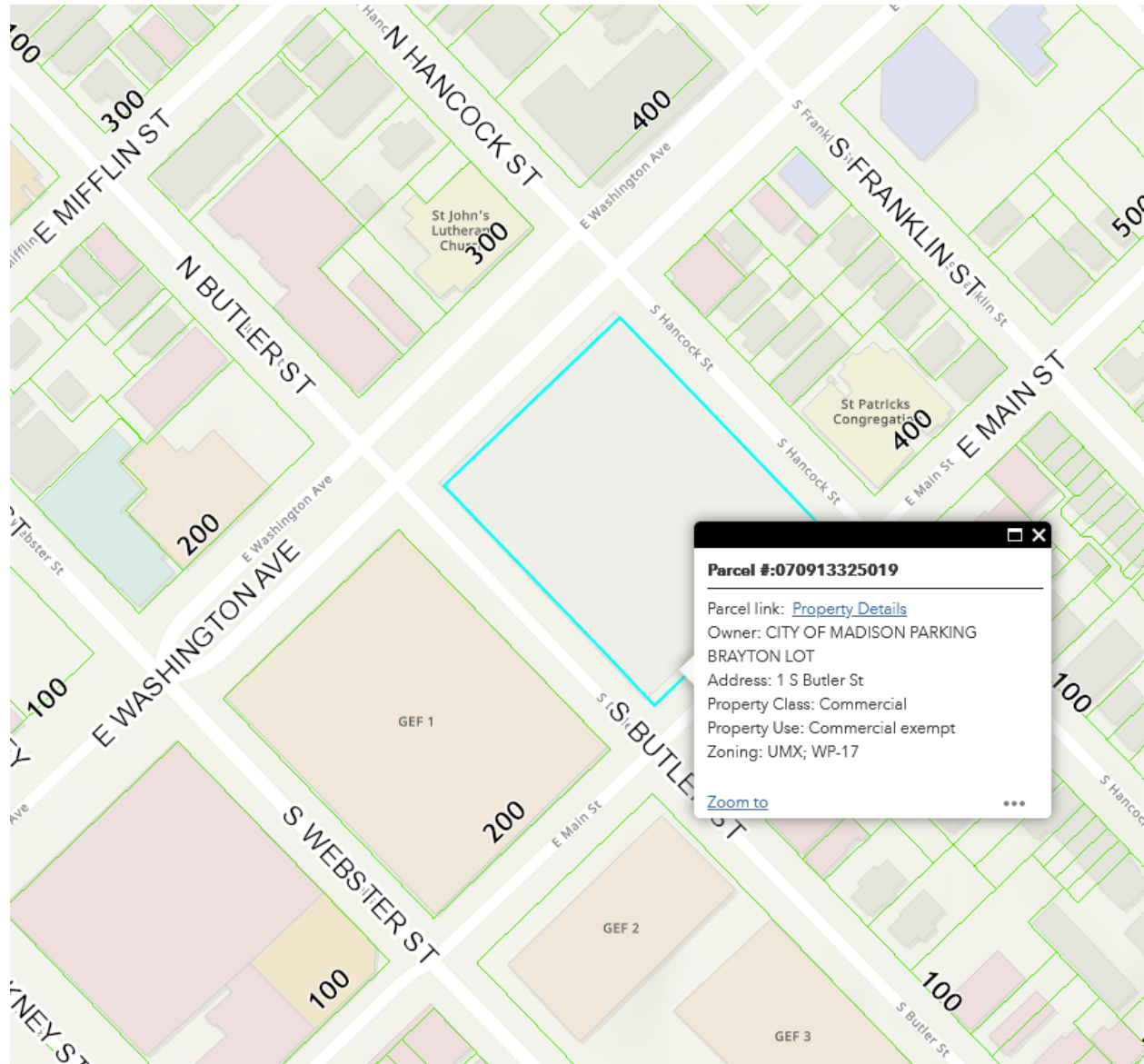


Block 113 (Brayton Lot) FAQ

Last Updated: September 20, 2023

This document attempts to provide answers to frequently asked questions regarding Block 113 (the “Property”), sometimes called the Brayton Lot, and located at 1 South Butler Street. The Property is shown in the figure below, highlighted in blue. Please check back regularly as questions will be added as they are received.



