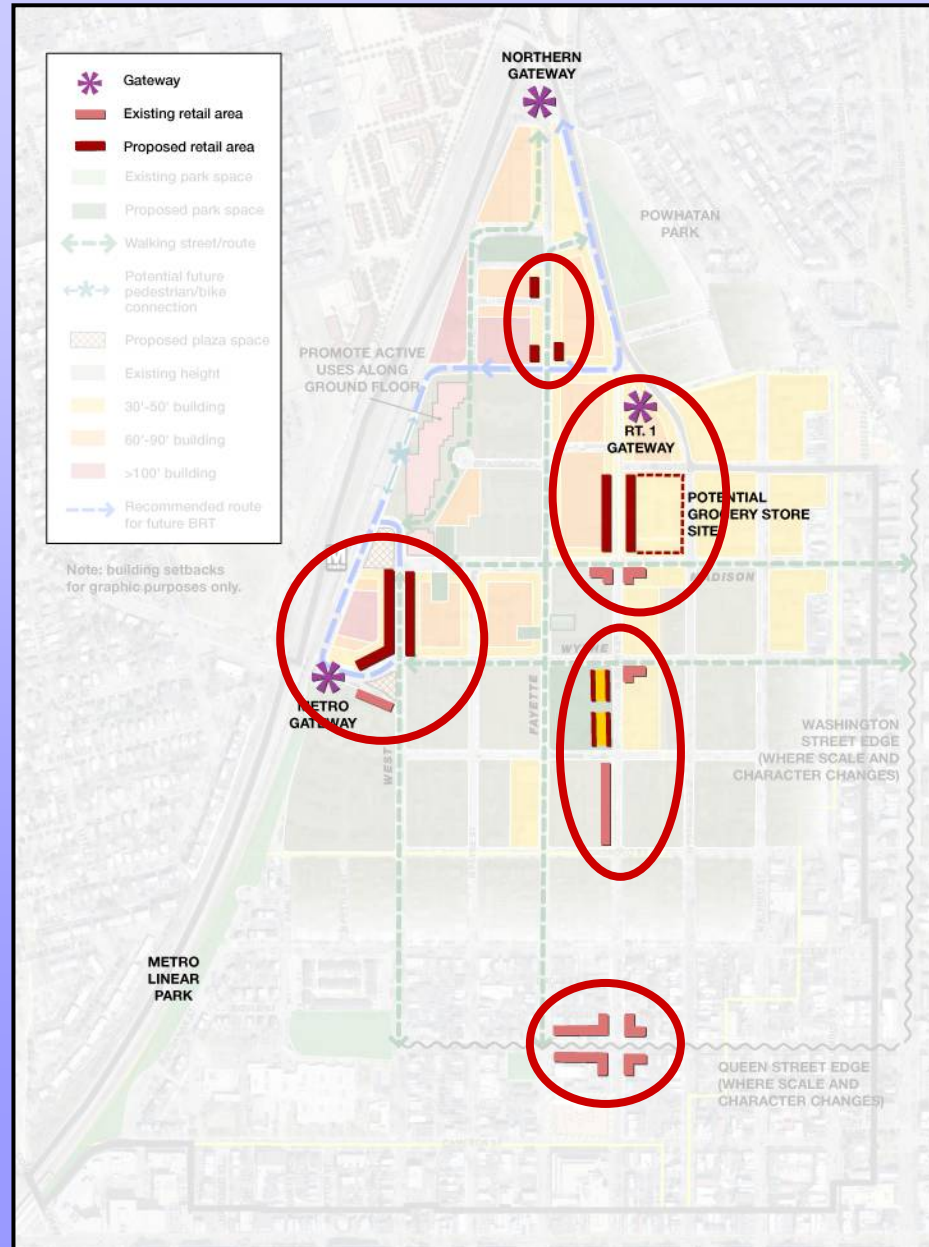


**Fayette at Wythe Street with a park on the Post Office site**

...brought to life by retail...



### Element 3: Retail and community culture







West Street at Madison looking south

# ...that helps to enliven Queen Street...

## PRINCIPLES

- Queen Street's buildings are an important part of the neighborhood's history
- A revived Main Street for the African-American community will enhance livability for all
- To be viable, retail businesses need more pedestrian and (slow moving) vehicle traffic

## STRATEGIES

- The Plan intends to reserve some of the redevelopment-generated dollars for façade and lighting improvements, business development grants, etc.
- “Live/work” renovation efforts could aid the revival



