

City of Alexandria, Virginia

MEMORANDUM

DATE: JANUARY 12, 2018

TO: MAYOR SILBERBERG AND MEMBERS OF THE CITY COUNCIL

FROM: KARL MORITZ, DIRECTOR, PLANNING & ZONING

SUBJECT: UPDATED SITE PLAN ACCESS REVISIONS FOR DSUP#2016-0044
CHURCH OF THE RESURRECTION

Issue:

This memorandum to City Council serves as an update to the previous shared roadway memorandum (attached) issued to Planning Commission by staff dated January 3, 2018 in regards to the shared roadway discussion for the Church of the Resurrection redevelopment proposal. As background, the submitted site plan for the Church of the Resurrection, DSUP #2016-0044, provides site access to the proposed multi-family building and church building through the construction of a new private drive aisle along the southern border of the parcel. This drive aisle, as proposed, would run parallel to an existing private drive aisle located on the adjacent Goodwin House property.

At the Planning Commission hearing on January 4, 2018, Planning Commission voted to include a new Condition 19 to the CDD which encouraged the applicant to continue discussions with Goodwin House to explore the possibility of a shared drive aisle that could provide access for the multi-family building, the church, and Goodwin House. Planning Commission also indicated their support for a shared roadway design which would include on-street parking. Initial discussions with Goodwin House have indicated a preference for a private drive aisle without on-street parking and additional open space. AHC, Inc. expressed support for a shared roadway with on-street parking, which could mitigate neighbor concerns about sufficient parking for the church, provided that timing for the affordable housing tax credit process and additional costs for the design process were addressed. Furthermore, given the deadlines associated with the tax credits for the multi-family building due in March, a resolution on the roadway and costing for alternative designs must be completed by mid-February.

Roadway Options:

After discussion heard at Planning Commission, and from the applicant team, and Goodwin House, staff has developed a third roadway option, seen as Image 4, which represents a compromise of the concerns and preferences heard. The "Revised" design of a shared roadway

1/12/2018

sketch includes a portion of roadway with on-street parking located in close proximity to the applicant's multi-family building. However as the road ascends closer to Goodwin House's formal entrance the on-street parking is replaced by wider sidewalks and additional open space. Consideration of this design enables enhanced coordination within the Coordinated Development District for current and future development, increased open space, additional on-site parking, and a design which addresses the preferences of all parties within the CDD.

Staff has provided several illustrative sketches to demonstrate the possible alignment and dimensions of a shared roadway concept which could be used as a starting point for additional discussion and study by the applicant team and Goodwin House. As reference, staff has included these sketches in this memorandum, including images of the current roadway alignment with two parallel roads, a sketch of a public road with on-street parking, and a private road without on-street parking, and the "Revised" design described above.

Staff:

Karl Moritz, Director, Planning & Zoning

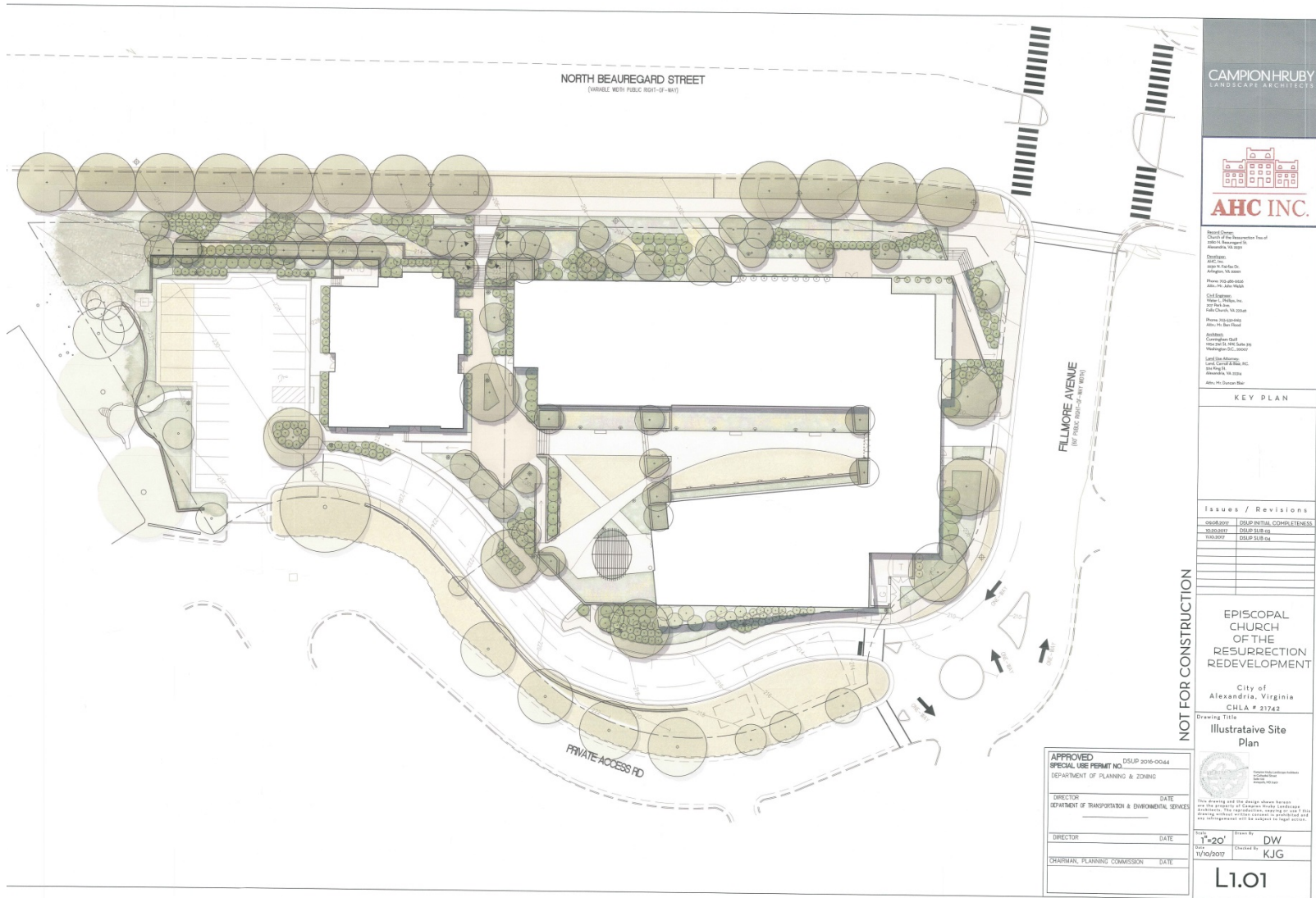
Robert Kerns, AICP, Development Division Chief, Planning & Zoning

Maya Contreras, Principal Planner, Planning & Zoning

Sara Brandt-Vorel, Urban Planner, Planning & Zoning

DSUP#2016-0044 Church of the Resurrection
 1/12/2018

Image 1: Existing site plan with two parallel roads.



CAMPION HRUBY
 LANDSCAPE ARCHITECTS



Client: Church of the Resurrection
 2000 Beauregard St.
 Alexandria, VA 22304

Location:
 2000 Beauregard St.
 Alexandria, VA 22304

Phone: 703.444.1100
 Cell: 703.444.1100

Cell Fax:
 703.444.1100

Project Name:
 Church of the Resurrection

Address:
 2000 Beauregard St.
 Alexandria, VA 22304

Land Use Category:
 Church of the Resurrection

Scale:
 1/8" = 1'-0"

Date:
 1/12/2018

KEY PLAN

Issues / Revisions	
01/12/2018	DSUP INITIAL COMPLETENESS
01/12/2018	DSUP 3142.01
01/12/2018	DSUP 3142.01

EPISCOPAL CHURCH OF THE RESURRECTION REDEVELOPMENT

City of Alexandria, Virginia
 CHLA # 21742

Drawing Title
 Illustrative Site Plan



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Scale: 1" = 20'
 Date: 1/12/2018

Drawn By: DW
 Checked By: KJG

L1.01

APPROVED
 SPECIAL USE PERMIT NO. _____ DSUP 2016-0044
 DEPARTMENT OF PLANNING & ZONING

DIRECTOR: _____ DATE: _____
 DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES

DIRECTOR: _____ DATE: _____
 CHAIRMAN, PLANNING COMMISSION: _____ DATE: _____

Image 2: Public road with on-street parking.

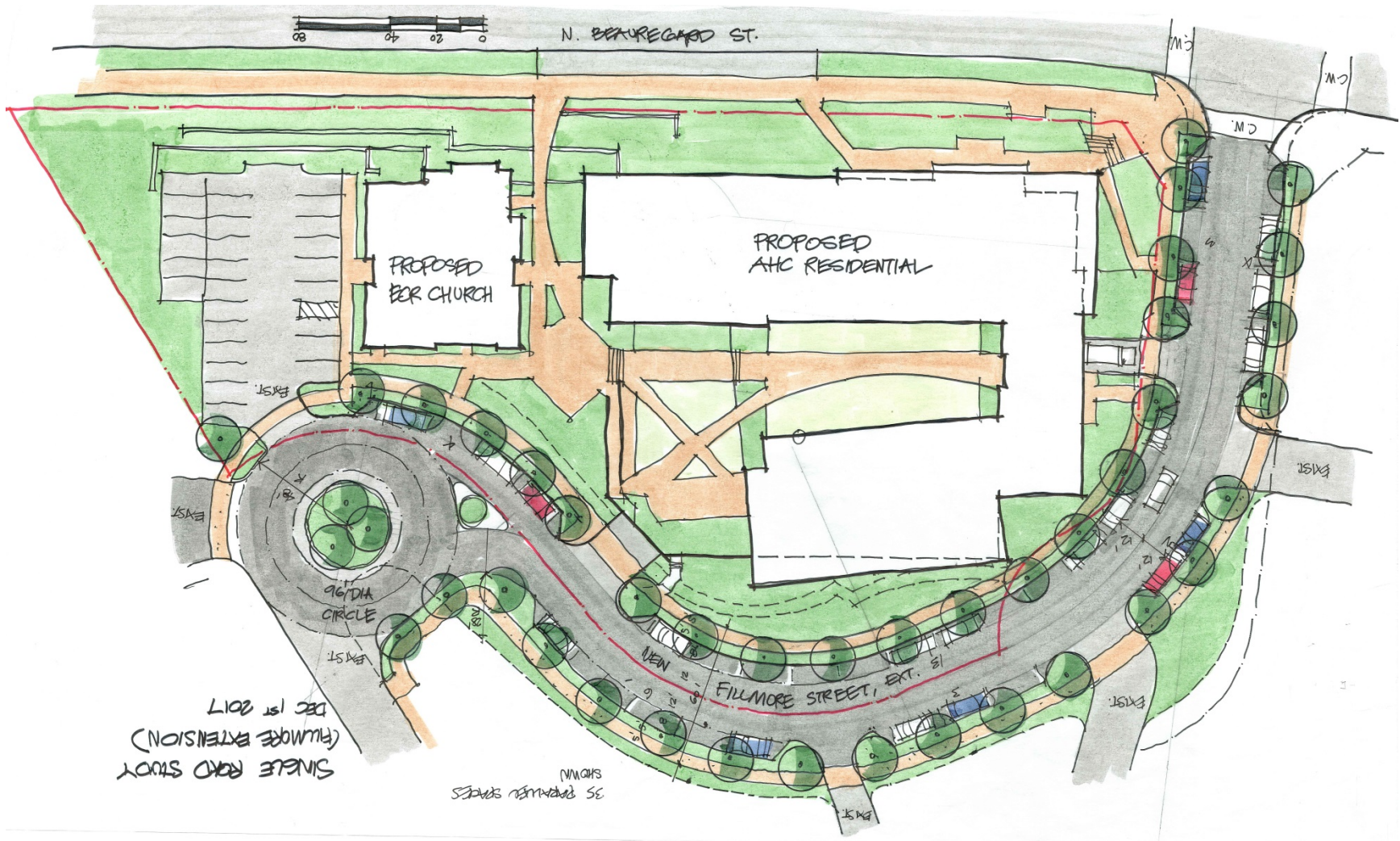


Image 3: Private road without on-street parking.