Block 113 (Brayton Lot) FAQ

PROCESS

- **QUESTION:** What is City doing to ensure that voices of renters are captured?
ANSWER: The City is holding multiple input sessions at different times in multiple formats to reach as many people as possible. The City has already held an in-person evening meeting as well as a virtual meeting over lunch. The City will continue to reach out to the community to gather input regarding this project.
- **QUESTION:** Does the City envision a Request for Proposals (“RFP”) that sets a list of requirements on the development respondents?
ANSWER: Yes. This is frequently a part of City RFPs. Working with input from the community and City staff, the Common Council and Mayor will determine the requirements set forth in the RFP.
- **QUESTION:** How long does each step in this process take?
ANSWER: City staff estimates that it will take between four and six years before construction begins on the site. Staff believe that the project will occur in multiple phases over several years, with occupancy beginning sometime between 2027 and 2029.
- **QUESTION:** How is the City going to manage the selection process of the team? The Judge Doyle Square process with the various City committees was challenging and we're hearing developers concerned about who is making the selection and what are the actual criteria.
ANSWER: There will be a public process that will include multiple opportunities for public input. It will include public meetings throughout the process.

FEDERAL TRANSIT ADMINISTRATION (FTA) REQUIREMENTS

- **QUESTION:** Is the entire site under the FTA constraints?
ANSWER: Yes
- **QUESTION:** Is the City limited to the Bus Rapid Transit (BRT) construction timeline?
ANSWER: No
- **QUESTION:** What is the best way to maintain “continuous control”, as required by the FTA?
ANSWER: There are multiple ways to accomplish this, including but not limited to:
 - A deed restriction
 - A long-term ground lease
 - An easement

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HOUSING

- **QUESTION:** Are there creative ways that the City is looking at to address the potential creation of affordable housing?

ANSWER: The City will consider a wide variety of options for the creation of affordable housing. This will require analyzing the different types of levels of affordability, the financial implications for City's Capital and Operating Budgets, the timing of different types of affordable housing development funding, and many other factors.

- **QUESTION:** How are "Affordable Housing" and "Workforce Housing" and defined?

ANSWER: Affordable Housing usually refers to units that are serving households making 60% of the Area Median Income (AMI) or lower. Workforce Housing is often defined as having units that serve households making up to 100% to 120% of AMI.

PARKING

- **QUESTION:** Is there a minimum amount of parking set?

ANSWER: No. There is no minimum or maximum parking level set for this project. However, the project cannot provide "public parking" that serves uses beyond those located on this property.

- **QUESTION:** Can there be any public parking?

ANSWER: No

- **QUESTION:** How much will parking stalls cost to construct?

ANSWER: Based on recent development projects, staff estimates parking structures will cost between \$40,000 and \$60,000 per stall. Costs will change over time. Costs for each stall also vary widely depending on whether a stall is more than one level below the surface grade, and what / how much is built on top of the parking structure. A parking structure that supports a large building on top of it, will require additional support and shoring, increasing the construction cost.

- **QUESTION:** What additional public parking is available in the area, and what might be required in the development?

ANSWER: The City has three parking structures in the area. Their sizes and occupancy rates are listed below:

- Capital North Garage – 600 spaces (43% occupancy)
- Wilson Street Garage – 507 spaces (39% occupancy)
- Livingston Garage – 614 spaces (34% occupancy)

- **QUESTION:** What does the Federal Transit Administration (FTA) mean when they say "no excess public parking", as required by the agreement between the City and the FTA?

ANSWER: There will be no excess parking for the public on this site.

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GREEN SPACE

- **QUESTION:** What are the thoughts for green space and / or common use public space?
ANSWER: The City can set a requirement for specific green spaces or common / public use spaces. The existing adopted plans for this site do not stress public spaces. Additionally, these uses come with additional costs and reduce the amount of space that is available for other uses.

IMPLEMENTATION

- **QUESTION:** What Federal resources is the City looking towards for the site?
ANSWER: This is to be determined and will be informed by the potential uses that are in the mix.
- **QUESTION:** Has the City considered using Community Land Trust models?
ANSWER: This is an option that the City could consider.

OTHER TOPICS

- **QUESTION:** Are all of these uses serviceable / marketable?
ANSWER: This current process, leading to the development of an RFP, will help determine what uses are desirable and feasible on this site, given the various fiscal, market, and political constraints within which the development will be constructed.
- **QUESTION:** Where is the closest BRT stop?
ANSWER: The closest stop will be at Blair St and East Washington Ave, two blocks away from the site. Another stop will be located on the Capitol Square at Wisconsin Ave and Martin Luther King, Jr. Blvd.
- **QUESTION:** Has there been discussion around the redesign of East Washington Ave to eliminate / minimize the “dead zone” that currently exists, and convert it into more of a neighborhood as opposed to a thoroughfare?
ANSWER: The City has several adopted plans, policies, and ordinances in place to guide the evolution of this corridor.