...to enhance the entire community



U Street, Washington DC

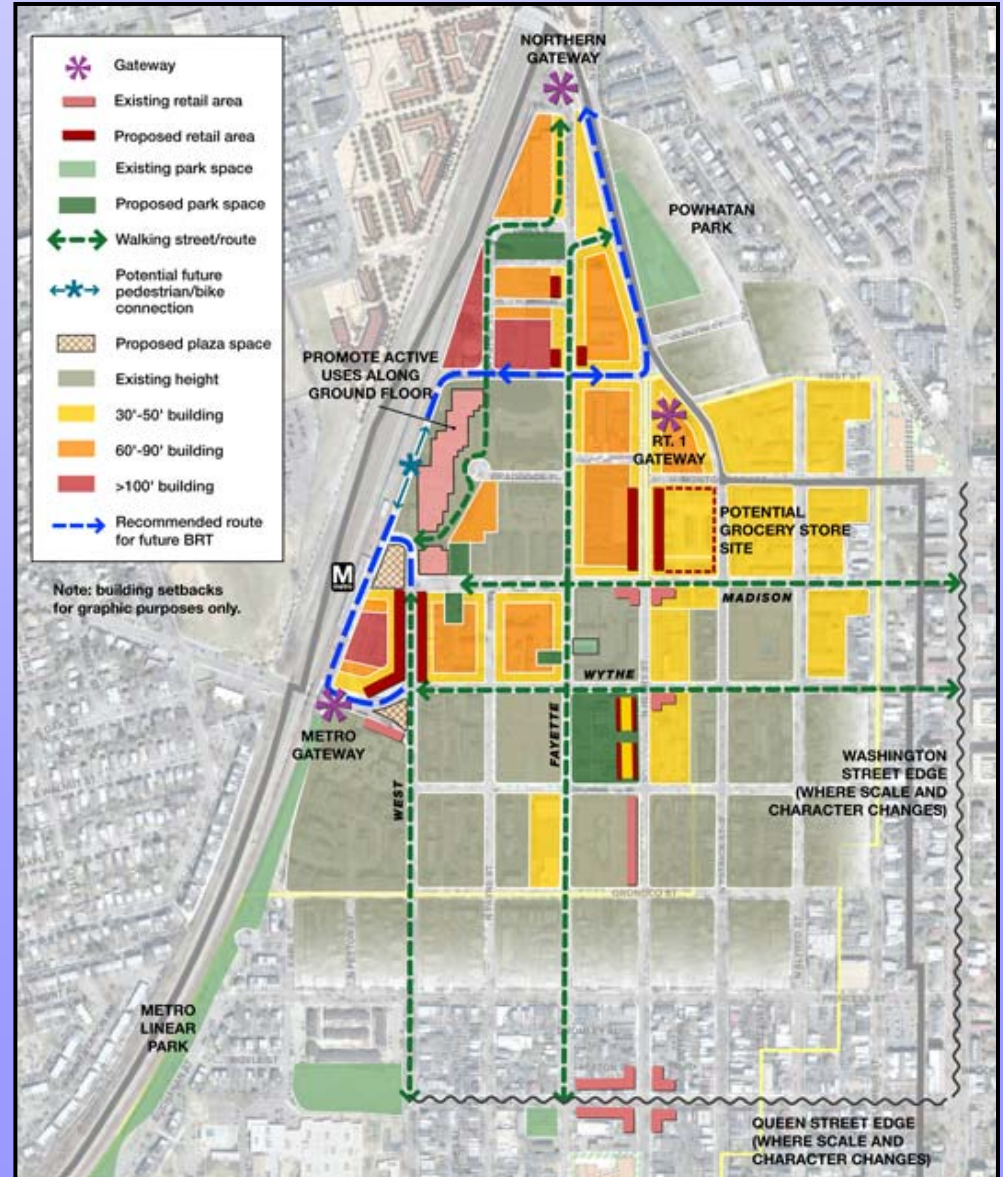


Codman Square, Boston



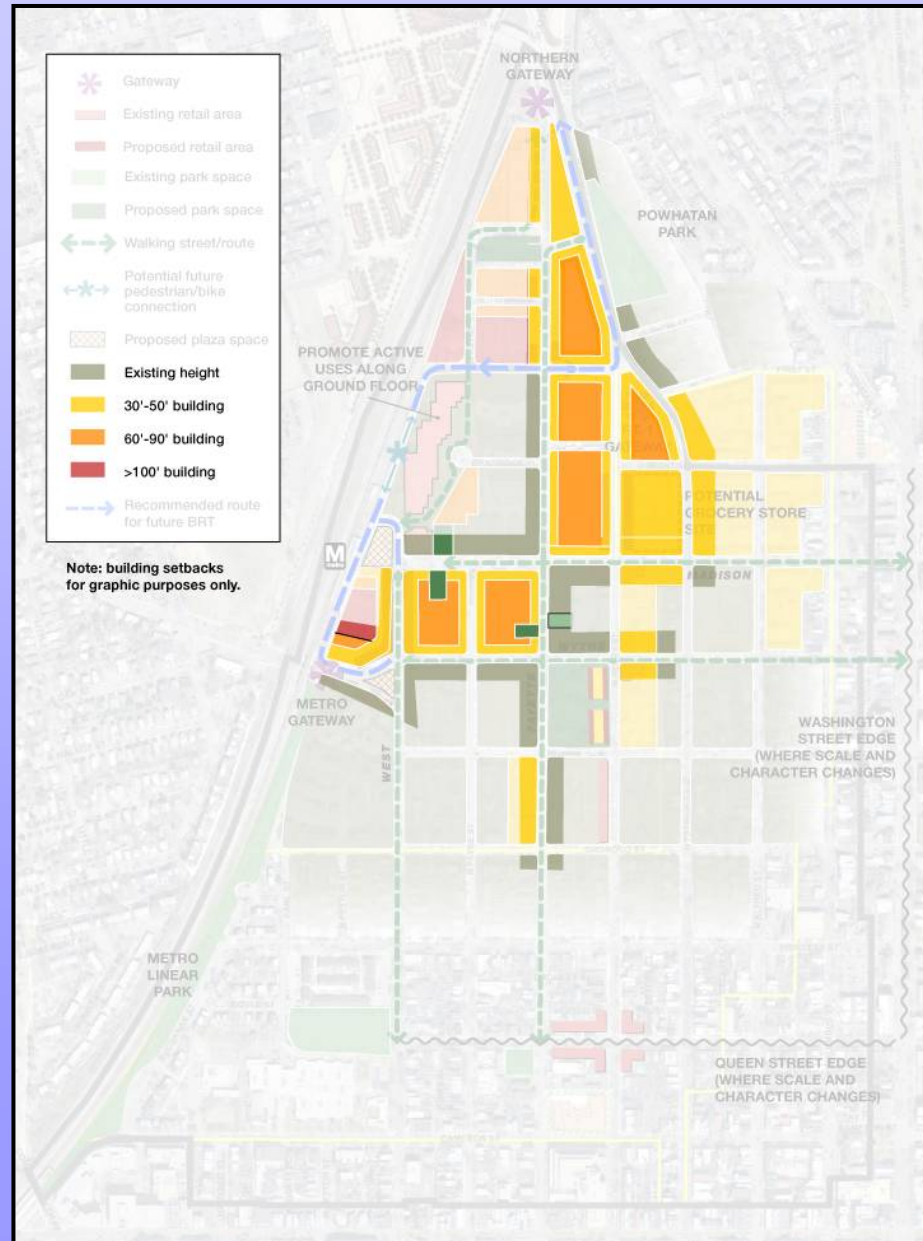
Alberta Street  
Portland, OR

# Height and massing that reflect the neighborhood's diverse character



...defined by human-scale edges.

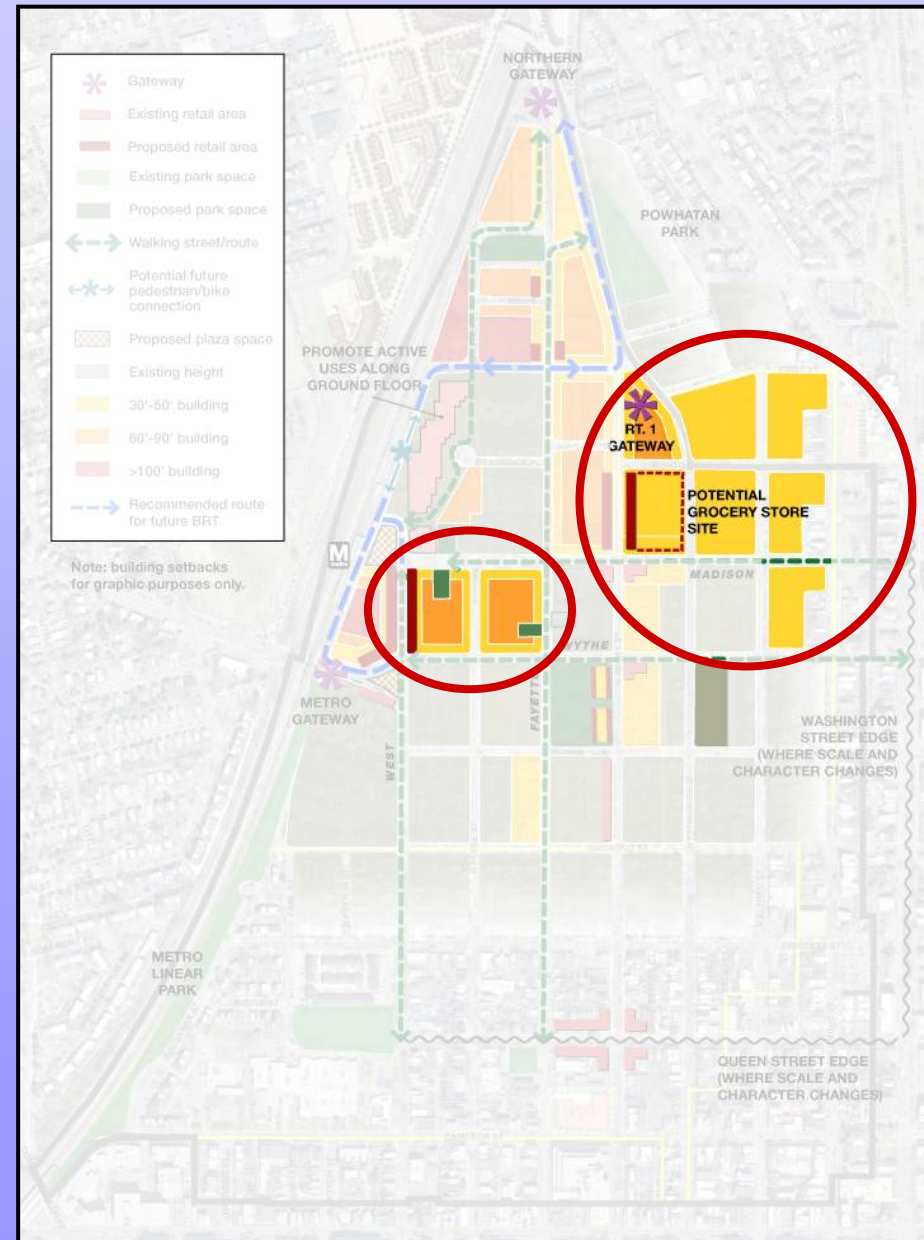
## Element 4: “shoulder” buildings along the “walking streets”