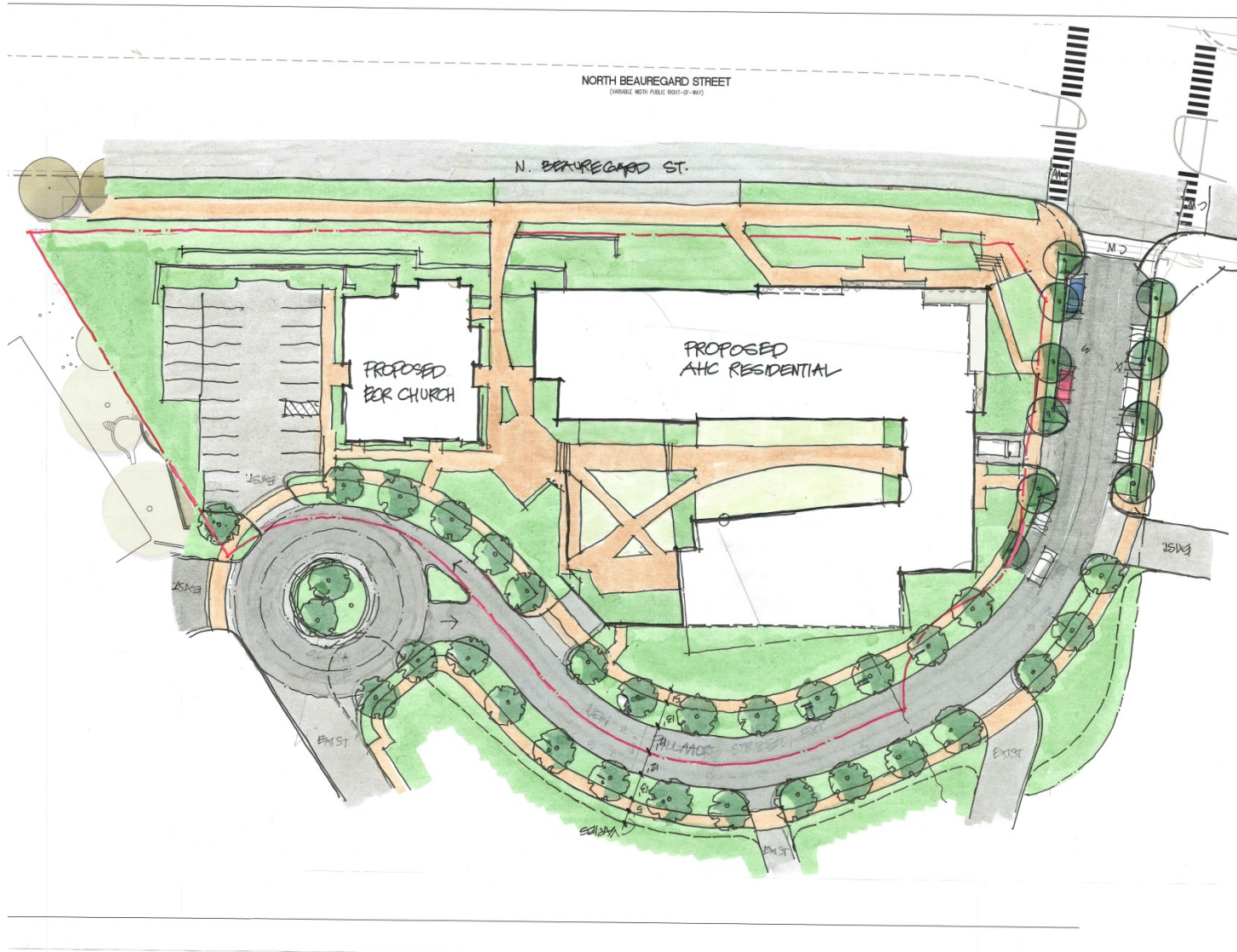
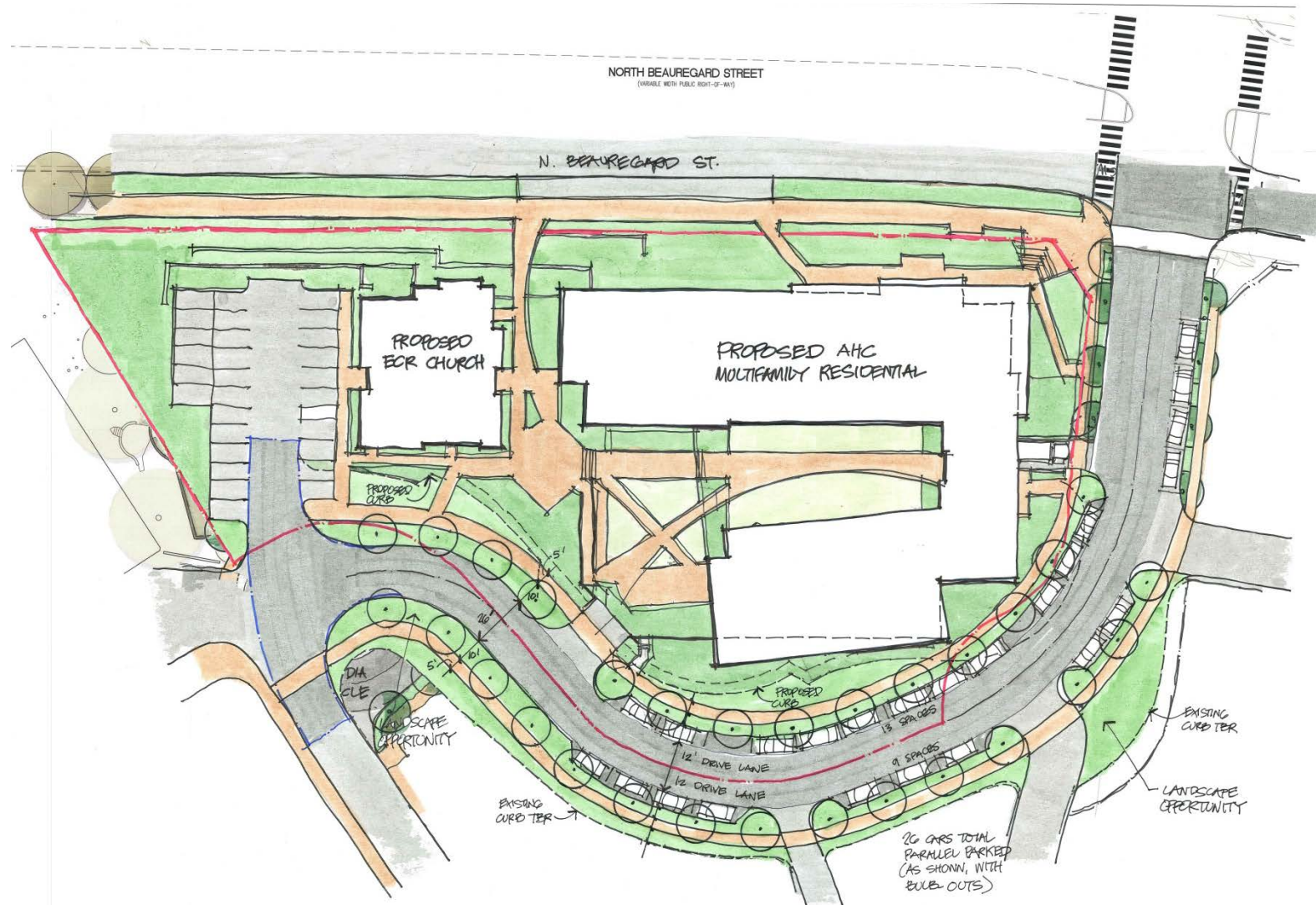


Image 4: "Revised" Shared Roadway Design with and without on-street parking.





Master Plan Amendment #2017-0008
Rezoning #2017-0005
Text Amendment #2017-0009
CDD Concept Plan Amendment #2017-0005
Development Special Use Permit #2016-0044
TMP Special Use Permit #2017-0116 (Multi-Family)
Special Use Permit #2017-0118 (Church)
Church of the Resurrection/AHC - 2280 N. Beauregard Street

Application	General Data	
Project Name: Church of the Resurrection/AHC	PC Hearing:	January 4, 2018
	CC Hearing:	January 20, 2018
	If approved, DSUP Expiration:	January 20, 2021 (three years)
	Plan Acreage:	87,473 SF (2.01 acres)
Location: 2280 N. Beauregard Street	Zone:	CDD #23/ Coordinated Development District #23
	Proposed Use:	Multi-family Residential and Church
	Dwelling Units:	113 Multi-family units
	Gross Floor Area:	165,732 NSF Multi-family & 5,005 NSF Church = 170,737 NSF Total
Applicant: AHC, Inc. & the Episcopal Church of the Resurrection, represented by Duncan Blair, attorney	Small Area Plan:	Beauregard Small Area Plan
	Historic District:	Not applicable.
	Green Building:	LEED certified or equivalent for multi-family building, and LEED Silver or equivalent for church building.

Purpose of Application
The applicants' request approval of a Master Plan Amendment, Text Amendment, Map Amendment (rezoning), CDD Concept Plan, Development Special Use Permit with site plan and subdivision, and associated Special Use Permits, including a parking reduction and Tier 2 TMP, in order to construct a mixed-use building with up to 113 affordable dwelling units and a 5,000 square foot church.
Special Use Permits and Modifications Requested:
<ol style="list-style-type: none"> 1. Master Plan Amendment to the Beauregard Small Area Plan to amend the use to include residential uses at the site; 2. A text amendment to Section 5-602(A) of the Zoning Ordinance to add uses and associated regulations to Coordinated Development District #23 to amend the permitted uses; 3. An amendment to the official zoning map to change the zones from RA/Multifamily to Coordinated Development District #23; 4. An amendment to Coordinated Development District #23 Concept Plan to include the

- parcel addressed as 2280 N. Beauregard Street and include the development of a multi-family building and a church;
5. A Development Special Use Permit with site plan and subdivision to construct a multi-family residential building and a church;
 6. A Special Use Permit for a Transportation Management Plan for Tier 2 (multi-family building); and
 7. A Special Use Permit for a parking reduction for the church use.

Staff Recommendation: APPROVAL WITH CONDITIONS

Staff Reviewers:

Robert M. Kerns, AICP, Division Chief, Robert.Kerns@alexandriava.gov
Maya Contreras, Principal Planner, Maya.Contreras@alexandriava.gov
Sara Brandt-Vorel, Urban Planner, Sara.BrandtVorel@alexandriava.gov

PLANNING COMMISSION ACTION, JANUARY 4, 2018:

Master Plan Amendment #2017-0008:

On a motion by Vice Chairman Macek, seconded by Commissioner Koenig, the Planning Commission voted to adopt the Master Plan Amendment #2017-0008 resolution to amend the use to include multifamily residential and church uses. The motion carried on a vote of 6-0, with Commissioner Lyle absent.

Rezoning #2017-0005:

On a motion by Vice Chairman Macek, seconded by Commissioner Koenig, the Planning Commission voted to initiate Rezoning #2017-0005. On a motion by Vice Chairman Macek, seconded by Commissioner Koenig, the Planning Commission voted to recommend approval of Rezoning #2017-0005. The motion carried on a vote of 6-0, with Commissioner Lyle absent.

Text Amendment #2017-0009:

On a motion by Vice Chairman Macek, seconded by Commissioner Koenig, the Planning Commission voted to initiate Text Amendment #2017-0009, as amended, to amend the CDD #23 zoning table. On a motion by Vice Chairman Macek, seconded by Commissioner Koenig, the Planning Commission voted to recommend approval of Text Amendment #2017-0009, as amended. The motion carried on a vote of 6-0, with Commissioner Lyle absent.

CDD Concept Plan #2017-0005; Development Special Use Permit #2016-0044; TMP Special Use Permit #2017-0116; and Special Use Permit #2017-0018:

On a motion by Vice Chairman Macek, seconded by Commissioner Koenig, the Planning Commission voted to recommend approval of the CDD Concept Plan #2017-0005, as amended, DSUP #2016-0044, as amended, TMP Special Use Permit #2017-0116, and Special Use Permit #2017-0118 and subject to compliance with all applicable codes, ordinances, and other staff recommendations. The motion carried on a vote of 6-0, with Commissioner Lyle absent.

Reason:

The Planning Commission agreed with the staff analysis and supported staff's recommendation to amended Condition #19 of the CDD Conditions to encourage continued discussion between the applicant and adjacent CDD properties to reach a resolution on a possible shared roadway, instead of the submitted site plan design with two parallel roads. Chairwoman Lyman, Vice Chairman Macek and Commissioners Wasowski and Koenig voiced their support for a shared roadway option with on-street parking, as it presented the opportunity to resolve many of the concerns voiced in regards to sufficient parking. Commissioner Koenig encouraged all parties involved to maintain an open mind when revisiting the design options and to explore a financially feasible approach for all.

