



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:

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 McMahon 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 McMahon 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 McMahon 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.

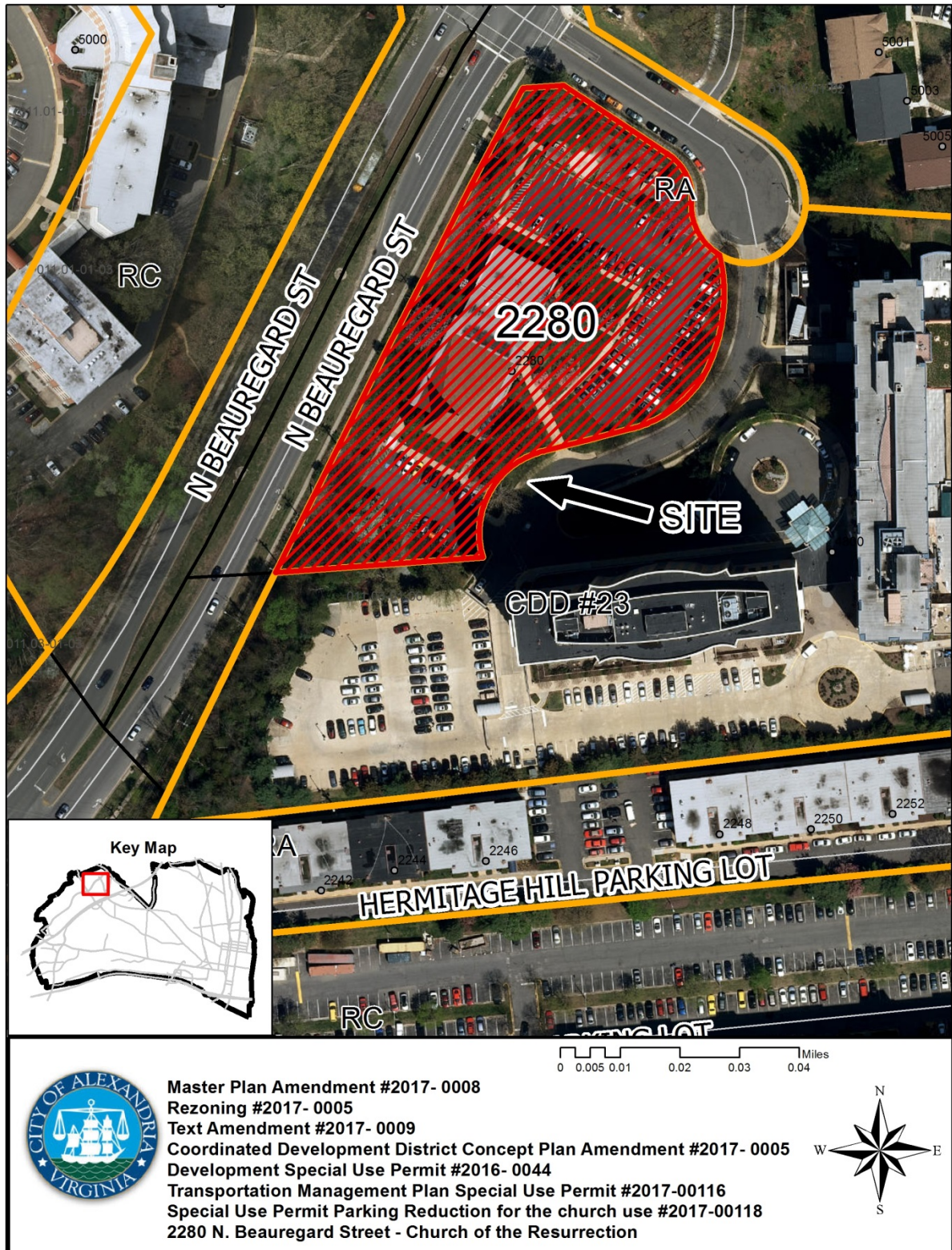
Ms. Betty Cranwell, a resident of Goodwin House, spoke against the project as she was concerned about overall density within CDD #23 and felt the multi-family building was not providing enough parking. Ms. Cranwell also voiced concerns over the building design and site circulation.

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. Beauregard Street



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 Beauregard Small Area Plan, the Beauregard 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 Beauregard Small Area Plan.
- Expansion of Coordinated Development District (CDD) #23 consistent with the recommendations of the Beauregard 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 Beauregard Small Area Plan including a shared 10' multi-use trail for pedestrians and cyclists along North Beauregard Street.
- Undergrounding of significant utility lines along North Beauregard Street to create a visually appearing streetscape.
- Contemporary building design in compliance with the Beauregard Small Area Plan Design Guidelines.
- Contributions of over \$466,000 to the Beauregard Implementation Fund to support public improvements, such as the Ellipse, identified in the Beauregard 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		
			Maximum FAR and/or Development Levels	Maximum Height	Uses
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.	<u>Goodwin House Property:</u> Maximum development levels shall be as depicted in the Development Summary Table in the CDD Conditions. <u>All other property:</u> <u>Maximum FAR: 2.5</u> <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> <u>All proposed development shall conform to the Beauregard Urban Design Standards and Guidelines, as may be amended.</u>	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

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 Beauregard neighborhoods targeted for redevelopment, the site is similarly able to achieve many of the goals of the Beauregard 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 Beauregard, which will bring additional housing, open space, and retail within one-half mile along N. Beauregard Street; the reinvestment in existing private properties, such as Monday Properties acquisition of 1500- 2000 N. Beauregard Street, Alexandria City Public School's adaptive re-use of 1700 N. Beauregard 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 Beauregard 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 Beauregard 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 Beauregard corridor.

Beauregard Urban Design Standards and Guidelines

Staff has reviewed the applicant's submission as it relates to the Beauregard 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 Beauregard Design Advisory Committee and the variations were deemed appropriate (See Attachment 4).

Furthermore, the Beauregard 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 Beauregard 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 Beauregard 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 Beauregard 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 Beauregard 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.