# A new generation of mixed-income housing



## Element 5: Transform public housing into mixed-income housing





**The Townhomes on Capitol Hill,  
Washington, DC**



# A neighborhood where traffic is carefully managed

- Infrastructure
  - Car sharing programs
  - Improved transit service
  - Ped/bike improvements
- Programs
  - Carpool-vanpooling
  - Transit incentives
  - Parking management



## Rte 1

- Preserve curbside parking
- ...and trucks in the middle lanes
- Enhance pedestrian crossways and add street trees

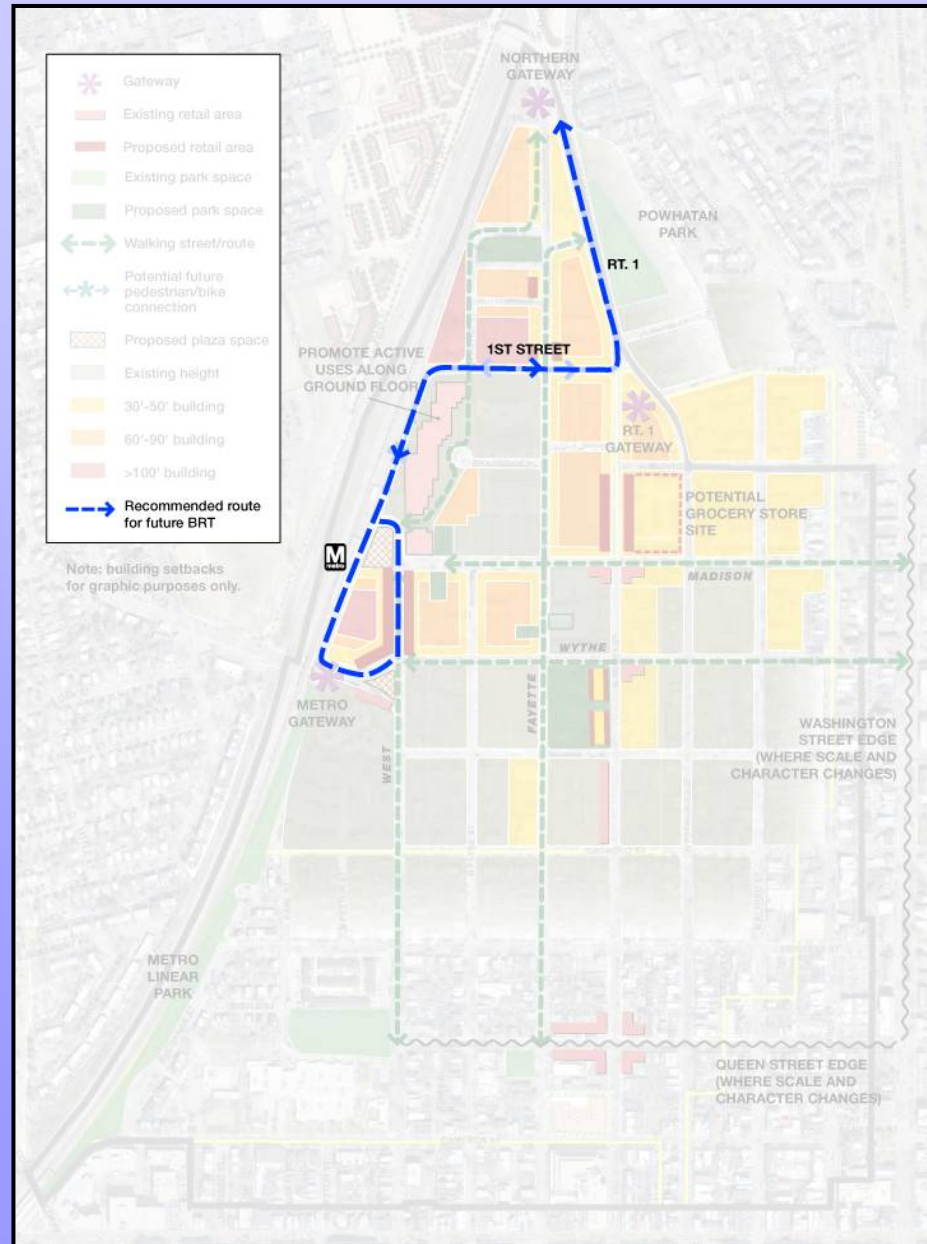




...a BRT route integrated into the neighborhood

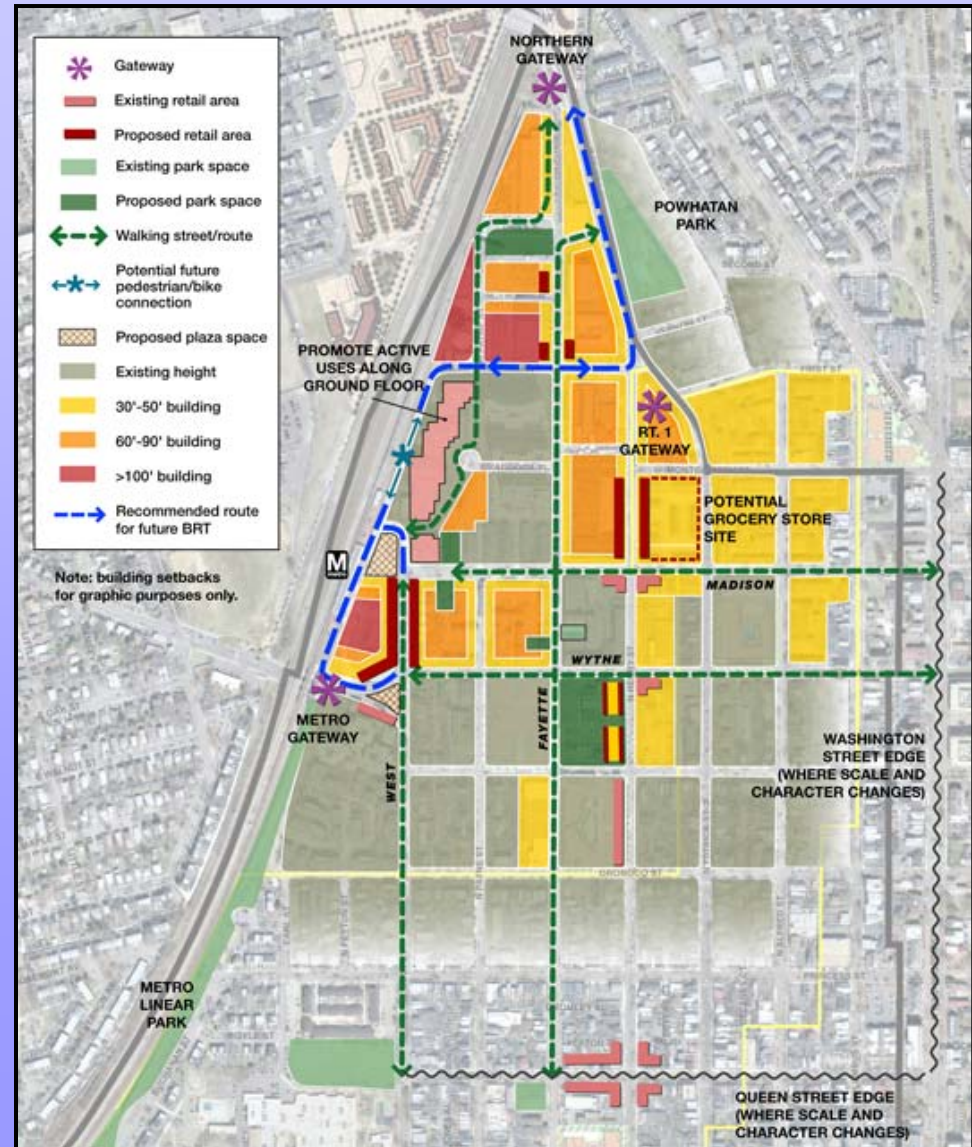


**Element 6: Recommended alignment of BRT along 1<sup>st</sup> Street and Braddock Place service road**



# FUNDING COMMUNITY IMPROVEMENTS

- What does the plan cost?
- What is the pot of money available?
- What is the cost of the proposed public improvements?
- Where else has this worked?



# Cost of public improvements

• Walking streets	\$ 3m	\$ 5m
– Fayette, Madison, West, Wythe, West		
– 29 “block faces”		
– Street trees, lighting, paving, signage, etc.		