Commissioners Brown and Lyle led a discussion with staff in regards to the proposed site parking, including the City's required parking ratio, the provision of on-site parking, and estimated traffic impacts based on future use. Commissioner McMahan iterated that the applicant's project was meeting the City's standards and that the nature of the church's activities would change after redevelopment and reduce parking demand. Chairwoman Lyman stated the church and multi-family uses were making reasonable efforts to provide parking. Commissioners Wasowski, Brown, Koenig and McMahan supported the applicant's request for tandem parking spaces and that the proposed parking management plan would effectively manage the parking spaces.

Commissioner Brown inquired about the addition of uses in the CDD table and Chairwoman Lyman echoed Commissioner Brown's concern to expand the CDD to include additional uses not requested by the applicant. Commissioner Wasowski supported the expansion of the uses in the CDD use table to create more flexible zoning. Commissioners Koenig and McMahan indicated that as the applicant and existing parties in the CDD were amenable to limiting the expanded uses in the CDD table to those requested by the applicant, they would similarly limit the expansion to those requested by the applicant.

The applicant team requested flexibility from the City's Green Building requirement for new construction. Commissioner Wasowski indicated the requirement was consistent for all new construction in the City and that it was likely the church and multi-family building would remain for a long time and should conform to the standards. Vice Chairman Macek and Commissioner Koenig echoed Commissioner Wasowski's sentiment and Commissioner Koenig encouraged the applicant to explore other certifying bodies which may be less costly than LEED.

Speakers:

Duncan Blair, attorney for the applicant team, provided an overview in regards to the evolution of the site design and discussed the competitive nature of the tax credit program. Mr. Blair raised the request for relief from a portion of the Beauregard Implementation Fund and flexibility for the requirement to underground the utilities along N. Beauregard Street and to amend conditions related to the applicant's ability and timing to provide a public access easement across the site. In conjunction from a request from the adjacent Goodwin House, Mr. Blair stated the applicant's willingness to limit the CDD amendment to only include a Church and multi-family use. Mr. Blair indicated his applicant's willingness to study additional road options but indicated the applicant team did not have funding for additional studies and emphasized his client's need to resolve the discussion in time for the application to be submitted for tax credits.

Reverend Jo Belser, the Rector of the Church of the Resurrection, provided an overview of the Church's process and decision making decision to provide affordable housing. Reverend Belser indicated the Church's willingness to share the parking drive aisle, either with or without on-street parking, based on

the Church's ability to afford either design.

Mr. John Welsh with AHC, spoke in favor of the project and addressed concerns related to the number of children expected in the affordable building. Mr. Welsh provided an overview of AHC's experience providing resident services for families and children and discussed how the outdoor and creative space at the multi-family building had been design to support children's play.

Ms. Laura Lawson, a resident of Goodwin House, spoke against the project. Ms. Lawson felt there was too much density and traffic associated with the proposed use and was concerned about the lack of play space for potential children. Ms. Lawson requested the relocation of the church into the multi-family building which would address her concerns.

Mr. Pierre Shostal, a resident of Goodwin House, spoke against the project. Mr. Shostal felt the design of the building did not provide adequate outdoor space for play and may create a risky play area for residents. Mr. Shostal requested a redesign of the project to move the church building into the multi-family building.

Ms. Jacqueline Phillips, a resident of Goodwin House, spoke against the project as she was concerned about the church and multi-family parking and visitor parking at the multi-family building. Ms. Phillips provided a traffic count of recent Sunday services where the numbers of vehicles may exceed future parking spaces and stated that the lack of on-street parking in the immediate neighborhood would compound potential parking challenges.

Mr. Leon Lederer, a resident of Goodwin House, read aloud the remarks of Mike McCaffree in regards to building design. Mr. McCafferty's comments thanked the applicant for modifications made to the design, but felt the final design proposal did not meet the Beauregard Urban Design Standards and Guidelines and was not complimentary to nearby buildings along North Beauregard Street. Mr. Caffree requested denial of the project until the design was in compliance with the Design Standards.

Mr. Stetson Tinkham, a resident of Goodwin House, spoke against the project due to concerns about the possible impact of additional traffic along Fillmore Avenue and design considerations for the new private drive-aisle as it related to the existing circulation patterns. Mr. Tinkham emphasized the need to preserve access to Goodwin House during construction to ensure emergency vehicles could reach Goodwin House.

Mr. William McCulla, a resident of Goodwin House, spoke against the project as he felt the design did not comply with the Beauregard Urban Design Standards and Guidelines, including the design of trash and recycling facilities, the location of the loading dock, the continued use of surface parking, the availability of visitor parking and concerns about building operations.

Ms. Anne Monahan, a resident of Goodwin House, spoke in support of the project. Ms. Monahan stated she felt the design of the play space would provide a safe place for children to play and that provision of a safe and stable home for children was of the utmost importance. Ms. Monahan urged the Commission to support the application and provide safe, affordable housing for children and their families.

Ms. Nancy Carson, spoke in support of the project and iterated the need for affordable housing within the Alexandria Community, the need to support residents and the critical role the faith community plays in providing affordable housing. Ms. Carson stated the building design was well done, the building

management was fine and the church would work hard to be a good neighbor. Ms. Carson requested the Planning Commission vote to approve the project to provide necessary affordable housing.

Ms. Betsy Faga, a parishioner at the Church of the Resurrection, spoke in favor of the project and provided an overview of the site design which would ensure that children have a safe outdoor playspace.

Ms. Kat Turner, a parishioner at the Church of the Resurrection, spoke in favor of the project and provided an overview of the proposed reduction in future church activities which would result in a reduction of vehicular traffic on site. Ms. Turner also spoke to the Church's plans to reduce potential traffic congestion.

Mr. Robert Reeves, a parishioner at the Church of the Resurrection, spoke in favor of the project and provided an overview of anticipated programming at the future church and indicated the church would obtain off-site parking for overflow parking demand.

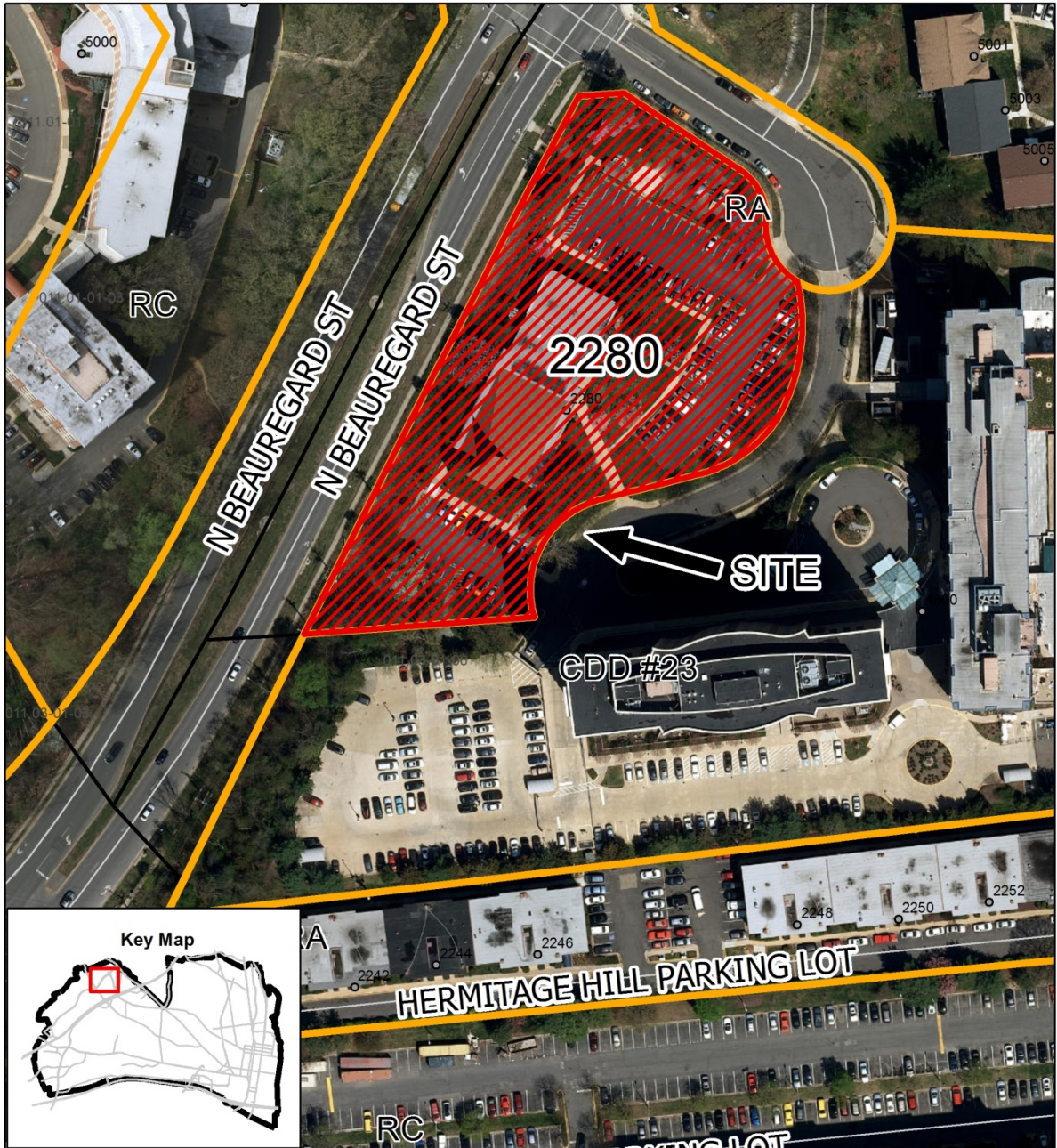
Ms. Betty Cranwell, a resident of Goodwin House, spoke against the project as she was concerned about overall density within CDD #23 and felt the multi-family building was not providing enough parking. Ms. Cranwell also voiced concerns over the building design and site circulation.

Mr. Bernard Glen, spoke against the project and voiced concerns in regards to parking for the building, including the parking ratio for the multi-family building, the availability of visitor parking, and limited on-street parking in the vicinity.

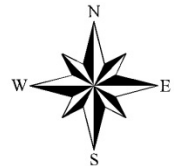
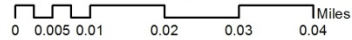
Ms. M. Catharine Puskar, attorney for Goodwin House Incorporated, referenced her earlier submitted letter on behalf of Goodwin House and outlined their outstanding concerns, including: the use of the church parcel should the church not return and Goodwin House's desire to remove additional uses from the CDD table; a concern in regard to church parking and the request to reject the parking reduction or reduce the number of permitted seats in the nave; the ongoing use of the surface parking lot; and a revision of conditions listed in the DSUP.

Ms. Lindsay Hutter, Chief Strategy and Marketing Officer for Goodwin House Incorporated, spoke against the project and requested that all applicants in CDD #23 be treated equitably including requirements for under grounding, below grade parking, developer contributions and green building certifications and that any relief would be granted to Goodwin House in future development. Ms. Hutter indicated that Goodwin House was open to exploring a shared road arrangement that would address Goodwin House's concerns.

Master Plan Amendment #2017-0008; Rezoning #2017-0005;
 Text Amendment #2017-0009; CDD Concept Plan Amendment #2017-0005;
 DSUP #2016-0044; TMP SUP #2017-0116; SUP #2017-0118
 2280 N. Beaugard Street



Master Plan Amendment #2017- 0008
 Rezoning #2017- 0005
 Text Amendment #2017- 0009
 Coordinated Development District Concept Plan Amendment #2017- 0005
 Development Special Use Permit #2016- 0044
 Transportation Management Plan Special Use Permit #2017-00116
 Special Use Permit Parking Reduction for the church use #2017-00118
 2280 N. Beaugard Street - Church of the Resurrection



I. SUMMARY

A. Recommendation

Staff recommends **approval** of the proposed redevelopment requests from AHC, Inc. & the Episcopal Church of the Resurrection, subject to compliance with the Zoning Ordinance and all applicable codes, adopted policies, the Beaugard Small Area Plan, the Beaugard Urban Design Standards and Guidelines, and staff's recommendations. Staff believes the proposal is in compliance with the City's goals and objectives and will provide benefits to the City and surrounding community, including:

- Creation of 113 permanently affordable residential units which will help preserve affordable housing opportunities in the City and allow the City to achieve almost 15% of the affordable housing units called for in the Beaugard Small Area Plan.
- Expansion of Coordinated Development District (CDD) #23 consistent with the recommendations of the Beaugard Small Area Plan.
- Site improvements including a buffered pedestrian sidewalk, a pedestrian stair connection and installation of planted terraces with indigenous plants to replace a hillside of invasive species.
- Streetscape improvements per the Beaugard Small Area Plan including a shared 10' multi-use trail for pedestrians and cyclists along North Beaugard Street.
- Undergrounding of significant utility lines along North Beaugard Street to create a visually appearing streetscape.
- Contemporary building design in compliance with the Beaugard Small Area Plan Design Guidelines.
- Contributions of over \$466,000 to the Beaugard Implementation Fund to support public improvements, such as the Ellipse, identified in the Beaugard Small Area Plan.