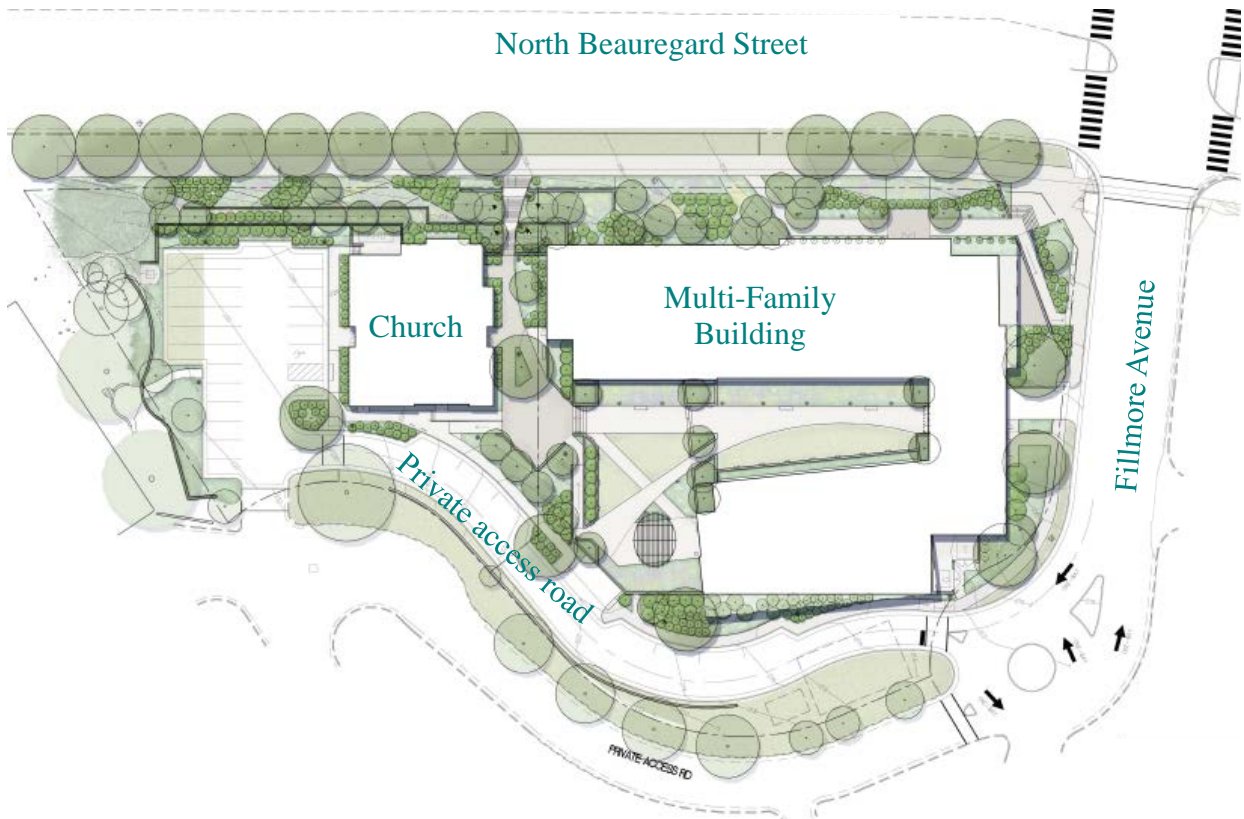
Table 7: CDD #23 Zoning Table

CDD #	CDD Name	Without a CDD Special Use Permit	With a CDD Special Use Permit		
			Maximum FAR and/or Development Levels	Maximum Height	Uses
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.	<u>Goodwin House Property:</u> Maximum development levels shall be as depicted in the Development Summary Table in the CDD Conditions. <u>All other property:</u> <u>Maximum FAR: 2.5</u> <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> <u>All proposed development shall conform to the Beauregard Urban Design Standards and Guidelines, as may be amended.</u>	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.</u> 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.

*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).

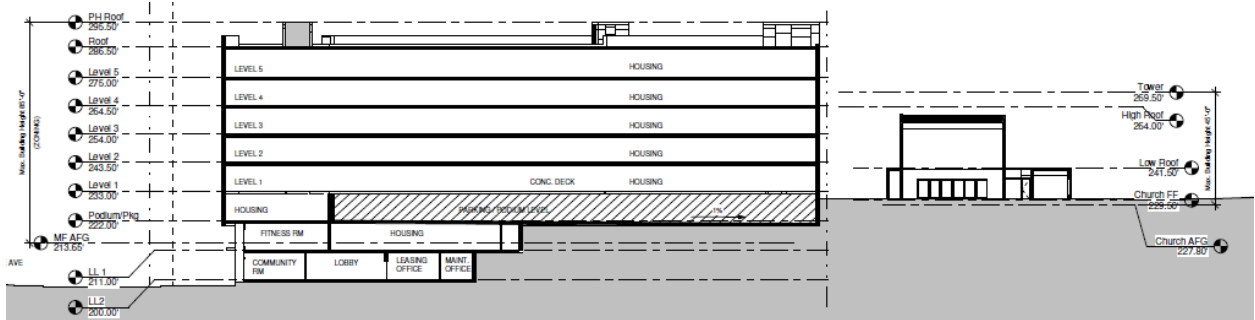


Figure 3: Rendering of the Multi-Family Building and Church building as seen from N. Beauregard Street (Northwest Elevation).



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.



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.



IX. STAFF RECOMMENDATIONS

COORDINATED DEVELOPMENT DISTRICT RECOMMENDATIONS

1. **CONDITION AMENDED BY STAFF:** The Applicant(s) shall comply with the following: the Coordinated Development District (CDD) Approvals: 1) the CDD Conceptual Design Plan, hereafter referred to as CDD Concept Plan, prepared by Bowman Consulting and dated November 14, 2014 and revised by Walter Phillips and dated September 29, 2017; 2) the conditions contained herein; and, 3) the Beauregard Urban Design Standards and Guidelines prepared by Duany Plater-Zyberk and Company and Dover Kohl Partners, dated March 18, 2013 as revised July 11, 2013. (P&Z)
2. All Preliminary DSUP applications subject to the provisions and requirements of CDD #23 shall be reviewed by Beauregard Design Advisory Committee. (P&Z)
3. **CONDITION AMENDED BY STAFF** Notwithstanding any contrary provisions in the Zoning Ordinance, the ~~Goodwin House~~ CDD #23 Concept Plan (hereby referred to as the Concept Plan) shall remain valid until December 31, 2040. (P&Z)
4. **CONDITION AMENDED BY STAFF:** With each Preliminary DSUP the applicant shall submit an up-to-date phasing plan for ~~the Goodwin House Neighborhood~~ the area encompassed by CDD #23. (P&Z)
5. Development projects within the CDD are permitted to apply for a density bonus pursuant to § 7-700 of the Zoning Ordinance. (Housing)(P&Z)
6. For purposes of the conditions herein, the following definitions shall apply:
 - a. **Existing Development To Be Demolished:** The square footage of any building or structure in existence within CDD #23 as of the date of City Council's initial approval of CDD #23 but which will be demolished in accordance with the provisions and requirements within CDD # 23.
 - b. **New Development:** Any new square footage that is constructed in accordance with the provisions and requirements within CDD # 23.
 - c. **Net New Development:** The square footage of any New Development (as defined herein) in excess of the Existing Development To Be Demolished in accordance with the provisions and requirements within CDD # 23 (New Development - Existing Development To Be Demolished = Net New Development).
 - d. **Square Footage:** Shall be equivalent to floor area as defined by the Zoning Ordinance in effect as of the date of these conditions, except that the following shall not be counted for purposes of square footage:

- i. Above grade parking structures, constructed in accordance with the conditions herein and the Beauregard Urban Design Standards and Guidelines;
 - ii. Loading areas required for retail uses; and
 - iii. The fire station, the Hillwood and Lynbrook buildings to be dedicated to the City for affordable housing, child care facilities, and other public buildings.
- e. **CPI-U**, as used herein, shall be the Consumer Price Index for all urban consumers (CPI-U), 1982-1984=100 (not seasonally adjusted) as reported by the United States Department of Labor, Bureau of Labor Statistics. (P&Z)(CAO)
- 7. **CONDITION AMENDED BY STAFF:** As part of each Preliminary DSUP within CDD #23 a neighborhood, the Applicant(s) shall provide a table including the following information for development associated with the preliminary DSUP and for the cumulative approved development within ~~that neighborhood~~ CDD #23 as of the date of the preliminary DSUP application:
 - a. The square footage of total existing development
 - b. The square footage of existing development to be demolished as part of the preliminary DSUP and cumulative to date.
 - c. The square footage of new development and cumulative.
 - d. The square footage of net new development and cumulative. (P&Z) (T&ES)
- 8. **CONDITION AMENDED BY STAFF:** Any Preliminary DSUP for the CDD, filed or pursued under § 5-605 of the Zoning Ordinance, shall demonstrate a good faith attempt to coordinate with the adjacent property owners of property 011.03-01-05 and 011.03-01-05 to include but not limited to; site design, building footprint, parking, potential interparcel connections, potential connections to other adjacent properties and easements and vehicular/pedestrian circulation. (P&Z)
- 9. **CONDITION DELETED BY STAFF:** ~~Proposed development within the CDD shall be setback a minimum of 30' from N. Beauregard Street and shall be designed in such a manner as to preclude the full build out and design of the future Transitway along Beauregard Street. (P&Z) (T&ES)~~
- 10. **CONDITION AMENDED BY STAFF AND PLANNING COMMISSION:** The Applicant(s) shall make a monetary contribution to the dedicated Beauregard Implementation Fund established by the City to account for the developer contributions required pursuant to the conditions required herein (hereinafter "Developer Contributions"). Developer Contributions shall be provided for all New Development within CDD # 23, except as set forth below and shall be paid prior to the release of the first Certificate of Occupancy for each building within CDD # 23. Such contributions shall be used by the City, in concert with the Developer Contributions in CDD #21 and CDD #22, to provide for community benefits identified within the Beauregard Small

Area Plan, including the Ellipse, Transitway, Other Transportation Improvements, Fire Station, Landscaping, Tree Canopy, Storm Water and Affordable Housing.

The Developer Contribution rates are as of the date of approval of CDD #23 and shall escalate annually hereafter on January 1 of each year hereafter starting on January 2016 in accordance with increases in prior years in the CPI-U as defined herein. The resulting adjusted Developer Contribution per square footage of New Development shall be in effect for that calendar year. Interest earned on any funds deposited by any Applicant(s) will be invested by the City as per Code of Virginia investment laws for short-term investments. Interest accrued shall remain in the fund to be utilized as provided herein. The Developer Contributions are comprised of the following Base Contribution and Neighborhood Contribution.

- a. Base Contribution: A Base Contribution of \$10.55 in 2014 dollars per square footage of New Development shall be made for all New Development within CDD #23, except that the Goodwin House Property shall be permitted to offset up to \$2.57 in 2014 dollars per square footage of new development through the Goodwin House Fellowship Program in the form of entrance fee subsidies and/or monthly fee subsidies for seniors with limited financial resources who would not otherwise be able to afford Goodwin House. The Applicant shall develop a Memorandum of Understanding with the City of Alexandria to be approved prior to the release of the Final Site Plan which outlines the following:
 - i. The number of new individuals to be served;
 - ii. The criteria used to qualify such individuals; and
 - iii. The means of marketing the program at Goodwin House in coordination with the City in order to identify a wide range of eligible seniors.
- b. Neighborhood Contribution: An additional contribution shall be provided for each ~~Neighborhood~~ property within CDD #23, which shall consist of the following:

Goodwin House Neighborhood - \$1.60 per square footage of New Development (2014 dollars), except that the Goodwin House Property shall be permitted to offset such contribution through the Goodwin House Fellowship Program in the form of entrance fee subsidies and/or monthly fee subsidies for seniors with limited financial resources who would not otherwise be able to afford Goodwin House. The Applicant shall develop a Memorandum of Understanding with the City of Alexandria to be approved prior to the release of the Final Site Plan which outlines the following:

- i. The number of new individuals to be served;
- ii. The criteria used to qualify such individuals; and
- iii. The means of marketing the program at Goodwin House in coordination with the City in order to identify a wide range of eligible seniors.

- c. Affordable Housing: As an identified community benefit within the Beauregard Small Area Plan, dedicated/committed affordable and workforce housing located within CDD#23 shall be offset from a portion of the Developer Contributions applicable to affordable housing.
 - i. The portion of the Developer Contributions offset for affordable housing is calculated to be 66.6%.
 - ii. Workforce and affordable housing must be dedicated for a minimum period of 40 years to be eligible for the partial exemption in developer contributions. (PC)

No Developer Contribution shall be required for DSUP 2014-0012 as the New Development facilitates reallocation of existing uses and does not intensify the existing approved development in the Goodwin House Neighborhood.

- 11. **CONDITION AMENDED BY STAFF AND PLANNING COMMISSION:** The following uses are permitted within the CDD:
 - a. **Goodwin House Neighborhood Property (011.03-01-06):** senior housing, senior affordable housing, home for the elderly, nursing care facility (P&Z)
 - b. **All Property in CDD #23:** senior housing, senior affordable housing, home for the elderly, nursing care facility multi-family housing and churches.
- 12. The applicant(s) shall maintain the existing pedestrian/bike trail connection to the property line linking the CDD to the proposed transitway stop at Southern Towers. (P&Z)(T&ES)
- 13. The allowable square footage, FAR, and heights shall be governed by the following table, which shall also be reflected in the approved Concept Plan and CDD zoning table.