• Bikeways (Fayette, etc.)	\$ 1m	\$ 2m
• Traffic calming	\$ 1m	\$ 2m
• Neighborhood park	\$ 7m	\$15m
• Pocket parks/plazas	\$ 3m	\$ 5m
• Neighborhood retail	\$ 4m	\$ 6m
– Retail recruitment, façades, etc.		
– Queen Street		
Total	\$19m	\$35m

# “Public value” of development options

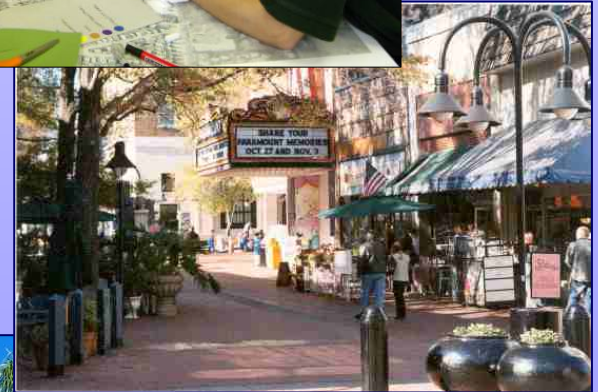
- Assumptions:
  - Below-ground parking
  - Bury utilities
  - Landscaped edges
  - Match plan’s height and massing assumptions
- Potential contribution:
  - Rental apartments—\$0/SF
  - Townhouses (assume garage parking, not below-ground)—\$0-5/SF
  - Condominiums—\$20-30/SF
  - Office—\$30-50/SF

# Potential public contributions from development

• Proffers	\$14m	\$18m
– Funds collected as development proceeds		
– Part of approvals process		
• TIF-like (tax increment funded bonds) funds	\$17m	\$21m
– Funds collected when city issues bonds		
– Improvements specified in plan		
• Additional funds (rough estimate)	\$ 3m	\$ 5m
– Affordable housing		
– Green space		
	Total	\$34m \$44m

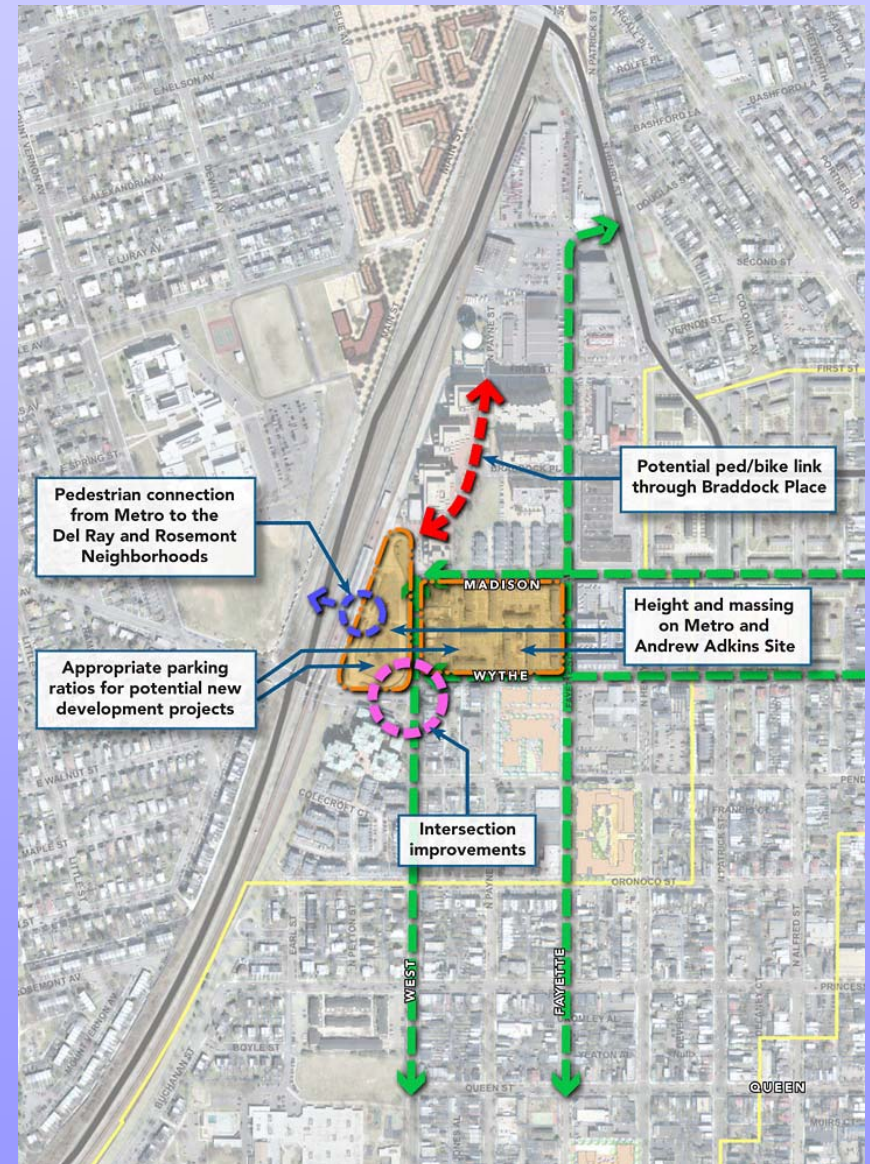
# Examples of other communities that use public benefit contributions