B. Summary of Issues

The applicant, AHC, Inc. in partnership with the Episcopal Church of the Resurrection, is proposing to demolish the existing Church of the Resurrection building and to construct an affordable multi-family building and new church building. The multi-family building of approximately 166,000 square feet will contain 113 affordable residential units and a parking garage with 80 parking spaces. The new church building will be approximately 5,000 square feet and retain an existing 19-space surface parking lot for their use. A new private road will be constructed to run along the northeastern boundary of the property and provide access to the multi-family and church buildings from Fillmore Avenue.

The applicant is also requesting to join the adjacent Coordinated Development District (CDD) #23, known as the Goodwin House Neighborhood, which contains the Goodwin House retirement community. The CDD Zoning would provide the applicant with the zoning parameters necessary to implement their proposed design and enable coordination between the

neighbors, including Goodwin House, the Church of the Resurrection Church, and AHC, Inc., in the long-term.

To construct this project, the applicant has requested approval of:

- Master Plan amendment;
- Rezoning of the property with associated CDD Concept Plan and Text Amendment;
- Development Special Use Permit with site plan and subdivision; and
- SUPs for a technical parking reduction for the church, and a Transportation Management Plan for the multifamily building.

Key issues under consideration and discussed in greater detail in this report include:

- Appropriateness of the Master Plan Amendment and rezoning requests;
- Evolution of the site plan;
- Roadway connections, including a new access road;
- Streetscape improvements including an improved pedestrian and cyclist trail along North Beauregard Street;
- Enhanced landscaping along North Beauregard Street through the use of terraces and the planting of native species;
- Undergrounding of utilities along North Beauregard Street;
- Parking; and
- Neighborhood coordination.

II. BACKGROUND

A. Site History

The Church of the Resurrection was granted permission to construct an approximately 12,600 square foot church at 2280 N. Beauregard Street in 1965 through Site Plan #65-0018. In 1965 the one-story church was constructed, along with 83 surface parking spaces, and the structure and parking spaces have remained in situ. Over time the configuration of the parking spaces has shifted slightly, resulting in a total of 81 parking spaces within the original parking lot footprint.

The subject site received approval for two Special Use Permits for child care at the church. In April 1969, City Council approved SUP #769 for a co-operative child care facility to be held at the Church of the Resurrection for the care of up to 45 children, two days a week. In June 1971, City Council approved SUP #839 which expanded the child care facility approved in the previous SUP to allow on-site child care five days a week. A childcare center operated at the Church of the Resurrection through the 2015-2016 school year before relocating to become a part of the Fairlington Methodist Church preschool program. A childcare use is not intended at the Church of the Resurrection after the proposed redevelopment.

B. Site Context

The project site is one lot of record measuring 87,473 square feet and is located in the north-western portion of the City, at the southeast corner of the intersection of North Beauregard Street and Fillmore Avenue. The western side of the project site is bounded by North Beauregard Street, the north and east boundaries are established by Fillmore Avenue and the southern boundary of the subject site is established by the Goodwin House property. The site is currently occupied by the Episcopal Church of the Resurrection, with one building of approximately 12,600 square feet and two parking lots with 81 spaces. The site has one existing curb cut off the end of Fillmore Avenue, which leads to the primary parking lot and a second curb cut to the lot, accessed from a private drive on the Goodwin House property leads to a second, smaller parking lot.

The land uses surrounding the subject site are primarily garden apartments, including Newport Village Apartments and Hermitage Hill, and institutional uses, such as the Northern Virginia Community College, The Hermitage, and Goodwin House. The variety of uses in the surrounding vicinity creates a mix of building heights, ranging from 45 feet for the garden-style residential, up to 180 feet for the taller institutional uses.

This portion of the City has a rich topographical character with significant grade changes which can further emphasize the relative heights of adjacent buildings. The subject site is irregularly shaped and includes a steep grade change along North Beauregard Street, with a majority of the subject site siting approximately 20 -30 feet above street level and a hillside buffered by vegetative growth along North Beauregard Street.

Overall, the site is well served by vehicular access as North Beauregard Street is a primary transportation corridor within the City. The site is served by multiple bus lines, including the 7 series (7A, 7F and 7Y), 22F, 28G, AT6, AT9 with service to the Pentagon, Old Town Alexandria, and Crystal City. The planned West End Transitway will further enhance the relative connectivity of the site to the rest of the City. The Beauregard Small Area Plan calls for additional transportation improvements to the subject site, including enhanced off-street bike and pedestrian trails along North Beauregard Street.

C. Project Evolution

In spring 2014, Goodwin House began conversations with City staff regarding their short and long-term expansion plans. A decision was reached to create a new coordinated development district (CDD) to allow for the phased development of the Goodwin House parcels, and initially, the potential redevelopment of the Church site, as well. Goodwin House was approved in January 2015 for a Phase 1 modernization and expansion of their facilities.

During the development review process with staff and Goodwin House, the Church of the Resurrection determined they were not ready to commit to a redevelopment concept required for the CDD process, particularly under the schedule that Goodwin House needed to keep their

project moving forward. The Church of the Resurrection withdrew their parcel from the forthcoming CDD (known as CDD #23, Goodwin House) to allow Goodwin House to proceed independently so as not to delay their redevelopment. However, it was intended that the Church of the Resurrection may join the CDD at a later point in time as indicated in the CDD #2014-0003 staff report which stated, “*it is anticipated that sometime in the future the Church of the Resurrection site may come forward with a redevelopment proposal and can join this CDD to ensure coordination between these two properties*” and develop efficiencies in the long-term redevelopment of the area.

By spring 2015, the Church of the Resurrection applicant team submitted a Concept #1 and Concept #2 of the proposed redevelopment under DSP #2015-0013. The initial design included a single building which incorporated the church structure, a multi-family building and a childcare center. However, after the Concept #2 submission the applicant took time to review the proposed design to consider the redevelopment proposal with a separate church and multi-family building to allow for the independent operations of the two buildings in the long-term. Additional consideration was given to the project’s overall competitiveness for tax credits with two independent buildings and how to address a number of site challenges, such as ensuring shared access, steep slopes, and irregular parcel shape, and the desire to preserve the church’s existing memorial garden.

In December 2016, the applicant team resubmitted the current Concept #1 submission, which proposed a contemporary multi-family building with an internal parking garage with a total of 113 affordable units. The multi-family building was sited at the intersection of North Beauregard Street and Fillmore Avenue, while a new, separate and smaller church structure of approximately 5,000 square feet was proposed for the space directly to the south of the multi-family building.

Subsequent submissions further refined the building façade but maintained the relative location and orientation of the buildings, and, after a number of discussions with Goodwin House, the inclusion of a new private drive aisle to span the rear of the property was included to provide vehicular access to the multi-family and church buildings, as described more thoroughly in the Transportation section.

III. PROJECT DESCRIPTION

A. Coordinated Development District

The site is zoned Residential Multi-Family Zone District (RA). The existing zoning allows for a 1.25 floor area ratio maximum that accommodates the existing church on site. As currently written, CDD #23 permits up to 2.5 FAR and maximum building heights ranging from 130 to 150 feet tall.

The applicant is requesting a rezoning of the property to Coordinated Development District (CDD) #23, which was created with the 2015 approval of Goodwin House’s new facility. Goodwin House’s rezoning request anticipated a multi-stage redevelopment, the first phase

which was approved the rezoning, with two future phased allow an additional 297,575 square feet of development for a total of 745,787 square feet with maximum building heights ranging from 130 to 150 feet tall. As discussed above, the Church of the Resurrection parcel was initially considered for inclusion at the creation of the CDD, given the topographic challenges shared by the sites and the associated access concerns.

The applicants are requesting an amendment to the CDD Concept Plan to permit this parcel to join the CDD, and a Master Plan amendment to allow non-senior residential uses at the site. No changes are being requested in terms of density or height above what is currently permitted in the CDD.

B. Development Special Use Permit with Site Plan and Subdivision

The project is a partnership between the Church of the Resurrection, which owns the church building and land, and AHC, Inc. a regional affordable housing developer with experience developing and managing affordable housing. The Church of the Resurrection has proposed to demolish their existing church building and subdivide their property into two parcels, a northern parcel for the multi-family building, and a southern parcel for the new church building. The Church of the Resurrection will maintain ownership of both parcels, but has entered into a long-term ground lease with ACH, Inc. for a period of 65 years with an option to renew at the end of the 65 years for the multi-family portion of the property.

The applicant proposes to construct two buildings, an eight story multi-family building with 113 affordable units which will measure approximately 85 feet in height from average finished grade and contain approximately 166,000 net square feet. The first two floors of the building are partial floors, located at or below grade followed by a full-floor podium at ground level which serves as the parking garage for the building with 80 parking spaces. The parking level is then topped by five floors of residential units. Of the 113 total units in the building, 56 units will be reserved for residents making 60% of the Area Median Income (AMI), while the remaining 57 units will be reserved for residents making 50% AMI or less. The building will contain a mix of unit sizes, including 17 one-bedroom units, 84 two-bedroom units, and 12 three-bedroom units. The multi-family building meets the City's established parking requirements and all parking is contained in the on-site parking garage.

The adjacent church building of approximately 5,000 square feet will rise approximately 45 feet from average finished grade and the building has been designed to support future church functions, including space for parish offices, a sacristy and choir room, a parish hall with attached kitchen and food pantry and a small nursery/classroom. The parking for the church will be contained in the adjacent surface parking lot of 19 parking spaces, 3 parking spaces on the private access aisle, and six tandem spaces. As the Zoning Ordinance requires a church of 140 seats to have 28 parking spaces, the applicant is requesting a special use permit for a technical parking reduction to count the six tandem parking spaces towards their parking requirement. The applicant is developing a parking management plan to oversee the use of the tandem spaces and it is discussed more fully in Section H of this report.

While both buildings are being considered under a single site plan, the site is anticipated to be constructed in two phases, in order to maintain the construction schedule required by the state for projects that receive affordable housing tax credits. Phase 1 would clear and grade the entire site, construct all streetscape improvements and the multifamily building, and install landscaping. The second phase would be for construction of the church. Staff recommendations have been written to accommodate this multi-phase construction; however, final determination of the timing will be done during the final site plan process.

IV. ZONING

The subject site is currently zoned RA and the applicant is seeking to rezone the property to CDD #23 to which would enable the applicant to achieve the mix of uses planned for the site and to reach the FAR to construct a competitive tax credit project.

During the Beauregard Small Area Plan process, there was significant discussion about the need for affordable housing, as well as senior housing/elder care facilities. As a direct result of these discussions, CDD #23 was created for the Goodwin House properties with the primary land use designation as senior housing. It was intended that, with the CDD zoning designation, additional density, up to 2.5 FAR could be added to these sites to facilitate the City's goal of helping citizens age in place.

The intent of the CDD zone district is to ensure coordinated development of the larger tracts of land within the City. The inclusion of affordable housing and a church at the site allows additional community opportunities and helps to promote ongoing coordination with their neighbor, Goodwin House, on issues of transportation, growth, and site access.

The rezoning and amendment of CDD #23 requires a text amendment to update the language in Section 5-600 of the Zoning Ordinance. This text amendment requires the initiation of the amendment by the Planning Commission and approval by City Council, and is being processed in conjunction with the rezoning and the DSUP.