Table 1: Development Summary Table

Neighborhood	Goodwin House (011.03-01-06)
Principal Land Use(s)	Senior housing, Senior affordable housing, home for the elderly, Nursing Care Facility
Land Area (± acres)	±6.83
Open Space (%)	25% (See Condition #15)
Maximum Building Height	130 - 150 feet
Minimum Stepback	For buildings constructed along N. Beauregard St: 35 foot stepback on North side of building at 20 to 50 feet vertical height; and 20 foot stepback on South side of building at 30 to 60 vertical feet.

Minimum Setback	30 feet along N. Beauregard Street
Total Development Square Footage	743,895
FAR	2.5

14. The applicant shall prepare a parking management plan with each development special use permit to the satisfaction of the Directors of P&Z and T&ES. Shared parking arrangements with adjacent properties are highly encouraged. (T&ES)
15. The Goodwin House Neighborhood shall maintain at least 25 percent open space that is usable and accessible. The open space can be provided either on the ground level, or as a rooftop amenity. 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. (P&Z)
16. **CONDITION AMENDED BY PLANNING COMMISSION** All existing and new utilities along the N. Beauregard Street frontage of the property extending to the nearest poles on each side beyond the frontage within each DSUP shall be located below grade at the cost of the Applicant, and to the satisfaction of the Directors of Planning and Zoning, and Transportation and Environmental Services. (P&Z) (PC) (T&ES)
17. **CONDITION ADDED BY STAFF:** Development in CDD #23 is subject to the terms and conditions of the previously listed Base Contribution and Neighborhood Contributions and shall be paid prior to the release of the first Certificate of Occupancy for each building within CDD #23. However, to the extent that base and neighborhood contributions within the Beauregard Small Area Plan, CDD #21 and CDD #22 are amended, contributions for properties within CDD #23 shall be similarly amended. Eligibility for amendments shall remain valid through the receipt of payment made prior to the release of the first Certificate of Occupancy for each building within CDD #23.
18. **CONDITION ADDED BY STAFF:** At such time when Goodwin House commences additional development, as indicated on the CDD Concept Plan, the Church of the Resurrection property (including both the church parcel and multi-family parcel) shall grant a public access easement to be timed with Goodwin Houses' proposed redevelopment and update all applicable plats, per the following parameters:
 - i. Provide a public access easement along the pedestrian stairs and sidewalk, which will connect N. Beauregard Street and the new private access drive, passing between the two new buildings. The easement should include the stairs, plaza, and crossing, to the satisfaction of the Directors of Planning & Zoning and Transportation & Environmental Services.* (P&Z)(T&ES)

19. **CONDITION ADDED BY PLANNING COMMISSION:** The Church of the Resurrection and AHC Inc., and their representatives shall continue to hold discussions with Goodwin House and their representatives to identify a possible shared roadway arrangement which could provide site access to all parties in the discussion and additional parking for the church use. A resolution on a revised site design must be reached by February 16, 2018 and a signed agreement defining responsibilities and costs provided to staff in order for the revised design to move forward. If unresolved, the site design seen on the preliminary plan received on October 23, 2017, and as amended on November 10, 2017 per DSP #2016-00044 shall proceed. (PC)

DEVELOPMENT SPECIAL USE PERMIT #2016-00044, WITH SITE PLAN AND SUBDIVISION RECOMMENDATIONS

1. If the applicant(s) opt to phase the final site plans, each final site plan shall be in substantial conformance with the preliminary plan received on October 23, 2017, and as amended on November 10, 2017, and the proposed construction phasing, and comply with the following conditions of approval. (P&Z)

A. *PEDESTRIAN/STREETSCAPE:*

2. Provide the following pedestrian improvements as part of Phase I of the project, unless otherwise noted, to the satisfaction of the Directors of P&Z and T&ES:
- a. Complete all pedestrian improvements to serve each building prior to the issuance of a certificate of occupancy permit for each building. Provide a construction phasing plan for approval with the final site plan.
 - b. Install ADA accessible pedestrian crossings serving the site.
 - c. Construct all concrete sidewalks to City standards. The minimum unobstructed width of newly constructed sidewalks shall be six (6) feet in width for sidewalks encompassed by or fronting a public right-of-way. Sidewalks adjacent to the private road extending behind the multifamily building shall be no less than five (5) feet in width.
 - d. Sidewalks between the surface parking lot and church structure shall be no less than five (5) feet in width.
 - e. All newly constructed curb ramps shall be concrete with detectable warning strips and shall conform to current VDOT standards.
 - f. Provide separate curb ramps for each direction of crossing (i.e., two ramps per corner). Curb ramps shall be perpendicular to the street to minimize crossing distances. Any changes must be approved by the Director of T&ES. Curb ramps shall be provided at the following locations:
 - i. Fillmore Avenue & N. Beauregard Street – two (2) separate ramps, south leg of intersection
 - ii. Fillmore Avenue & N. Beauregard Street – two (2) separate ramps, north leg of intersection

- iii. Fillmore Avenue & Private Drive Access (serving site) – one (1) ramp on west side facilitating access to median between the two private drive access roads.
- g. Extend the medians on N. Beauregard through the crosswalks and provide pedestrian refuges (at the road grade) protected by a median nose beyond the pedestrian travel path. Add detectable warning strips to indicate where the refuge begins and terminates.
- h. Provide thermoplastic pedestrian crosswalks at all crossings at the proposed development, designed to the satisfaction of the Director of T&ES. Crosswalks shall be provided at the following locations:
 - i. Two (2) high-visibility continental crosswalks over N. Beauregard Street spanning the extent of the street, excluding the medians.
 - ii. One (1) standard 10 feet wide parallel lines crosswalk over Fillmore Avenue at the intersection of Fillmore Avenue & N. Beauregard Street.
 - iii. One (1) standard 10 feet wide parallel crosswalk over the private access road (serving the site) at the intersection of Fillmore Avenue and the private access road.
 - iv. One (1) non-standard 6 feet wide parallel crosswalk over the private access road (serving the adjacent site) at the intersection of Fillmore Avenue and the private access road.
- i. All crosswalks shall be standard, 6 inches wide, white thermoplastic parallel lines with reflective material, with 10 feet in width between interior lines. High-visibility crosswalks (white, thermoplastic continental ladder crosswalks as shown in the Manual on Uniform Traffic Control Devices (MUTCD)) may be required as directed by staff at Final Site Plan. All other crosswalk treatments must be approved by the Director of T&ES.
- j. Replace all existing pedestrian push-buttons, six in total, at the intersection of North Beauregard Street and Fillmore Avenue with Polara 2-wire accessible buttons, Model EN2.
- k. All below grade utilities placed within a City sidewalk shall be designed in such a manner as to integrate the overall design of the structure with the adjacent paving materials so as to minimize any potential visible impacts.
* ** (P&Z) (T&ES)