- Cambridge, MA
  - “Proffer-equivalents”
  - Public negotiation at planning commission meetings
- Charlottesville, VA
  - Proffers
  - Open negotiation, moving to standardized contributions
- Various Florida communities
  - Impact fees
  - TIF and TIF-like funds



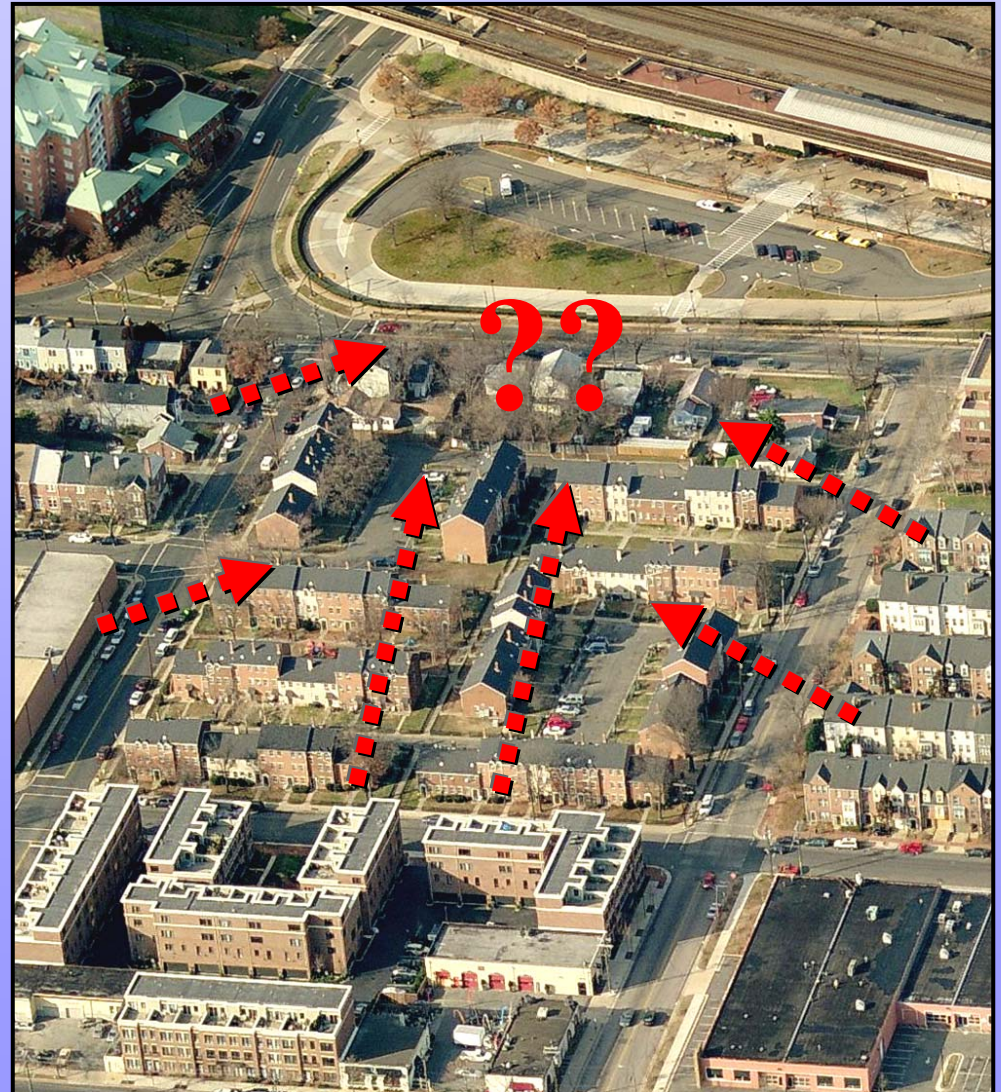
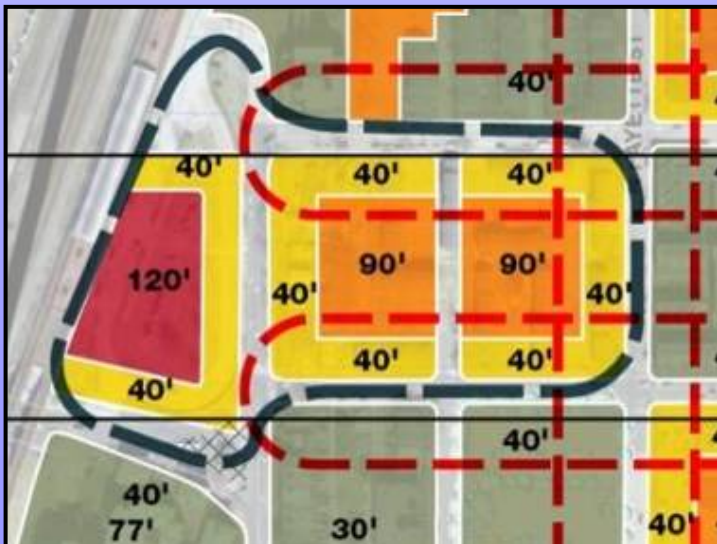
# UNRESOLVED ISSUES

- Height and massing on Metro and Adkins blocks
- Appropriate parking ratios
- Options for Metro Linear Park
- New Metro entrance on the west side of the tracks



# Height and massing on Metro and Adkins blocks

- Mixed feelings about potential 90' tall buildings on Adkins block and 120' tall building on the Metro site





# Principles for Metro and Adkins blocks

- Scale and design to fit in the neighborhood
- Mix uses and incomes
- Provide high quality housing for all income levels
- Improve walkability to and from the Metro station
- Create a public square, lined with retail, at Metro
- Accommodate buses and other Metro traffic



# Metro site: plaza location options



**Option A**



**Option B**



**Option C**

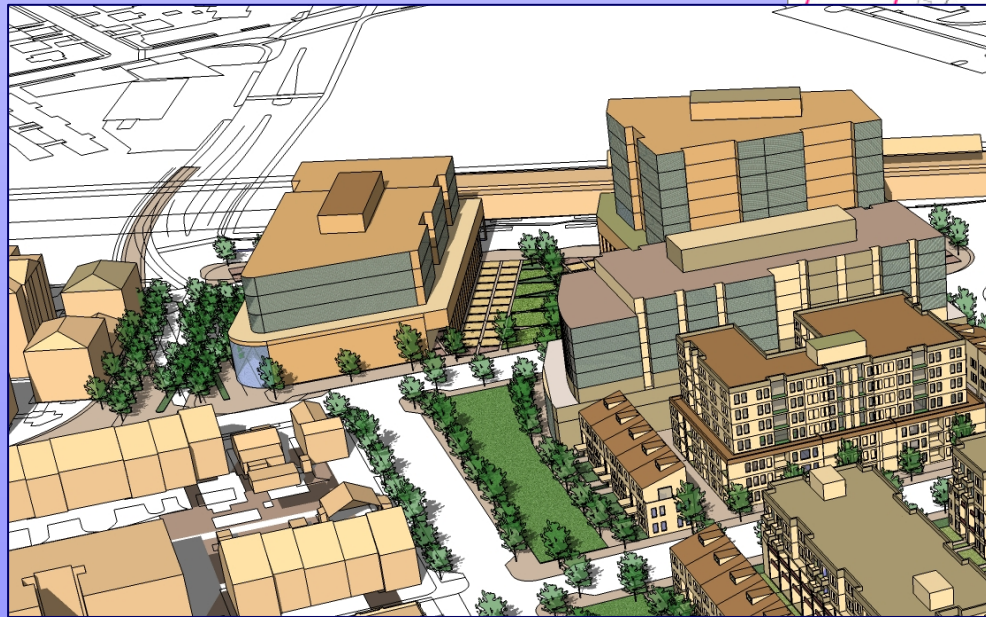
# OPTION A: Neighborhood square at north end