Table 1: CDD #23 Zoning Table

CDD #	CDD Name	Without a CDD Special Use Permit	With a CDD Special Use Permit		Uses
			Maximum FAR and/or Development Levels	Maximum Height	
23	<u>Goodwin House</u> <u>Fillmore/Beauregard</u>	<p>RC/High density and apartment zone RA/Multifamily zone regulations shall apply to the Goodwin House Neighborhood Property (T.M. 011.03-01-06).</p> <p>RA/Multi-family zone regulations shall apply to the Church of the Resurrection Property (T.M. 011.03-01-05) and as may be subdivided in the future.</p>	<p><u>Goodwin House Property:</u> Maximum development levels shall be as depicted in the Development Summary Table in the CDD Conditions.</p> <p><u>All other property:</u> <u>Maximum FAR: 2.5</u></p> <p><u>Minimum Open Space: 25% that is usable and accessible. The open space can be provided on the ground level, as a rooftop amenity or combined, but with a maximum of 50% of the open space percentage shall be permitted to be rooftop open space. The remainder shall be located at grade level. This percentage of open space shall exclude public right-of-ways and streets with public access easements.</u></p> <p><u>All proposed development shall conform to the Beauregard Urban Design Standards and Guidelines, as may be amended.</u></p>	<p>The maximum heights shall conform to the CDD Concept Plan with an overall maximum height of 150 for buildings not shown on the Concept Plan.</p>	<p>Senior housing, Senior affordable housing, home for the elderly, Nursing Care Facility, multi-family housing, and church, Community center, day care center, private school, nursery school, private commercial school, seminary, convent and monastery, Child or elder care home, personal service, and public park.</p>

*Removed by Planning Commission

Table 2: DSUP Zoning Table

Property Address:	2280 N. Beauregard Street		
Total Site Area:	87,473 SF (2.01 AC)		
Existing Zone:	RA		
Proposed Zone:	CDD #23		
Current Use:	Church		
Proposed Use:	Multi-family Residential and Church		
	Permitted/ Required	Proposed: Multi-family Residential	Proposed: Church
FAR	2.5	1.82 (average of parcels)	1.82 (average of parcels)
Total Development Square Footage	926,395 SF (363,470 Existing with Goodwin House)	154,153 SF	5,005 SF
Height	130 – 150 Feet	85 Feet	45 Feet
Density	N/A	57 DU/AC 113 Units/2.01 AC	N/A
Setbacks			
North (Fillmore Avenue):	None	6.9 Ft	21.1 Ft
South	None	39.9 Ft	35.9 Ft
East:	None	4.0 Ft	77.6 Ft
Open Space	25%	40%	45%
Parking			
Church Use	28	N/A	22 6 Tandem*
Residential Use:	80	84	N/A
Loading spaces:	N/A	1	0

**Parking reduction applied for to allow the use of tandem spaces*

V. STAFF ANALYSIS

The Beauregard neighborhood has long been anticipated for redevelopment, encouraged by various planning efforts in the City, including a vision outlined in the 2012 Beauregard Small Area Plan and the Housing Master Plan. This project synthesizes many of the stated goals of ongoing city plans, such as those in the Housing Master plan to utilize a strategic partnership with a non-profit partner to develop affordable housing, expand the City’s stock of affordable housing, and achieve energy efficiency in new multi-family construction.

And while not included in one of the seven Beaugard neighborhoods targeted for redevelopment, the site is similarly able to achieve many of the goals of the Beaugard Small Area Plan as the site and neighborhood are well-situated for growth. Ongoing redevelopment in the neighborhood includes the Gateway project, located at the intersection of King and Beaugard, which will bring additional housing, open space, and retail within one-half mile along N. Beaugard Street; the reinvestment in existing private properties, such as Monday Properties acquisition of 1500- 2000 N. Beaugard Street, Alexandria City Public School's adaptive re-use of 1700 N. Beaugard Street; and the overall renovations seen by Morgan Properties in many of the existing garden-style apartment complexes in the West End. As the surrounding community is experiencing a level of redevelopment and reinvestment, the proposed redevelopment of the Church of the Resurrection offers an affordable housing opportunity which can take advantage of growing amenities within the immediate area, and strong site accessibility, including 395, proximity to many bus lines, and the anticipated West End Transitway to ensure that residents have access to regional resources and amenities. Staff supports the requested Master Plan Amendment, Rezoning request, Coordinated Development District Concept Plan Amendment, Development Special Use Permit, other land-use applications, as described in more detail in this report, finding that the proposed redevelopment offers a valuable opportunity to meet the goals of the Beaugard Small Area Plan.

A. Master Plan Amendment

Staff supports the Master Plan Amendment request to update the land use designation from "Senior Housing" to "residential." As the City evolves in thinking about land use designations, staff is moving towards more general land use designations, where appropriate, to allow for future flexibility. Currently, the land use maps (Figure 23 – Proposed Land Use Strategy and Figure 25- Proposed Land Uses) in the small area plan designate the site as "Senior Housing." Staff supports an amendment to Figures 23 and 25 to show the more general category of "residential," consistent with the other general land use categories used in the small area plan, and consistent with the goals and intent of the plan. Residential land use will allow for a church use within a residential zone, as well as multi-family housing, which could of course, include seniors, but is not exclusive to seniors. An analysis of the change in the land use designation as it relates to the Beaugard Small Area Plan is included in the Rezoning Request section below.

B. Rezoning

Concurrent with the applicant's Master Plan amendment is the request for a rezoning of the property. The applicant requests approval of a rezoning from RA/Multi-family zone to Coordinated Development District (CDD) #23. Staff has analyzed the zoning requested based on the following criteria, which were established by City Council to provide guidance for rezoning applications in locations that are not designated to undergo a Small Area Plan update in the near future, and are of a lesser scale in that the proposal would not warrant a new plan or study on its own.

Consistency with Small Area Plan: The subject site is located within the boundaries of the Beauregard Small Area Plan which was adopted by City Council in June 2012. The small area plan envisioned neighborhood-based redevelopment approach that would concentrate density, height, and a mix of uses near strategic transportation sites. Furthermore, the plan envisioned diversifying the mix of housing opportunities for residents, including the provision of quality, affordable housing.

A majority of the Beauregard Small Area Plan is silent in regards to the proposed redevelopment of the subject site, except for the Land Use map which designates the subject site as “Senior Housing,” requiring the applicant to seek a Master Plan Amendment. However, the proposed redevelopment meets the objectives of the plan including:

Vision and Guiding Elements: The applicant’s proposal preserves established uses and proposes additional uses which are compatible with existing development in the community.

- Preserves and diversifies the mix of uses in the community, by maintaining a long-standing church within the community and developing new affordable housing;
- Maintains and ensures compatibility with existing neighborhoods by preserving existing uses and introducing additional residential uses in a predominately residential neighborhood; and
- Concentrates increased residential density at the location of forthcoming West End Transitway stop.

Urban Design Framework: The building and site design for the proposed development adhere to the Beauregard Small Area Plan objectives for quality design, including:

- Adheres to the Beauregard Urban Design Standards and Guidelines;
- Creates a strong street presence along N. Beauregard Street by orienting the main entrance of the multi-family building at the corner of N. Beauregard St and Fillmore Avenue and designing a strong entryway;
- Creates a more active pedestrian environment by locating active building uses, such as the community room and gym facility along North Beauregard Street;
- Encourages a mid-block pedestrian connection from N. Beauregard Street through the site with the installation of a prominent stairwell and pathways; and
- Utilizes a contemporary building design to create a prominent building with a signature façade, while evoking neighborhood design elements through the use of a brick façade.

Housing: The City has identified the Beauregard neighborhood as an important location of housing, including affordable housing, for City residents. Due to changing market conditions, the City has experienced a decrease in affordable housing city-wide, and increases in regional housing costs have further emphasized the need for affordable housing in the City. The applicant’s proposal assists the City’s affordable housing goals as it:

- Creates 113 dedicated affordable housing units in a mix of one, two and three bedroom units; and

- Delivers almost 15% of the total affordable housing units envisioned in the Beauregard Small Area Plan.

Transportation: The proposal meets the small area plan's transportation goals by:

- Provides an enhanced pedestrian sidewalk which meets the Beauregard Urban Design Standards and Guidelines to encourage increased connectivity and use by pedestrian and cyclists;
- Exceeds bicycle parking requirements on-site;
- Locates affordable housing within ¼ mile of 18 bus routes and will take advantage of the forthcoming West End Transitway stop, to be located adjacent to the multi-family building; and
- Develops a Transportation Management Plan to encourage residents of the multi-family building to reduce trips in single-occupancy vehicles.

Consistency with Type of Area: The proposed density and type of uses are compatible with the surrounding area. The neighborhood immediately surrounding the subject site consists of residential and institutional uses, such as Newport Village Apartments, Hermitage Hill apartments, and Goodwin House Retirement community. These uses have a similar level of density and provide a mix of building heights which are comparable to the proposed development. The introduction of additional residential uses is consistent with the surrounding community of multi-family residential and institutional residential uses, and allows an interim height "step-down" from Goodwin House to N. Beauregard Street.

Isolated Parcel: The proposed redevelopment site is one parcel (proposed to be subdivided into two parcels) surrounded by established multi-building residential communities, such as Newport Village Apartments and Hermitage Hill, and institutional uses, such as the Northern Virginia community College, the Hermitage Assisted Living and Goodwin House Retirement Community. Many of the established residential uses are unlikely to redevelop in the near future, and redevelopment of Goodwin House was previously approved through the creation of CDD #23, of which the applicant wishes to join. With limited redevelopment expected in the near future at this site, staff supports the re-zoning of the subject site.

Status of Planning for Area: The Beauregard Small Area Plan was recently approved in June 2012 and remains the governing document for this site.

Application's Consistency with City Goals: In addition to being consistent with the Beauregard Small Area Plan and the Beauregard Urban Design Standards and Guidelines, the proposal is consistent with other City goals and policies such as the Affordable Housing Policy and Green Building Policy. The applicant's proposal will add 113 dedicated affordable housing units to the City, which represents a significant gain in affordable housing within the Beauregard neighborhood and the City as a whole. Furthermore, it is intended that both the multi-family building will meet the City's Green Building standard of LEED Certified (or equivalent) for residential and LEED Silver (or equivalent) for the church.

C. Consistency with City Plans and Policies

Affordable Housing

AHC, an established regional non-profit affordable housing developer with two properties in Alexandria—Jackson Crossing and St. James Plaza—proposes to construct a 113-unit (112-114 units permissible with Office of Housing approval, per Condition 29) affordable housing project in partnership with the Episcopal Church of the Resurrection. As part of the redevelopment a new church building will be constructed on the southern portion of the site to enable the Church of the Resurrection to continue its ministry, food pantry, and other community services. The project, constructed on land owned by the Church, will help address the City’s critical shortage of affordable housing and loss of 16,500 market affordable units since 2000 by providing new housing options to households earning between 40% and 60% of the area median income (AMI) (see Table 3). It will also help fulfill the City’s pledge to create 800 long-term committed affordable rental units in the Beauregard area for households with incomes ranging from 40% to 60% AMI; it is one of the Beauregard Small Area Plan’s three anticipated “leveraged” developments, (where City investment will be efficiently leveraged by tax credits and private investment to provide affordable units).

AHC will have a 65-year ground lease with the Church with an option to extend. Eleven to twelve of the proposed units will be affordable to households at 40% AMI, 44-45 of the proposed units will be affordable at 50% AMI, and 56-57 of the proposed units will be affordable at 60% AMI. The majority of the units will be family-sized with two to three bedrooms, and approximately 12 will be accessible. The units will be committed as affordable housing for 65 years.

Table 3: Median Household Incomes for DC Metro Area

Income range	1-Person	2-Person	3-Person	4-Person
40% AMI	\$30,920	\$35,320	\$39,720	\$44,120
50% AMI	\$38,650	\$44,150	\$49,650	\$55,150
60% AMI	\$46,380	\$52,980	\$59,580	\$66,180

Source: HUD 2017 Designated Median Household Income for the Washington-Arlington-Alexandria, DC-VA-MD HUD Metro FMR Area

In addition to an onsite property management office, the building will feature a laundry facility, a community room, landscaped open space, and underground vehicular and bicycle parking. Residents will have access to bus service along North Beauregard and be served by a new bus shelter adjacent to the building.

The total development cost for the affordable housing building and related infrastructure improvements is estimated to be around \$45 million. It is noted that AHC is making a contribution to the Beauregard Implementation Fund of \$466,351.04 consistent with the Beauregard Small Area Plan (BSAP). AHC has requested gap financing of up to \$9.0 million

(final amount pending cost of utility undergrounding) from the City's Housing Opportunities Fund; this loan includes a predevelopment loan approved by City Council in June 2015. Other funding sources include approximately \$24 million in 9% low income housing tax credit equity from the federal government administered through Virginia Housing Development Authority (VHDA), a \$10.5 million first trust loan, \$500,000 in developer funds, and \$1.7 million in deferred developer fees.

The Alexandria Housing Affordable Advisory Committee (AHAAC) unanimously approved AHC's loan request for \$8.4 million at its December 2017 meeting (the loan amount was subsequently increased to cover additional costs related to unique utility undergrounding requirements). The actual final loan amount and terms will be considered by City Council pending approvals of the DSUP in January 2018. AHC plans to apply for competitive low income housing tax credits in March 2018. If successful in obtaining credits, the project would be constructed for delivery by the end of 2021, providing an important housing resource for residents along the Beaugard corridor.