B. OPEN SPACE/LANDSCAPING:

- 3. Develop, provide, install and maintain an integrated Landscape Plan with the Phase 1 Final Site Plan, coordinated with other associated site conditions and to the satisfaction of the Director of Planning & Zoning. Landscape plans shall be submitted in accordance with the City of Alexandria's Landscape Guidelines, and at a minimum shall:

- a. Provide an enhanced level of detail for all proposed landscape installations including street, canopy, evergreen, and multi-trunk trees, shrubs, perennials, and groundcovers. If any landscape plantings are proposed, they shall be limited to plant material that is horticulturally acclimatized to the Mid-Atlantic and Washington, DC National Capital Region.
 - b. Ensure positive drainage in all planted areas.
 - c. Provide detail, section, and plan drawings for plantings located above-structure and on-grade. Illustrate at-grade and sub-surface conditions, including irrigation, adjacent curb/pavement construction, edge restraint system, dimensions, drainage, and coordination with site utilities.
 - d. The location of all pole-mounted lights shall be coordinated with all trees. Light poles shall be located a minimum of ten (10) feet from the base of all trees, and the placement and height of light poles shall take into account the mature size and crown shape of all nearby trees.
 - e. All sidewalks and driveways constructed above tree wells/trenches shall be structurally supported. Areas of uncompacted growing medium shall not be used to support sidewalks and driveways without additional structural support. Provide section details both parallel and perpendicular to the street that verify this requirement.
 - f. Identify the extents of any areas of tree wells/trenches within the sidewalk on the landscape and site plans.
 - g. Provide a plan exhibit that verifies the growing medium in street tree wells/trenches, and all planting above structure meets the requirements of the City's Landscape Guidelines for soil volume and depth. The plan shall identify all areas that are considered to qualify towards the soil requirements, with numerical values illustrating the volumes.
 - h. All landscaping depicted on the preliminary site plan or otherwise required for Phase I of the project shall be installed as part of the construction of Phase I regardless of the property on which the landscaping will be located.
 - i. The installation and future maintenance of all landscaping located on the eastern property but within Phase I of the project shall be subject to an installation and maintenance agreement executed between the owners of the multifamily and church properties (if said properties are separately maintained) to the satisfaction of the Director of Planning & Zoning. The agreement shall be completed prior to release of the building permit for Phase I and shall, at a minimum: 1) allow for the installation of all plantings installed with Phase I that are required under this DSUP approval and 2) provide for the proper maintenance of said landscaping for as long as the DSUP approval remains valid.*
4. Provide the following modifications to the landscape plan and supporting drawings:

- a. Site improvements, including pedestrian walkways, open space areas, and site furnishings, shall comply with the following requirements to the satisfaction of the Director of Planning & Zoning: Provide location, and specifications, and details for site furnishings that depict the installation, scale, massing and character of site furnishings to the satisfaction of the Directors of P&Z and T&ES.
 - b. Site furnishings may include benches, bicycle racks, trash and recycling receptacles, drinking fountains and other associated features
 - c. All site improvements, including pedestrian walkways, open space areas, and site furnishings depicted on the preliminary site plan on Phase I of the project, shall be installed as part of the construction of Phase I regardless of the property on which the landscaping is located.
 - d. The construction and future maintenance of all pedestrian walkways, open space areas, and site furnishings located on the multifamily housing project shall be subject to an installation and maintenance agreement executed between the owners of the multifamily property and the church to the satisfaction of the Director of Planning & Zoning. The agreement shall be completed prior to release of the building permit for Phase I and shall, at a minimum: 1) allow for the construction/installation of all pedestrian walkways, open space areas, and site furnishings located within Phase I of the project that are required under this DSUP approval and 2) provide for the proper maintenance of said pedestrian walkways, open space areas, and site furnishings for as long as the DSUP approval remains valid. ** (P&Z)(T&ES)
5. Provide material, finishes, and architectural details for all retaining walls, seat walls, decorative walls, and screen walls. Indicate methods for grade transitions, handrails — if required by code, directional changes, above and below grade conditions. Coordinate with adjacent conditions. Design and construction of all walls shall be to the satisfaction of the Directors of P&Z and T&ES.* (P&Z)(T&ES)
6. The City of Alexandria Playspace Policy was approved in October 2013 to improve the health and well-being of all youth through design and provision of quality playspaces. If a playspace is included in the multifamily or the church portions of the project at a future time, it shall be designed to meet the following requirements, to the satisfaction of the Directors of RP&CA and P&Z:
 - a. The playspace should provide a coordinated array of the play elements, to the satisfaction of the Director of RP&CA.
 - b. Playspace plans shall depict location, scale, massing and character of the playspace, grade conditions, surfacing, site furnishings, vegetation, and other site features.
 - c. Playspaces and site equipment shall comply with the most recent guidelines, specifications and recommendations of the Consumer Product Safety

Commission (CPSC) Handbook for Public Playground Safety, ASTM Specification for Playground Equipment for Public Use (ASTM F1487) and ASTM Specification for Impact Attenuation of Surface Systems Under and Around Playground Equipment (ASTM F1292). Applicant shall provide certification that the play areas have been designed, reviewed and approved by a certified playground safety inspector (CPSI professional) with current certification. Play area and equipment shall comply with Americans with Disabilities Act 2010ADA Standards for Accessible Design.

- d. Playspaces shall be regularly inspected and appropriately maintained according to CPSC, ASTM, and manufacturer recommendations. Natural play spaces and/or elements shall be maintained and cared for according to landscape standards provided by landscape architect, planner, and/or to relevant CPSC and ASTM standards.
 - e. Playspaces shall have appropriate signage posted with hours of operation and other operational information. (RP&CA)(P&Z)
7. The open space plan and open space percentages shall be in substantial conformance with the preliminary plan received on October 23, 2017, and as amended on November 10, 2017, pending the final design and installation of any necessary utilities related to undergrounding along North Beauregard Street. Modifications to the submitted landscape and open space plan shall be conducted in coordination with technical guidance from Dominion Electric Power and be completed to the satisfaction of the Director of Planning and Zoning. (P&Z)