# OPTION B: Neighborhood square at south end



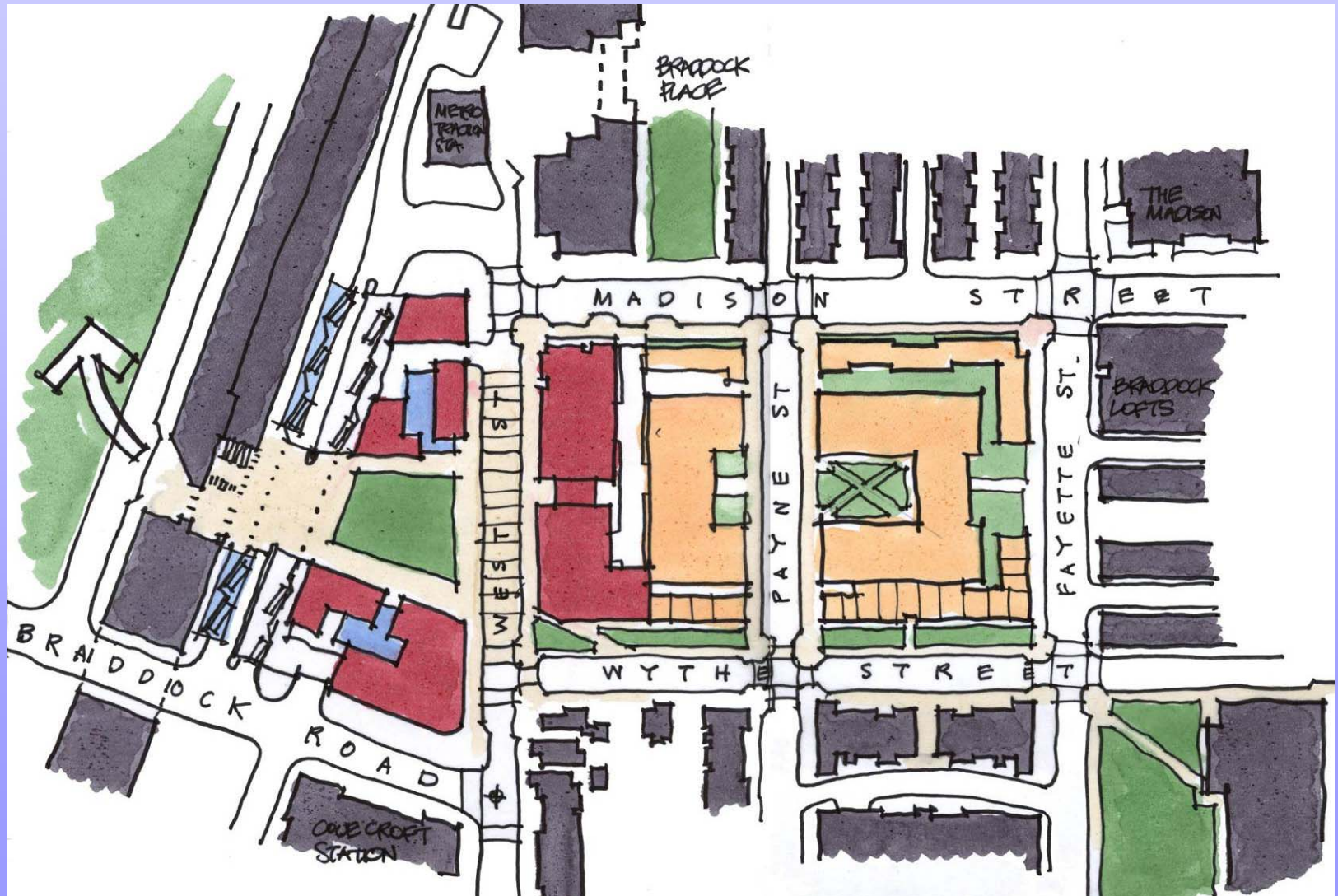
# OPTION C: Neighborhood square at center



# Adkins site



# OPTION 1: Wythe Street greenway



**Tying the two sites together with an open space framework**

Building 2 - 60' / 4 Stories  
Retail Lvl 1 - 8,000 SF  
Office Lvl 2 - 30,000 SF  
Office Lvl 3-6 - 20,000 SF each  
Sub-total Offices  
30000 x 120000 = 150,000

Building 1 - 105' High / 7 Stories  
Retail Lvl 1 - 16,000 SF  
Office Lvl 2 - 34,000 SF  
Office Lvl 3-5 - 24,000 SF each  
Sub-Total  
34000 x 72,000 = 100,000

Madison Street

Townhouses  
3 Stories

Stacked Flats over  
Skip-Stop Double  
Asped Townhouses  
4 Stories  
40 units







**Aerial view of Option 1**



**View from 3<sup>rd</sup> floor  
of Braddock Lofts**



**View from  
Wythe-Fayette  
intersection**



**View from  
Wythe  
approaching  
West**

**View from Wythe  
from between  
Fayette and West**





**View of the Metro site from the corner of West and Wythe streets**

# OPTIONS 2A and B: New public park

**Option 2A**



**Option 2B**



# OPTION 2A



Building 2 - 60' / 4 Stories  
Retail Lvl 1 8,000 SF  
Office Lvl 2 20,000 SF  
Office Lvl 3,4 14,000 SF each

Madison Street

Retail  
15,000 SF

Retail  
15,000 SF

Stacked Flats over Retail : 160 units / 7 Stories  
2 level below-grade parking podium

Stacked Flats &  
Townhomes  
5 Stories  
+/- 58 units

3 Story Townhouses  
10 units

Public Park  
125' x 350'  
+/- 1.00 Ac

5' high / 7 Stories  
16,000 SF  
30,000 SF  
20,500 SF



**Aerial view of Option 2A**

**View from 3<sup>rd</sup> floor  
of Braddock Lofts**





**View from Wythe-Fayette intersection**

# OPTION 2B



Building 2 - 60' / 4 Stories  
Retail Lvl 1 8,000 SF  
Office Lvl 2 20,000 SF  
Office Lvl 3,4 14,000 SF each

Madison Street

Retail  
15,000 SF

Retail  
15,000 SF

Stacked Flats over Retail : 160 units / 7 Stories  
2 level below-grade parking podium