Beaugard Urban Design Standards and Guidelines

Staff has reviewed the applicant's submission as it relates to the Beaugard Urban Design Standards and Guidelines and finds that the proposal is generally consistent with the guidelines. In limited areas, such as average setbacks and a solid to void ratio, the applicant's proposal did not comply with the Design Standards. However, in each of the areas of non-compliance staff reviewed the intent of the design guidelines and determined the guidance was not applicable due to the site, or that the general intent of the guideline was being met. These areas of non-compliance were also reviewed by the Beaugard Design Advisory Committee and the variations were deemed appropriate (See Attachment 4).

Furthermore, the Beaugard Design Advisory Committee (BDAC) met three times in June, September and October of 2017 to review the proposed building design and to assess the proposal's compliance with the Beaugard Urban Design Standards and Guidelines. The applicant's building evolution included several revisions requested by the Committee and the community, including refinements to the balance of panel cladding versus brick cladding, simplifying the window pattern, increasing the number of windows, and increasing the amount of brick used in the building façade. (see Attachment 5 for a more detailed summary of previous design changes requested by BDAC). The applicant received a unanimous recommendation of approval from BDAC at their October 23, 2017 meeting and a letter from BDAC indicating their support is included as Attachment 6. A summary of further architectural revisions to the exterior façade was provided by staff to BDAC on December 12, 2017 and included as Attachment 7.

Green Building

The City's Green Building Policy was adopted by City Council in 2009 and applies to new construction. The policy requires new residential projects, including affordable housing developments, to achieve a minimum Certification in Leadership in Energy and Environmental

Design (LEED), or an equivalent standard. Non-residential buildings are asked to achieve LEED Silver Certification from the United States Green Building Council (USGBC) or a recognized equivalent ratings system and equivalent authorizing body. AHC has stated their intention to meet their requirement using the EarthCraft system, which they have used successfully on their redevelopment at Jackson Crossing on Route 1. The church is required to achieve LEED silver, or equivalent.

Public Art

The City's Public Art Policy, adopted by City Council in 2012, applies to new development projects within the City to encourage the growth of public art in the community. However, the Public Art Policy does include an exemption for both places of worship and for non-profit affordable housing. As the applicant's proposal is for the construction of a new place of worship for the Church of Resurrection, a registered religious entity; and for an affordable multi-family building to be developed by AHC, Inc. a registered nonprofit 501©(3), both buildings are exempt from participating in the City's Public Art Policy. If, in the future, either location would like to include artwork at their buildings, staff is available to work with them to achieve that goal.

D. CDD Concept Plan

Staff supports the proposed CDD Concept Plan amendment request as consistent with the two purposes for creating CDDs , which is outlined in the Zoning Ordinance. CDD Concept Plans are designed for properties "*which are of such size or are so situated as to have significant development related impacts on the City as a whole or a major portion thereof and in order to promote development consistent with the Master Plan*" (Section 5-601). Section 5-601 also states that the "*CDD zone is intended to encourage land assemblage and/or cooperation and joint planning where there are multiple owners in the CDD zoned area.*" While not large in acreage, these parcels are moderately isolated on a hillside with a single point of egress, and will benefit from coordinated transportation planning. The sites also serve a variety of populations and will have three owners. Ongoing coordination will benefit all of the parties. The site includes a mixture of uses, including residential and church uses, and includes a package of appropriate open space and other amenities. The expansion of the existing CDD supports the joint planning of critical neighborhood elements such as parking, loading and a transportation network.

E. CDD Text Amendment

In connection with its recommendations in favor of the CDD Concept Plan and rezoning approvals, staff has drafted regulations for the updated CDD#23 zone that, if approved, would be incorporated into the Zoning Ordinance as a text amendment. The language, shown in Attachment 3 to this staff report and Table 7, takes the form of a CDD table similar to other CDD approvals and includes a list of development regulations and allowable uses.

Development Regulations

The proposed development regulations included in the CDD #23 language for FAR, open space, maximum heights, and conformity with the Beauregard Urban Design Standards and Guidelines are based on conditions and language previously approved in the formation of CDD #23. Existing conditions in CDD#23 were replicated by staff and put in the CDD table to be applied to the applicant's property so that all property in the CDD will receive the same development envelope as the existing properties within the CDD.

Allowable Uses

The revised CDD Zoning table includes an updated list of uses to include the applicant's proposed church and multi-family uses, along with several other uses which were determined to be compatible with the surrounding uses and typically permitted within the underlying zoning. Staff updated the list of uses to reduce the potential long-term cost and time to initiate future text amendments to the CDD table. While additional uses are included within the table, any changes to the proposed and existing uses within CDD #23 will still require a CDD Special Use Permit or amendment to existing DSUPs to ensure any application is assessed for compatibility with the surrounding uses, reviewed for conformity with the Zoning Ordinance, and processed through a public notice and public hearing process to allow for community input.

F. Site Design and Architecture

The applicant has proposed a simple, contemporary design for both structures with a cohesive materials palate of red brick, and various shades of white and gray horizontal and vertical panel which connect the two structures while differentiating their respective uses. In addition to a similar contemporary design and materials, the relationship between the two buildings is expressed through their shared landscaping design.

Multi-Family Building

The multi-family building is designed to express a series of floating boxes resting on a heavier brick base that emerges from the hillside along North Beauregard Street. The base of the building is visually separated from the upper building elements with a decorative metal arts screen which further emphasizes the lightness of the upper levels, enhances the visual interest of the building, and provides ventilation to an interior parking garage. The dimensionality of the building is emphasized by breaking the upper structure into different planes and by creating an alternating façade of brick and panel, which is evident as one circles the building.

Brick façades were intentionally placed at the prominent corner of North Beauregard and Fillmore Avenue to emphasize the building's main entrance. Further architectural embellishments were placed at the main entrance, including a white metal canopy and column at the corner at the building's base, and the use of large, protruding windows along the top two floors at the corner. The building's design also concentrated active, community uses at the corner

of the building, such as a community room and gym, and large floor-to-ceiling windows were selected to increase the visual appearance of the corner and create a more active building presence. Brick façade was intentionally placed along the portion of the multi-family building which faces Goodwin House, both on the exterior wall and interior courtyard wall, per requests of residents at Goodwin House who desired to see a more traditional brick building from their location.

Additional pattern language and visual interest has been expressed in the building on each of the various façades to enhance the building's architectural interest. Along brick façades of the building, the design incorporates brick rustication to create a rich shadow that appears along the brick base of the entire building; wraps the corners of the building; and random bands of rustication between pairs of windows. Where the building is clad in panel, vertical panels were selected for outward facing walls and the panel joints were designed to play off windows patterns and emphasize the verticality of the building. A banded horizontal panel, of a smaller scale, was selected for the interior courtyard, which will create differing shadow patterns throughout the day.

Church Building

The smaller church structure sits adjacent to the larger multi-family building and uses a similar architectural style, utilizing a brick base with a lighter paneled tower element emerging from the base. Materials are also refined and limited to a single brick, complementary in color to the adjacent multi-family building, and a light-colored horizontal panel. The building is one story, with space for church functions and office space, and a larger tower element which expresses the interior knave and primary church function.

Pedestrian and Streetscape Improvements

Per the Beauregard Urban Design Standards and Guidelines, the applicant is providing an enhanced streetscape along North Beauregard Street which adheres to the Small Area Plan design guidelines. The applicant's design includes a ten foot landscaped buffer, a ten foot pedestrian sidewalk, and a ten foot landscaping buffer between the road and the sidewalk. The landscaped buffers will be planted with shade trees and the overhead utility wires will be undergrounded to improve the site visuals and create an open feel along the street.

One of the initial questions for the sites was to ensure appropriate emergency vehicle service for both buildings. In coordination with the City's Emergency Services division, it was determined that access to the multifamily building would be provided from the N. Beauregard Street frontage. The design of the streetscape includes a required Emergency Vehicle Landing area in front of the multi-family building, which has been coordinated with the streetscape and associated landscape and the future roadway for the West End Transitway. The emergency vehicle landing area, approximately 120 feet long by 10 feet wide, will be a permeable paver, reinforced to support emergency vehicles, but designed to blend into the streetscape. Signage denoting the area for emergency vehicles will be utilized to ensure pedestrian and cyclist safety

in the landing area. The church will be accessed via the private road. Emergency Services anticipates that the majority of calls for that location would be for ambulance services. In the event that a fire truck needs to access the site, the roadway is wide enough to provide access.

In addition to providing an enhanced streetscape, the applicant's proposal will replace the mix of overgrown brush and invasive species on the hillside with a series of terraces that will be planted with a mix of indigenous plants and trees. The terraces will simultaneously serve to stabilize the hillside and reduce stormwater runoff and improve the appearance of the hillside.

Undergrounding of Utilities

Consistent with the requirements of Section 5-3-2, Article A, Chapter 3 of the City of Alexandria Code, the applicant will undertake the undergrounding of the overhead utilities found along North Beauregard Street as part of their redevelopment process. The site is currently encumbered with five poles and one adjacent pole across Fillmore Avenue which supports the utility lines on site. In total, the six poles carry a number of standard lines and service providers, including electrical wires, fiber optic and cable, and electrical wires for streetlights. However, two of the poles on site, called reclosure poles, carry an electrical redundancy system which is critical to the regional stability of the electrical grid. Due to the regional capacity of these systems, the equipment on the poles is larger than normal and includes additional equipment to provide back-up power.

Staff and the applicant have been working with Dominion Energy Virginia to assess the cost, process and timeframe to underground both the typical utility lines at the Church of the Resurrection site along with the two reclosure poles. Due to the unique nature of the reclosure poles and the unique site constraints of the steep hillside along N. Beauregard Street, the process to underground all overhead utilities at the Church of the Resurrection may be more intensive than typical redevelopment projects. Initial cost estimates from Dominion Energy Virginia and the applicant's Utility consultant to underground all utilities on site provide a range of \$825,000 - \$1,100,000 and may change based on additional site information once a formal engineering process is undertaken.

Staff will continue to work closely with Dominion Energy Virginia to determine an efficient and cost-effective approach to bring the undergrounding into compliance with City Code. Options may include the full undergrounding of all utilities or the partial undergrounding to exclude the reclosure poles, with the objective to minimize the presence of any or all overhead utilities. To allow for the ongoing design and implementation discussion with the applicant and Dominion Energy Virginia, staff has included conditions related to open space and the utilities which will allow for potential sit plan alternations based on the design and installation expertise of Dominion Energy Virginia and subject to the final review and approval of the Director of Transportation and Environmental Services.

Open Space

On a per parcel basis, the church and multi-family buildings each achieve their required open space of 25 percent. However, the open space has been designed to create a cohesive design that expresses a campus approach to the site, with a shared terrace and pathways between the two buildings. The inherent design of the open space encourages a series of outdoor rooms and gathering spaces that allow both large and smaller intimate gatherings of people. These “rooms” are created through the use of pathways and tiered terraces. The area will be planted with a mix of indigenous plants which require low-levels of maintenance and enhance the overall site design.

The CDD Concept Plan and Conditions of CDD #23 (CDD#2014-0003) require at least 25 percent open space while the Beauregard Small Area Plan encourages open space that facilitates community use of the outdoor space. The applicant’s proposed open space plan exceeds the CDD open space requirements by proposing 45 percent open space across the subject site, with a design which creates a blend of passive and active recreational spaces. Total open space may be adjusted, depending on the results of the undergrounding requirement.

All of the open space is provided at ground-level, although some is located above structure in the multi-family courtyard, and all of the open space is designated for the private use of the church or multi-family residents. The open space is intended to provide a blend of passive and active recreational spaces, with semi-private spaces for small or larger public gatherings. The open space includes a landscaped terrace along the North Beauregard frontage which integrates native plants and trees in a series of terraces which supports the existing hillside, mitigates stormwater runoff, and provides a visually appealing design along the streetscape. Remaining open space is primarily located in the multi-family courtyard and shared terrace area between the Church building and multi-family building. The landscaping plan also preserves the church’s Memorial Garden which is included in the open space calculations.