C. TREE PROTECTION AND PRESERVATION:

- 8. Provide, implement and follow a tree conservation and protection program that is developed per the City of Alexandria Landscape Guidelines and to the satisfaction of the Directors of P&Z and RP&CA. A Tree Conservation and Protection Plan shall be approved by the City Arborist prior to Final Site Plan release. (P&Z) (RP&CA)
- 9. Prior to the release of the building plan for Phase 1, identify a method to maximize the preservation of trees numbered 9220, 9221, 9222, 9215, 9217 and 9218 (on the revised preliminary plan dated November 10, 2017) during construction to the satisfaction of the Directors of Planning and Zoning and RPCA. Excavation within critical root zones of these trees shall be limited to hand digging or other approved method.
 - a. In the event that any existing tree identified as “to be saved” is damaged as a result of construction, in-kind replacement shall be provided as outlined in the City of Alexandria’s Landscape Guidelines.
- 10. A fine shall be paid by the applicant in an amount not to exceed \$10,000 for each destroyed tree with at least a 10-inch caliper that is not identified “to be removed”

(TBR) on the Preliminary Plan, and/or the City may request that replacement trees of similar caliper and species be provided for damaged trees if the approved tree protection methods have not been followed. The replacement trees shall be installed and if applicable the fine shall be paid prior to the issuance of the last certificate of occupancy permit. *** (P&Z)(RP&CA)

11. The area of the limits of disturbance and clearing for the site shall be limited to the areas as generally depicted on the preliminary site plan dated with the preliminary plan received on October 23, 2017, and as amended on November 10, 2017, and reduced if possible to retain existing trees and grades. (P&Z)(RP&CA)

D. BUILDING:

12. The building design, including the quality of materials, final detailing, and color palette shall be consistent with the preliminary elevations dated October 23, 2017, and as amended on November 10, 2017 and the following conditions. (P&Z)
13. Provide the following multi-family building refinements with the Final Site Plan submission for Phase 1, to be completed to the satisfaction of the Director of P&Z:
 - a. All wall mounted vents shall be surface-mounted and architecturally integrated with the building design with regard to both placement and color and will not project more than on-half (1/2) inch from the building face;
 - b. Continue to explore pattern language of the proposed metal art screen around the parking garage level to ensure the final metal art screen maintains a strong decorative element which enhances the building design;
 - c. Per submitted preliminary site plans, ensure the corner entrance element, at the corner of North Beauregard Street and Fillmore Avenue, maintains its current degree of projection over the doorway and is constructed using a white colored material;
 - d. Continue to study the proposed color of the brick and panel façade for the multi-family structure and work with staff to ensure the color tones are complimentary between the proposed church building and with the immediately surrounding neighborhood;
 - e. Per submitted elevations, ensure the eight corner-most windows at the intersection of North Beauregard Street and Fillmore Avenue on the top two floors of the building, are installed so the window casements project a minimum of 8” beyond the face of the brick of the building;
 - f. Continue to explore brick rustication between windows in brick portions of the building façade to bring back the random element previously shown. Ensure the rustication utilized to “wrap” the corners of brick portions of the building remains;
 - g. Update building floor plans to ensure that all windows shown on the submitted preliminary elevations received on October 23, 2017, and as

amended on November 10, 2017 are shown on the floor plans. Exterior windows along the two stair towers have not been shown on floor plans and will need to be shown on floor plans;

- h. Identify a roofing surface for the multi-family building which is non-reflective and minimizes glare, in coordination with the project's Green Building requirement. *(P&Z)
14. Provide the following church building refinements with the Final Site Plan submission for Phase 2, to be completed to the satisfaction of the Director of P&Z:
- a. Continue to study the proposed color of the brick and panel façade for the church structure and work with staff to ensure the color tones are complimentary between the two buildings and with the immediately surrounding neighborhood;
 - b. Relocate the two proposed bike-racks located along the sidewalk next to the church building to a location with less possible congestion. Staff recommends a location closer to the main door of the church and the surface parking lot. *(P&Z)
15. Provide detailed drawings (enlarged and coordinated plan-section-elevation studies, typically at 1/4"=1'-0" scale, in color, with shadows cast at 45 degrees from both left and above to show true depth of recesses and projections) in color to evaluate the building base, entrance canopy, stoops, window and material details including the final detailing, finish and color of these elements during each of the Final Site Plan reviews. Separate design drawings shall be submitted for each building typology or different bay type. (P&Z)
16. Building materials, finishes, and relationships shall be subject to review and approval by the Department of Planning and Zoning for substantial conformance to the Preliminary Plan and as set forth in the associated *Guidelines for Preparations of Mock-Up Panels* Memo to Industry, effective May 16, 2013. The following submissions shall be provided to review the materials, finishes and architectural details, prior to selection of final building materials:
- a. Provide a materials board that includes all proposed materials and finishes at first Final Site Plan for each of the buildings. *
 - b. The materials board shall remain with the Department of Planning and Zoning until the final certificate of occupancy, upon which all samples shall be returned to the applicant.***
 - c. Provide drawings of a mock-up panel that depict all proposed materials, finishes, and relationships as part of the first Final Site Plan for each project. *
 - d. Construct an on-site, mock-up panel of proposed materials, finishes, and relationships for review and approval prior to final selection of building materials. The mock-up panel shall be constructed and approved prior to

- vertical (above-grade) construction and prior to ordering final building materials. **
- e. Provide a mock-up panel for each of the, unless construction timing is arranged that a coordinated panel can be provided. Locations for both panels should be shown on the Construction Management Plan for Phase 1.
 - f. The mock-up panel(s) shall be located such that they shall remain on-site in the same location through the duration of construction until the first certificate of occupancy. *** (P&Z)
17. Per the City's Green Building Policy adopted April 18, 2009, achieve a green building certification level of LEED Certified / Equivalent for the affordable housing building and LEED Silver/ Equivalent for the church building, to the satisfaction of the Directors of P&Z, and T&ES. Diligent pursuance and achievement of this certification shall be monitored through the following, for each of the buildings:
- a. Provide evidence of the projects' registration with LEED (or equivalent) with the submission of the first Final Site Plan for each building and provide a draft checklist showing how the project plans to achieve the certification.*
 - b. Provide evidence of submission of materials for Design Phase credits to the U.S. Green Building Council (USGBC) (or equivalent) prior to issuance of a certificate of occupancy. ***
 - c. Provide evidence of submission of materials for Construction Phase credits to USGBC (or equivalent) within six months of obtaining a final certificate of occupancy.
 - d. Provide documentation of certification within two (2) years of obtaining a final certificate of occupancy.
 - e. Failure to achieve LEED Certification (or equivalent) for the residential project and /or LEED Silver (or equivalent) for the church project will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve these certification levels, then any City-wide Green Building policies existing at the time of staffs' release of Final Site Plan will apply. (P&Z)(T&ES)
18. The applicant shall work with the City for recycling and/or reuse of the existing building materials as part of the demolition process, including leftover, unused, and/or discarded building materials. (T&ES)(P&Z)
19. Energy Star labeled appliances shall be installed in all multi-family residential units. (T&ES)
20. In order to provide a more sustainable use of natural resources, the applicant shall use EPA-labeled WaterSense or equivalent low flow fixtures. In addition, the

applicant is encouraged to explore the possibilities of adopting water reduction strategies (i.e., use of gray water system on-site) and other measures that could reduce the consumption of potable water on this site. A list of applicable mechanisms can be found at <http://www.epa.gov/WaterSense>. (T&ES)