Townhouses

3 Stories  
4 & 5 beds  
2,200 SF  
Total 15 units

Pedestrian walkway between backyards

Stacked Flats

5 Stories  
10 Units

Ramp to basement parking

Porches along front yard

Pedestrian walkway / Emergency Vehicles

Public Park  
+/- 1.0 Ac

h / 7 Stories  
16,000 SF  
20,000 SF  
10,500 SF





**Aerial view of Option 2A**

**View from 3<sup>rd</sup> floor  
of Braddock Lofts**





**View from Wythe-Fayette intersection**

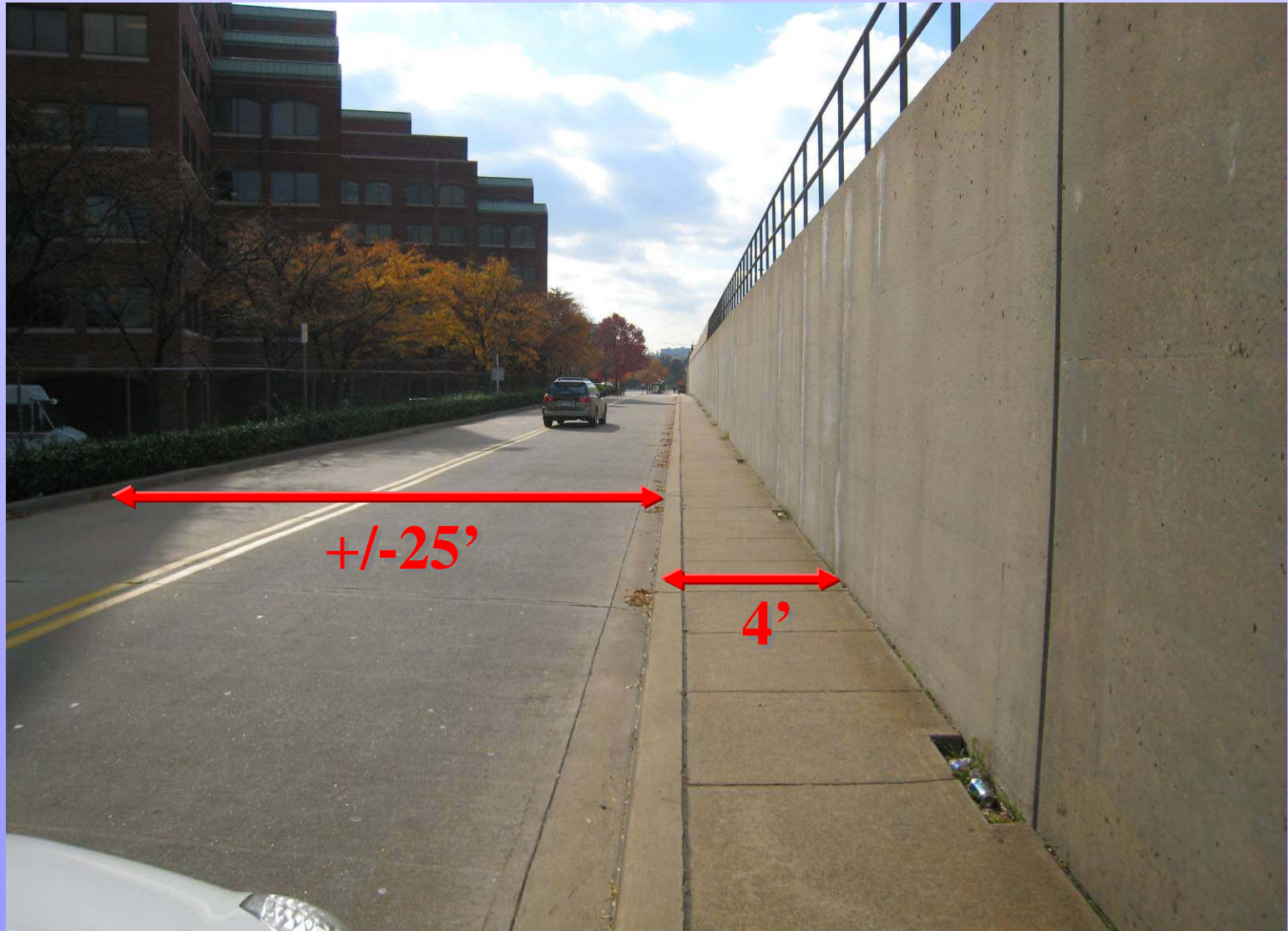
# Right-sizing parking ratios

- Experience gained from comparable developments
  - Adjacent to Metro
  - Other developments
- Opportunities for mixed-use
- Opportunities created by TDM (car sharing, transit passes)
- “Unbundling” parking and housing