Table 4: Open Space

	Entire Site	Multi-Family	Church
Ground-Level Open Space	26,550 sf (73%)	13,250 sf (50%)	13,300 sf (50%)
Courtyard Space	10,000 sf (27%)	10,000 sf (100%)	0 sf (0%)
Total	36,550 sf (100%)	23,250 sf (64%)	13,300 sf (36%)
Public Open Space	0 sf (0%)	0 sf (0%)	0 sf (0%)
Private Open Space	36,550 sf (100%)	23,250 sf (64%)	13,300 sf (36%)

G. Transportation

Traffic

Gorove/Slade Associates performed the Traffic Impact Study for the Church of the Resurrection's site to assess the potential impact of additional development on the surrounding roadway capacity. Under current conditions, the intersection of North Beauregard and Fillmore Avenue is operating at an overall Level of Service (LOS) "B" during the AM peak hour, LOS "C" during the PM peak hour, and LOS "B" during the Sunday peak hour. All other intersections along Fillmore Avenue which provide access to Newport Village and Goodwin House operate at LOS "A".

Assuming a construction completion date of 2021, Gorove/Slade modeled future traffic patterns which factor in annual regional traffic growth, expected new development in the area, and the impact of the Church of the Resurrection's development of a new 113 unit multi-family residential building and a replacement church building. The Gorove/Slade assessment found that the new church building would not generate additional vehicle trips in comparison to the existing church building. The new multi-family building is expected to generate 33 new trips during the AM peak hour, 45 new trips during the PM peak hour, and 32 new trips during the Sunday peak hour. These additional trips will have a negligible impact on the adjacent roadways. Factoring in these additional trips, the intersection of North Beauregard and Fillmore Avenue is expected to continue to operate at acceptable Levels of Service during all peak hours. In the 2021 Future with Development scenario, the intersection will continue to operate at LOS "B" during the AM peak hour, LOS "C" during the PM peak hour, and LOS "B" during the Sunday peak hour, and all other intersections along Fillmore Avenue will continue to operate at LOS "A" during all peak periods. Furthermore, the applicant's willingness to construct a second private access road to service the new church and multi-family building generally improves the overall intersection operations for those intersections which serve the adjacent Goodwin House as church traffic which previously used the Goodwin House Road would be redirected to the new private access road.

Site Access and Coordination

Site access has been integral to the redevelopment discussion. The site is adjacent to the endpoint of Fillmore Avenue, which is a public street. A private drive branches off from the bulb end of Fillmore Avenue and is the only means of vehicular access to Goodwin House. This drive is entirely on Goodwin House's property. The church is currently served by three curbcuts: one from Fillmore Avenue to the main parking lot, and two from the Goodwin House private drive. The second curbcut is a secondary access to the main parking lot and the third provides access to a smaller church parking lot, located further up the hill.

AHC explored a number of site access options in the redevelopment. One plan put the church at the corner of N. Beauregard Street and Fillmore Avenue and generally maintained the existing curbcut from Fillmore Avenue. All parking for both uses were consolidated within an

underground garage and accessed from the public street; however, the Church was concerned that this removed their visual and functional autonomy from the affordable housing project, and would prevent them from establishing an independent mission.

The current layout maintains the Fillmore Avenue curbcut as a loading dock, but all residential and church access was initially proposed from Goodwin House's private drive. At the time that this was presented, Goodwin House expressed concern about the change in use and the increased traffic on the drive, as the drive is the sole means of access to their property, and emergency services are frequently called to the site. The project had reached a stalemate in terms of access, and so a secondary road was proposed.

As part of the redevelopment proposal, the applicant is providing a new private drive aisle which will run along the southern portion of the subject site and connect to the terminus of the Fillmore Avenue bulb. The private access road will provide direct access to the multi-family parking garage and to the existing church parking lot and will include seven on-street parking spaces which may be used by church and multi-family residents.

The applicant's private access aisle will run parallel to the existing Goodwin House drive aisle and will connect at the eastern portion of the site to provide emergency vehicle access and turning space for responders to Goodwin House. However, the two drive aisles will be separated by a mountable curb and signage to prevent non-emergency vehicles from crossing between the roadways.

Consistent with the goals of the Beauregard Small Area Plan, the applicant's proposed site design increases site accesses and neighborhood porosity; dividing the lot into two smaller parcels and providing a new stairway from North Beauregard Street and paths across the site to interior lots and roadways. Furthermore, CDD Conditions of approval include the applicant's granting of a public access easement over the future stairway and internal pathways across the subject site to ensure access. The granting and recording of the easements will be taken in conjunction with the future redevelopment of Goodwin House to coordinate an enhanced level of pedestrian infrastructure to create a more cohesive network and continue supporting the goals of the Beauregard Small Area Plan.

Parking

1. Residential Parking Requirement

The parking for the multi-family building consists of a one-level parking deck of 80 parking spaces which spans the multi-family building. Due to the unique grade and slope of the subject site, the building design consists of two "basement" levels of the multi-family building which are partial floors tucked into the existing hillside and contain residential units and building operations. The concrete parking podium serves as the first full-floor of the building, and allows vehicles to enter at grade at the rear of the building, but appears two stories above the ground floor as seen from the front of the building along N. Beauregard Street. A decorative metal art

screen wraps the exterior of the parking garage to allow natural air flow while introducing an artistic element to the building design.

Per Section 8-200(A)(2)(iii) of the Zoning Ordinance, the applicant’s proposal complies with the City’s established parking requirements for affordable multi-family development. Furthermore, the applicant’s proposed multi-family building is located along the future route for the West End Transitway, slated to arrive in 2023/2024, which will provide increased accessibility to the site and reduce reliance on single-occupancy vehicles for transportation.

Table 5: Residential Parking Requirement

Number of Units:	113 Total Units 56 units @ 60% AMI 57 units @ 50% AMI
Base Ratio:	Housing units affordable at or below: 60% AMI – 0.75 space/unit 50% AMI – 0.65 space/unit Maximum of 80 spaces
Credits:	None Taken
Provided Parking:	80 garage spaces 4 street spaces (Private street

2. Church Parking Requirement

The knave of the applicant’s proposed church building will contain 140 seats. Per Section 8-200(A)(10) of the Zoning Ordinance, the church is required to provide one parking space per five seats for a total of 28 required parking spaces. The church is proposing to provide 19 surface parking spaces on the adjacent surface parking lot and three parking spaces along the private drive aisle. Furthermore, the applicant is requesting approval of technical parking reduction Special Use Permit to create six tandem parking spaces in the existing parking lot to provide the required 28 parking spaces. The six tandem parking spaces will be managed by church staff to ensure the spaces are effectively used during times of demand and the applicant created a parking management plan (Attachment 8) to demonstrate the proposed parking operations for the spaces. Staff finds the proposed parking management plan will allow for efficient use of the requested tandem spaces.

In addition to the tandem parking spaces to manage daily parking requirements at the church, the applicant is developing an overflow parking strategy to accommodate potential parking demand on popular religious dates, such as Christmas, Good Friday and Easter. The church has begun outreach to nearby properties such as Northern Virginia Community College, The Hermitage, and Southern Towers to discuss options to utilize parking spaces during Sunday mornings and specific religious holidays. As church construction will likely be completed and occupied in

2021, the church has not yet entered into any formal agreements to obtain off-site parking, but has received indications that an arrangement for off-site parking will be feasible. Staff has developed several conditions to ensure that the off-site parking arrangements continue to proceed and has established interim parking updates that are triggered by development milestones. A final certificate of occupancy for the church will not be released until a formal off-site parking arrangement for overflow parking has been executed between the church and a nearby entity and approved by staff to ensure the proposed strategy will accommodate the potential parking demand.

H. Special Use Permits

Transportation Management Plan SUP#2017-0116 – Multifamily Building

Section 11-700 of the City’s Zoning Ordinance requires development projects with more than 20 units to participate in a Transportation Management Plan (TMP) to encourage residents to maximize transit use through buses, ridesharing and bicycles and reduce the number of single vehicle occupancy trips. As the applicant is proposing a development with 113 units, the applicant is categorized as a Tier 2 use within the classification of the Zoning Ordinance and has developed a Transportation Management Plan and is required to participate in the plan through Condition 45 of their approval. Among the TMP requirements is an annual monetary contribution per occupied residential unit. The applicant is also encouraging reductions in single-occupancy vehicle trips by providing information on bus routes and schedules in the lobby of the multi-family building and providing a Smart Trip card for each unit at initial lease-up.

In many cases throughout the City, an applicant joining an existing CDD would be required to partake in an existing TMP. However the only other entity within CDD #23 is Goodwin House, an Elder Care Facility, a use that is not required to develop a TMP per the Zoning Ordinance. As such, there is no existing TMP in CDD #23 and the Church of the Resurrection’s TMP will be the sole TMP for the CDD.

Parking Reduction SUP#2017-0118

With this application, the applicant is requesting a Special Use Permit for a technical parking reduction to permit the use of six tandem parking spaces to count towards the church’s parking requirement. Section 8-200(A)(10) of the Zoning Ordinance requires one parking space for every five seats within the primary auditorium, as the design of the applicant’s church contains 140 seats, the applicant is required to provide 28 off-street parking spaces. The applicant proposes to maintain a portion of the existing parking lot on site, with 19 parking spaces, an additional three parking spaces along the new private drive aisle and would use a permeable paver to install six tandem parking spaces to meet the Zoning requirement of 28 spaces. The church has also secured use of four parking spaces on the private drive aisle associated with the multi-family building for use by church parishioners on Sunday mornings. While the use of tandem spaces enables the applicant to provide the required number spaces, the tandem arrangement does not meet the parking design guidelines as enumerated in the Zoning

Ordinance; therefore the deviation requires review and approval through the Special Use Permit process.

Section 11-500 of the Zoning Ordinance directs staff to review the potential impact of the Special Use Permit request to assess potential negative impacts of the request and to ensure the proposal does not: a) adversely affect the health or safety of persons residing or working in the neighborhood of the proposed use; b) will not be detrimental to the public welfare or injurious to property or improvements in the neighborhood; and c) will substantially conform to the master plan of the city.

Health and Safety of Persons Residing or Working in the Neighborhood: the applicant has submitted a parking management plan, seen as Attachment 8, which outlines the church's proposed management of the tandem parking spaces to ensure the spaces are used efficiently. The proposal indicates a dedicated group of individuals will be assigned to the spaces and fully versed in the rules and church's management system for the parking spaces. Furthermore, a church-wide system of signage, announcements, and information-distribution will convey information about the use of the tandem spaces to the congregation at-large. As the population using the tandem parking spaces will be relatively limited and informed about proper parking procedures to ensure an efficient use of the spaces, staff finds the request to permit six tandem parking spaces will not impact the health or safety of persons residing or working in the neighborhood.

To better ensure neighborhood safety as it relates to parking on the applicant's property, the church and multi-family building have agreed to reserve all parking spaces along the private access road (seven total) for church use on Sunday mornings. The church is also developing an off-site parking management plan to provide off-site parking on popular religious holidays to preemptively address future parking demand. The execution and approval of the off-site parking management plan has been conditioned with development milestones for the project and staff will work closely with the church to ensure the plan addresses overflow parking and is operational by the church's planned occupancy in 2021.

Detrimental to the Public Welfare or Injurious to Property or Improvements in the Neighborhood: As the applicant has worked with staff to refine their development proposal, the use of permeable pavers for tandem parking spaces was identified as an option to meet the church's parking requirement; minimize impacts during construction; reduce stormwater impacts compared to traditional paving; and blend into the proposed landscaping to maintain a more open feel. As the tandem parking spaces will be installed during Phase 1 of construction, and reduce potential construction impacts on an adjacent neighbor, while minimizing potential environmental impacts of paving, staff finds the solution agreeable and does not find the tandem parking spaces will be detrimental to the neighborhood.

Conform to the Master Plan of the City: The proposed parking is to support the ongoing operations of a church use and staff supports an amendment to the master plan to permit the

church use at the location. Therefore, the tandem parking request conforms to the City's master plan.

I. School Impacts

The applicant proposes to construct a mid-rise affordable housing building with 113 units. The student generation rate for affordable apartments is 0.45 students per unit, which if applied to the 113 affordable housing units, would be 51 students. This project is located in the John Adams elementary school attendance area. Staff has coordinated with the Alexandria City Public Schools (ACPS) and will integrate the proposed development project in forthcoming school enrollment forecasts. After construction of the multi-family building, ACPS will designate school bus routes and pick-up/drop-off locations to establish a safe location for students residing at the multi-family building which is consistent with established school district procedures.