E. SIGNAGE:

21. Design business and identification signs to relate in material, color and scale to the buildings on which the sign is displayed to the satisfaction of the Director of Planning & Zoning. The plan shall be included as part of the Final Site Plan and shall coordinate the location, scale, massing and character of all proposed signage.*
 - a. The business and identification signs shall be designed of high quality materials.
 - b. Installation of building mounted signage shall not damage the building and signage shall comply with all applicable codes and ordinances.
22. Design and develop a sign plan for wayfinding and directional signage. The plan shall be included as part of the Final Site Plan and shall coordinate the location, scale, massing and character of all proposed signage to the satisfaction of the Director of T&ES. Installation of building mounted signage shall not damage the building and signage shall comply with all applicable codes and ordinances * (T&ES)
23. Internally illuminated box signs are prohibited. Explore the use of exterior illumination. (P&Z)
24. A freestanding monument sign must comply with Article IX of the Zoning Ordinance. Adjacent plantings should be coordinated with the proposed sign. (P&Z)
25. Install a temporary informational sign as required by Section 11-303(D) of the Zoning Ordinance on the site prior to the approval of the Final Site Plan for each phase of the project. The signs shall be displayed until construction is complete or replaced with a temporary sign incorporating the required information; the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project.* (P&Z)(T&ES)
26. With the first Final Site Plan for Phase 1, provide a signage plan, including street signage and building signage for the multifamily building. Street signage should clearly indicate the hours of availability and any parking limitations.* (P&Z)

27. With the first Final Site Plan for Phase 2, provide a building signage plan for the church. If any off-site signage is requested, it should be coordinated with the Phase 1 signage package. * (P&Z)
28. With the first Final Site Plan for Phase 2, indicate the size and location of any proposed cross(es) on the exterior of the church. If the cross is fully integrated with the building design, some degree of projection beyond the building face or above the roof will be considered, while still excluding the cross(es) from the signage allotment permitted per the Zoning Ordinance.

F. HOUSING:

29. The developer of the affordable building shall provide 112-114 units of dedicated affordable rental units to the satisfaction of the Director of Housing.
30. Rents payable for 50% of the affordable units shall not exceed the maximum rents (taking into account utility allowances) allowed under the federal Low Income Housing Tax Credit (LIHTC) program for households at 60% of the Washington DC Metropolitan Area Family Median Income. Rents payable for the remaining 50% affordable units shall not exceed the maximum rents (taking into account utility allowances) allowed under the federal Low Income Housing Tax Credit (LIHTC) program for households at or below 50% of the Washington DC Metropolitan Area Family Median Income. Rents shall remain at the established affordable rates for a period of 65 years from the date of initial occupancy of each unit. The owner shall re-certify the incomes of such households annually.
31. Households receiving Housing Choice Voucher assistance will not be denied admission on the basis of receiving such assistance. A household will be considered income qualified if the amount of rent it can pay based on income, together with the voucher payment, is sufficient to cover the applicable rent.
32. The developer of the affordable building shall provide the City with access to the necessary records and information to enable annual monitoring of compliance with the above conditions for the 65-year affordability period.
33. The developer of the affordable building shall list the units in www.VirginiaHousingSearch.com, an online housing search database sponsored by VHDA.
34. The developer of the affordable building shall notify the Landlord-Tenant Relations Division Chief at the Office of Housing in writing 45 days prior to leasing and provide the City with marketing information. The City will notify interested parties of the availability of units. The applicant shall not accept

applications for the units until 45 days after written notification has been provided to the Office of Housing.

G. PARKING:

35. Provide 37 bicycle parking space(s) for the multifamily building per Alexandria's current Bicycle Parking Standards. 34 of the spaces must be either class one or class two spaces, and 3 spaces must be class two or class three. The 3 class two or class three visitor spaces shall be provided no less than 100' of a building entrance. Bicycle parking standards, acceptable rack types for short- and long-term parking and details for allowable locations are available at: www.alexandriava.gov/bicycleparking. Details on location and type of bicycle parking shall be provided on the Final Site Plan. Bicycle parking must be installed and operational prior to first CO. *** (T&ES)
36. With the first Final Site Plan for Phase 1, provide locations where bicycle facilities will be provided on the site frontage and throughout the site, per the City's Transportation Master Plan, Pedestrian and Bicycle Mobility Plan and applicable Small Area Plans and Design Guidelines. These should include:
 - a. A ten-foot (10') shared use path on N. Beauregard Street spanning the extent of the site frontage; and
 - b. Routing signs to on-street bicycle facilities consistent with guidance from the Manual on Uniform Traffic Control Devices (MUTCD). * (T&ES)
37. With the first Final Site Plan for Phase 1, provide stairway runnels, cast in concrete (or another approved materials), to facilitate bicycle mobility at the following locations and to the following specifications:
 - a. Stairway connecting the shared use path on N. Beauregard Street to the central plaza area located between the church and the multifamily building.*
 - b. Bolt-on runnels are not permitted. (T&ES)
38. All parked vehicles shall be prohibited from encroaching on the proposed private street, drive aisles, pedestrian walkways, or emergency vehicle easements, and all residents and users shall be notified of this prohibition. (T&ES)
39. **CONDITION AMENDED BY PLANNING COMMISSION:** Locate a minimum of nineteen (19) parking spaces (and an additional six (6) tandem spaces, if approved) in the surface lot and a minimum of three (3) parking spaces on the private access road for use by the Church. These spaces may be made available to non-church users during hours when church activities are not occurring, at the discretion of the church management or property owner. * (P&Z)(T&ES)(PC)