# Options for Metro Linear Park

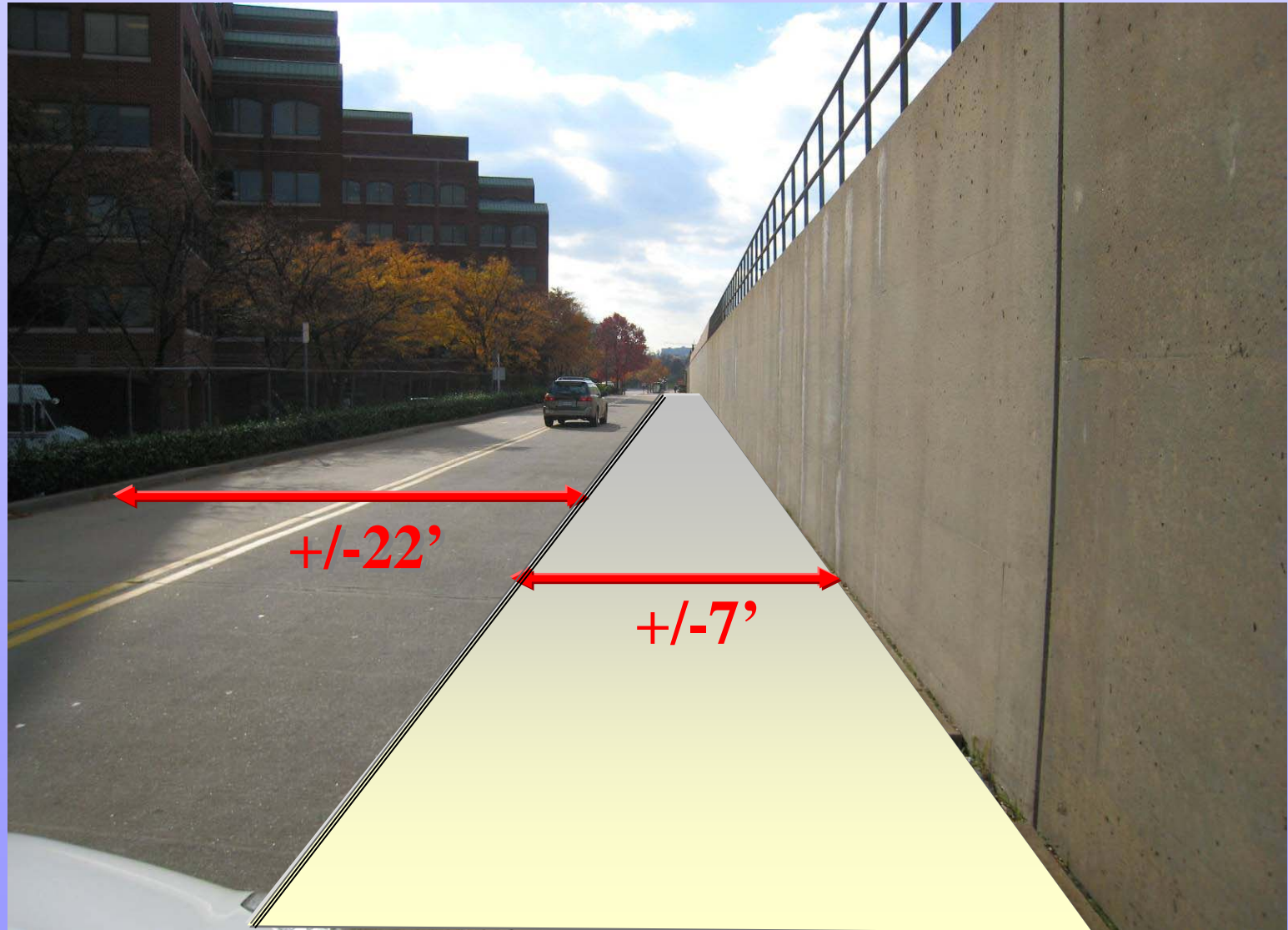


# Potential Braddock Place walking route



**Existing service road behind Braddock Place looking towards Metro**

# Potential Braddock Place walking route



**Potential improvement**

# Potential Braddock Place walking route



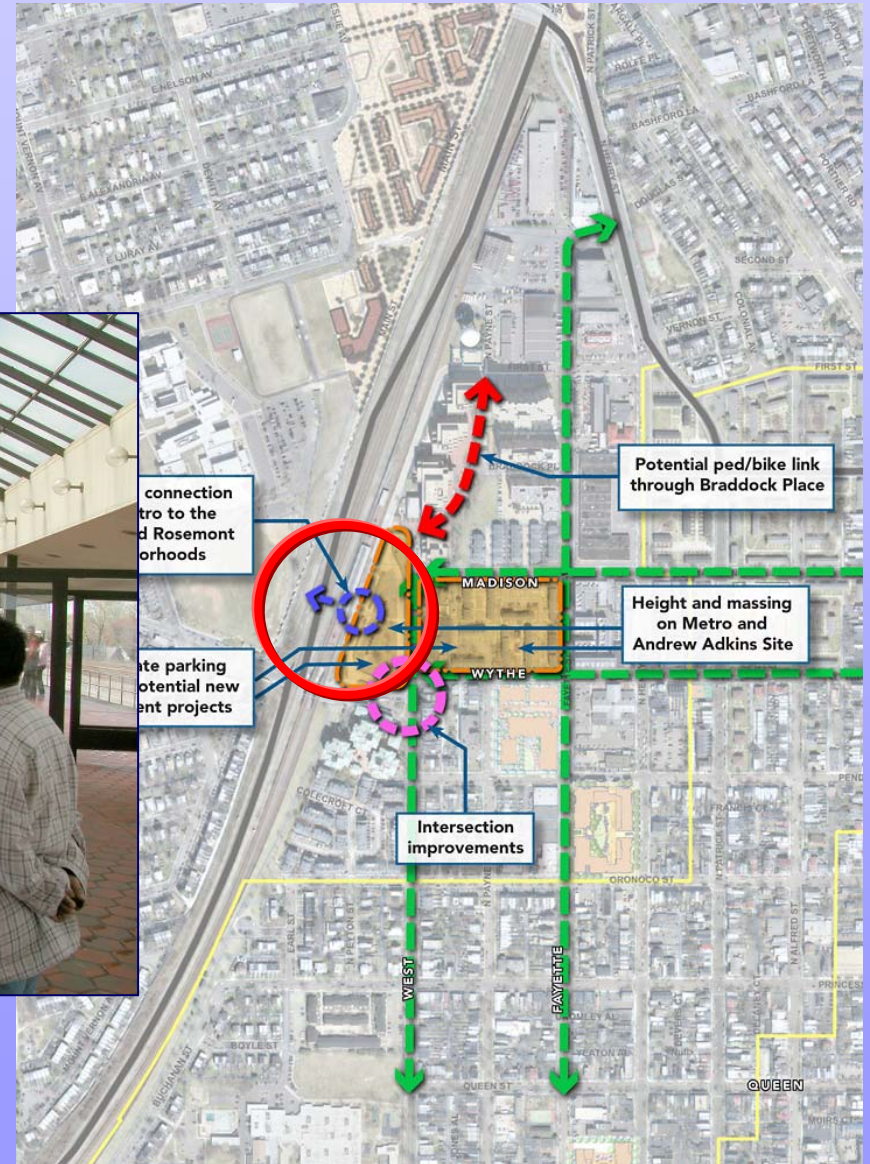
**View of plaza space**



# New Metro entrance on the west side of the tracks



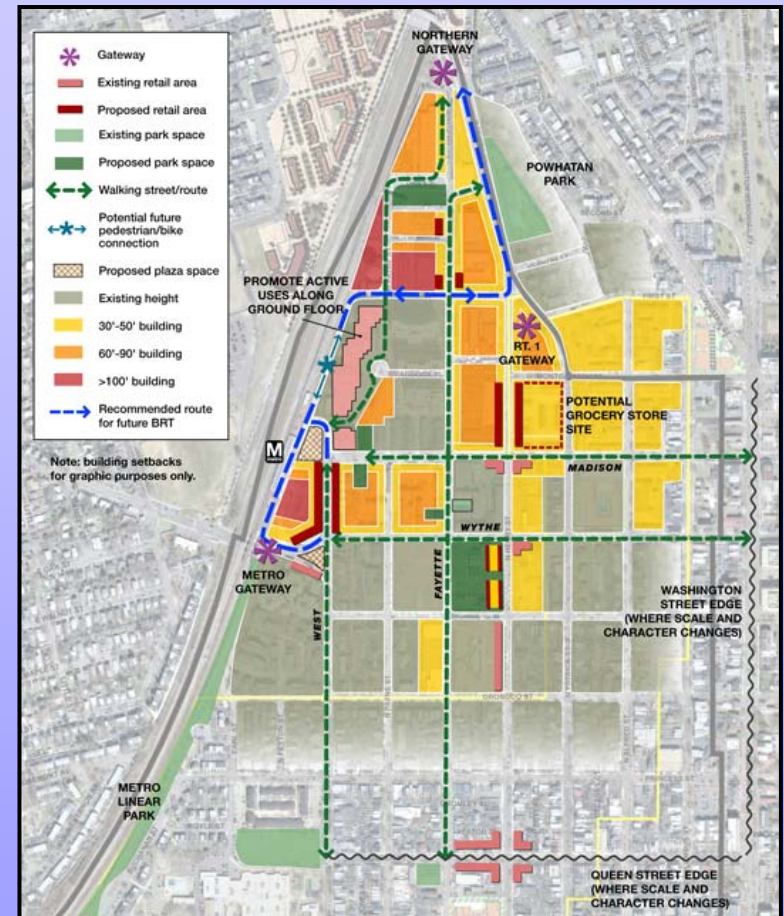
Braddock Road Metro station





# IMPLEMENTATION STRATEGY

- Critical to the success of the plan
- Interagency team
- Neighborhood Implementation Group
  - Make recommendations to council re priorities and phasing for spending and project details
  - Staffed by interagency city team
  - Participates in annual progress report to council
- Funds earmarked for Braddock Metro Plan amenities



# *Framework for Community Building*

Braddock Metro Neighborhood Plan Final Worksession #5

January 24, 2008

David Dixon FAIA, Goody Clancy