J. Contributions

As a condition of CDD #23, the applicant has agreed to provide developer contributions for public benefits identified in the Beaugard Small Area Plan (BSAP). The public benefits, (e.g., the construction of the Ellipse, streetscape improvements, and public facilities) are to be constructed by the City and will coincide with development levels identified in the BSAP. As new development in the West End has yet to reach the level required to trigger public benefits, the contributions will be placed in a City fund. Based on the terms of CDD #23, the applicant will contribute a base and neighborhood contribution per square foot of new development. Accounting for CPI-based inflation and a per square foot reduction for the applicant's provision of affordable housing, the applicant will contribute \$466,351.04 (in 2016 dollars) towards the Beaugard Implementation Fund. Staff views these contributions as critical to achieve the long-term public realm benefits identified in the BSAP. If the BSAP is amended in the future, conditions for CDD #23 shall be similarly amended.

VI. COMMUNITY

Redevelopment of the site has been discussed with City Staff and adjacent properties since spring 2015 with the discussion of the initial CDD formation with Goodwin House. The most recent design iteration has been discussed extensively with staff, neighbors and the community since late 2015 and the applicant has made many revisions to the proposed building design to address the concerns of the community. Specific discussion has centered around site access and the need for a new parallel private road, parking, building orientation, and building design. Staff has worked extensively with the applicant and their architectural team to address many of these concerns either through the design process, in recommendations or to finalize during the Final Site Plan Process.

The applicant has worked iteratively with the Beaugard Design Advisory Committee (BDAC) over a series of three public meetings to create a design which addressed the concerns of BDAC

and the community. A copy of a previous memo drafted by Staff to members of BDAC is included as Attachment 5 and Attachment 7 which summarizes the architectural changes made to the building design as requested by BDAC and members of the public. At the final BDAC meeting on October 23, 2017, BDAC voted unanimously to approve the applicant’s building design and massing. While BDAC unanimously approved the architectural direction of the applicant’s proposal, some community members remain unsatisfied with the final density, use, and design of the applicant’s proposal. Over several public meetings and ongoing discussions with representatives of the adjacent community, staff has sought solutions to address concerns which were voiced. A number of conditions were included as part of the project approval based on neighborhood input and numerous design revisions were adopted throughout the design process to respond to the community. While there are still areas of neighbor concern, staff is confident that a good compromise has been reached on the site and uses and that appropriate frameworks are in place to mitigate future concerns about parking and traffic.

Additionally, the project has been discussed with the City’s Affordable Housing Advisory Committee (AHAAC) whose meetings are advertised and open to the public. The project was presented to AHAAC on June 17, 2015. At the June meeting AHAAC recommended approval of a predevelopment loan to AHC for the affordable project (the loan was subsequently approved by City Council on June 23, 2015). AHC presented an interim update on the project to AHAAC on January 5, 2017. On December 7, 2017 AHAAC recommended approval of a permanent loan of up to \$8.4 million (which includes the previously approved predevelopment loan) to facilitate the project. The permanent loan request will be considered by Council on January 20th with action on these items occurring following Council’s hearing on the land use approvals.

The following presentations were given by the applicant in regards to their development proposal:

Table 6: Community Engagement

Presentations Given by Applicant	
June 17, 2015	Affordable Housing Advisory Committee (Initial Presentation)
January 5, 2017	Affordable Housing Advisory Committee (Interim Update)
June 19, 2017	Beauregard Design Advisory Committee
July 19, 2017	Presentation at Goodwin House, hosted by Goodwin House
September 25, 2017	Beauregard Design Advisory Committee
October 23, 2017	Beauregard Design Advisory Committee
November 22, 2017	Presentation at the Hermitage
December 4, 2017	Open House at the Church of the Resurrection
December 7, 2017	Affordable Housing Advisory Committee (Loan Application)

VII. CONCLUSION

Staff recommends approval of the Master Plan Amendment, Map Amendment/Rezoning, Text Amendment, Coordinated Development District Concept Plan Amendment, Development Special Use Permit, and all associated applications subject to compliance with City codes, ordinances and staff recommendations below.

Text Amendment #2017-0009

The following language is recommended by staff to Planning Commission to initiate a Text Amendment, to Section 5-600. Staff proposes to amend the CDD Table to include:

- Additional properties within CDD #23;
- Inclusion of development parameters, including maximum FAR, open space and the applicability of the Beauregard Urban Design Standards and Guidelines to development within CDD #23; and
- Increases to the number of uses permitted within CDD #23 with the use of a Special Use Permit.

Staff proposes the above revisions through Text Amendment #2017-0009 to simultaneously preserve the development approvals previously granted to Goodwin House during the formation of CDD #23 and to extend the same development permissions to the current applicant. Simultaneously, staff is updating the list of uses permitted within CDD #23 to encompass a range of uses that are typically permitted within the underlying RA zone and are deemed compatible with the surrounding residential and institutional uses in the area. As seen in the CDD table, the enlarged list of uses will still require review with a separate DSUP or SUP application to ensure the potential uses do not create a negative impact on the surrounding community and provide adjacent properties an opportunity to comment on the pending application.

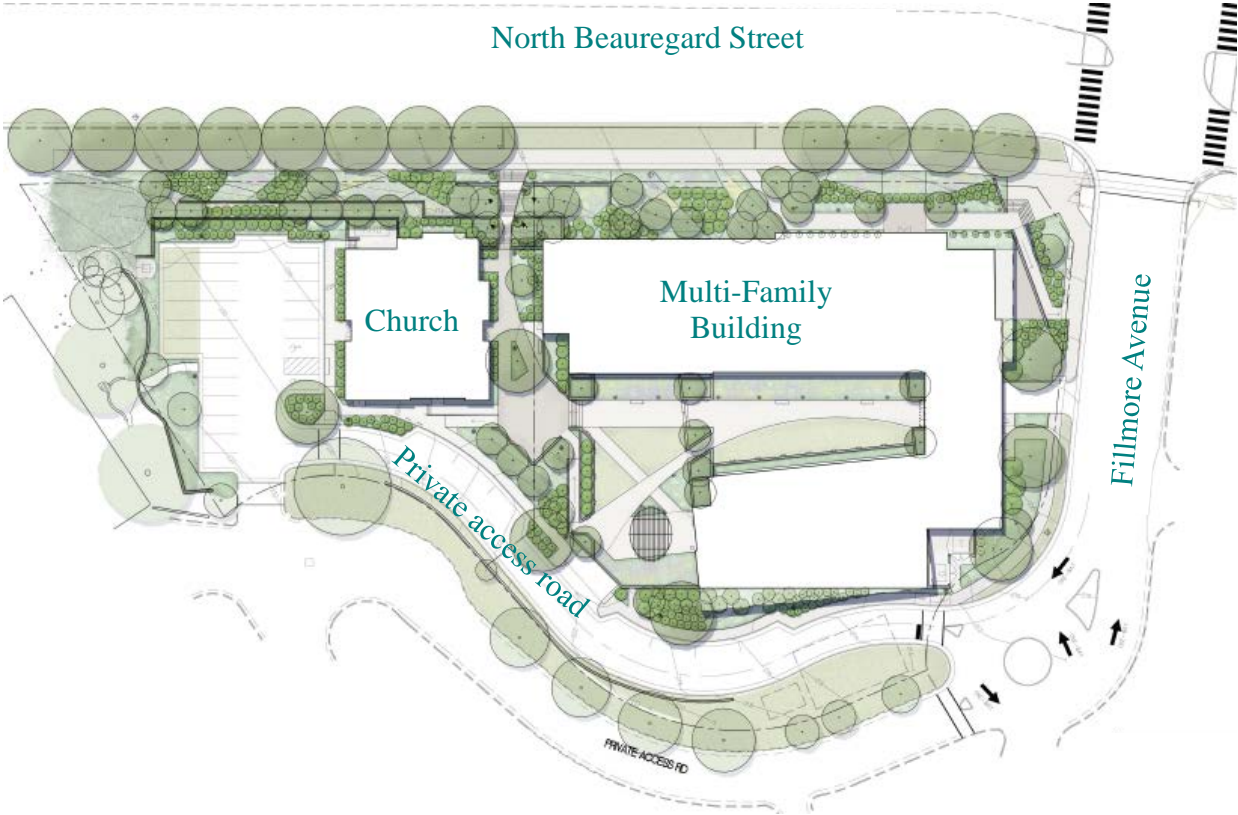
Table 7: CDD #23 Zoning Table

CDD #	CDD Name	Without a CDD Special Use Permit	With a CDD Special Use Permit		Uses
			Maximum FAR and/or Development Levels	Maximum Height	
23	<u>Goodwin House</u> <u>Fillmore/Beauregard</u>	RC/High density and apartment zone RA/Multifamily zone regulations shall apply to the Goodwin House Neighborhood Property (T.M. 011.03-01-06). RA/Multi-family zone regulations shall apply to the Church of the Resurrection Property (T.M. 011.03-01-05) and as may be subdivided in the future.	<p><u>Goodwin House Property:</u> Maximum development levels shall be as depicted in the Development Summary Table in the CDD Conditions.</p> <p><u>All other property:</u> <u>Maximum FAR: 2.5</u></p> <p><u>Minimum Open Space: 25% that is usable and accessible. The open space can be provided on the ground level, as a rooftop amenity or combined, but with a maximum of 50% of the open space percentage shall be permitted to be rooftop open space. The remainder shall be located at grade level. This percentage of open space shall exclude public right-of-ways and streets with public access easements.</u></p> <p><u>All proposed development shall conform to the Beauregard Urban Design Standards and Guidelines, as may be amended.</u></p>	The maximum heights shall conform to the CDD Concept Plan with an overall maximum height of 150 for buildings not shown on the Concept Plan.	Senior housing, Senior affordable housing, home for the elderly, Nursing Care Facility, <u>multi-family housing, and church. Community center, day care center, private school, nursery school, private commercial school, seminary, convent and monastery, Child or elder care home, personal service, and public park.</u>

*Removed by Planning Commission

VIII. GRAPHICS

Figure 1: Site Plan



Master Plan Amendment #2017-0008; Rezoning #2017-0005;
Text Amendment #2017-0009; CDD Concept Plan Amendment #2017-0005;
DSUP #2016-0044; TMP SUP #2017-0116; SUP #2017-0118
2280 N. Beauregard Street

Figure 2: Site Section as seen from North Beauregard Street (Multi-Family Building on Left, Church Building on Right).

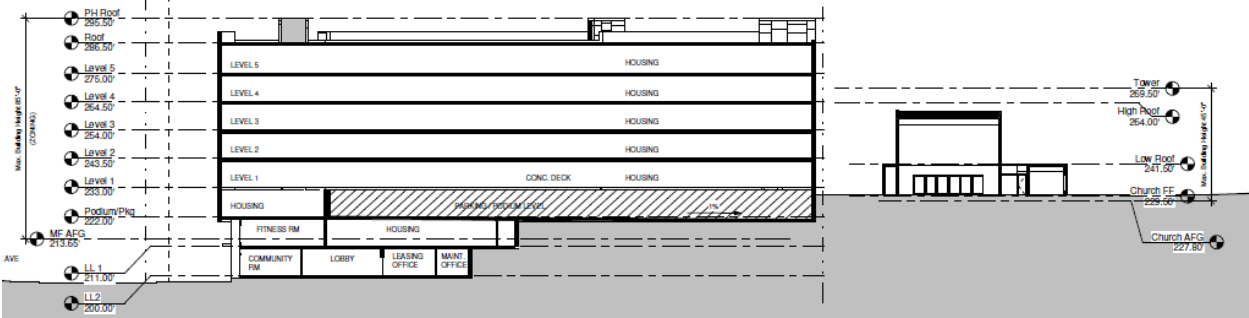


Figure 3: Rendering of the Multi-Family Building and Church building as seen from N. Beauregard Street (Northwest Elevation).



Master Plan Amendment #2017-0008; Rezoning #2017-0005;
Text Amendment #2017-0009; CDD Concept Plan Amendment #2017-0005;
DSUP #2016-0044; TMP SUP #2017-0116; SUP #2017-0118
2280 N. Beauregard Street

Figure 4: 3-D View of Multi-Family Building and Church Building, looking North, as seen from North Beauregard Street (proposed landscaping not rendered).



Figure 5: View of Multi-Family as seen from Fillmore Avenue.



Master Plan Amendment #2017-0008; Rezoning #2017-0005;
Text Amendment #2017-0009; CDD Concept Plan Amendment #2017-0005;
DSUP #2016-0044; TMP SUP #2017-0116; SUP #2017-0118
2280 N. Beauregard Street

Figure 6: View of Multi-Family Building and Church Building as seen from Private Access Road.



Figure 7: View of Multi-Family Building and Church Building as seen from Private Access Road/Church Parking Lot.