40. All residential parking at the multifamily building shall be unbundled (i.e., the cost to purchase or lease a parking space is separate from the cost to purchase or lease the residential unit). (T&ES)
41. **CONDITION AMENDED BY PLANNING COMMISSION:** Provide a Parking Management Plan for the multifamily residential building with the first Phase 1 Final Site Plan submission. The Parking Management Plans shall be approved by the Departments of P&Z and T&ES prior to the release of the Final Site Plans and shall at a minimum include the following (as needed for the use):
- a. General project information/summary and development point of contact.
 - b. A point of contact for the individual/entity overseeing parking for each building.
 - c. Provide controlled access into the multi-family garage for vehicles and pedestrians. The controlled access shall be designed to allow convenient access to the parking for residents.
 - d. Total capacity and a breakdown of parking types (standard, compact, tandem, accessible, etc.).
 - e. Bicycle parking information (number of spaces, type of parking- racks, gated, location, etc.)
 - f. Information/circulation diagram noting how cyclists will reach the bicycle storage.
 - g. A description of and plan showing access control equipment and locations.
 - h. An explanation of how the garage and/or parking lot will be managed. Include information on access for residential and non-residential parkers, hours of operation, and accommodation for the various users of the garage (short and long term parking, car and vanpools, bicycles, etc.).
 - i. Information on proposed staffing needs for peak, non-peak and overnight hours.
 - j. Information about any valet operations, including drop-off/pick-up location, management, hours, etc.
 - k. How rates will be determined and details of validation program if proposed.
 - l. Loading and unloading activities, including move-in and move-outs, shall not occur between the hours of 11:00PM and 7:00AM *
(PC)(P&Z)(T&ES)
42. Provide a Parking Management Plan for the church with the first Phase 2 Final Site Plan submission. The Parking Management Plans shall be approved by the Departments of P&Z and T&ES prior to the release of the Final Site Plans and shall at a minimum include the following (as needed for the use):
- a. General project information/summary and development point of contact.
 - b. A point of contact for the individual/entity overseeing parking for each building.

- c. Total capacity and a breakdown of parking types (standard, compact, tandem, accessible, etc.).
 - d. Bicycle parking information (number of spaces, type of parking- racks, gated, location, etc.)
 - e. Information/circulation diagram noting how cyclists will reach the bicycle storage (if provided).
 - f. An explanation of how the parking lot will be managed. Include information on access, hours of operation, and accommodation for the various users of the lot (overnight parking, etc.).
 - g. Information on proposed staffing needs for peak, non-peak and overnight hours.
 - h. Information about any valet operations, including drop-off/pick-up location, management, hours, etc
 - i. How rates will be determined and details of validation program, if proposed.
 - j. Details of appropriate signage for the church parking indicating hours which are reserved for patrons.
 - k. Provide a contingency plan detailing where vehicles in excess of the norm will park for peak-day worship services (for example, Christmas, Easter, etc.). Provide information on the entity who will oversee and manage the off-site parking, methods to be used to direct parishioners to the off-site parking, and how parishioners will travel from the church to the off-site parking location. * (P&Z)(T&ES)
43. Prior to the release of the Certificate of Occupancy for the church building, provide staff with a Letter of Intent between the church and an entity with off-site parking. At a minimum the letter should include: the name of the organization/entity and a point of contact, the number of parking spaces, the hours/dates of availability, a summary of how parking usage will be coordinated between the church and the entity, and the duration of the agreement.*** (P&Z)(T&ES)
44. **CONDITION AMENDED BY PLANNING COMMISSION:** Parking spaces within the multi-family parking garage may be made available for ~~market-rate~~ shared parking through an administrative special use permit, provided excess parking can be demonstrated by a parking study. This request shall be to the satisfaction of the Directors of P&Z and T&ES, and subject to the following requirements:
- a. Provide a parking study to analyze on-site residential parking demand at the time of the request and determine an appropriate number of spaces that are available for ~~market-rate~~ shared parking.
 - b. Provide a parking management plan to include, at a minimum, the following:

- i. An explanation of how garage access to the parking spaces leased to non-residents will be provided. Controlled access to the underground garage shall be maintained.
- ii. Information on how the garage will be managed, including how spaces will be assigned to residents, visitors, and third party lease holders.
- c. Provide a copy of the lease or other agreement to be used for ~~market-rate~~ shared parkers.

Provide a parking study one (1) year from the date of approval of the administrative special use permit to evaluate the impacts of providing ~~market-rate~~ shared parking within the residential garage and determine whether any corrective action or adjustments need to occur. Additional studies may be required in subsequent years as determined by staff. (T&ES) (P&Z) (PC)

H. TRANSPORTATION MANAGEMENT PLAN:

45. According to Article XI, Section 11-700 of the City's Zoning Ordinance, a Transportation Management Plan is required to implement Transportation Demand Management (TDM) strategies to discourage single occupancy vehicle (SOV) travel and encourage residents and employees to take public transportation, walk, bike or share a ride. (T&ES)
46. A TMP Coordinator shall be designated for the entire project prior to release of the first certificate of occupancy for the multifamily building. The name, location, email and telephone number of the coordinator will be provided to the City at the time, as well as any changes occurring subsequently. This person will be responsible for assisting the City in implementing and facilitating the TMP on site. The coordinator must provide City staff access to the property and tenants/residents in order to implement TDM measures such as surveys, mailings and hosting events to inform residents and tenants about benefits and alternatives to SOV travel. (T&ES)
47. The TMP shall be required to make a monetary payment twice per year to the Citywide TDM Fund. TMP funds shall be deposited to the Citywide TDM Fund on January 15 and July 15 of each year. The annual base assessment rate for this development shall be (in March 2014 dollars) \$81.12 per residential unit, \$0.203 per square foot of retail space, \$0.254 per square foot of commercial space, \$42.038 per hotel room and \$0.101 per square foot of industrial/warehouse. The base assessment rate will be adjusted on an annual basis on July 1 of each year in accordance with the Consumers Price Index (CPI-U) as reported by the United States Department of Labor, Bureau of Labor Statistics. The base assessment rate in effect at the time of the project's first certificate of occupancy permit (CO) is the applicable rate when TMP reporting begins. (T&ES)

48. As set forth in section 11-711(B) in the Ordinance, civil penalties shall be assessed to the governing entity for lack of timely compliance with the conditions of this TMP SUP. If after assessment of three civil penalties, any use continues to fail to comply with a condition of its approved TMP, the property may be subject to increased review and reporting requirements, and may be subject to a staff recommendation for action by the City Council to revoke the TMP SUP pursuant to section 11-205 of the Ordinance. (T&ES)
49. Prior to any lease/purchase agreements, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such language to be reviewed and approved by the City Attorney's office. (T&ES)
50. The TMP coordinator shall allow City transportation demand management staff or their assigns onto the premises to assist in transportation demand management activities. (T&ES)

I. BUS STOPS AND BUS SHELTERS:

51. In concurrence with the initial demolition of the existing church structure, the applicant is responsible for the relocation of the existing bus shelter and addition of a new pad and bench to the newly identified location across Fillmore Avenue.
** (T&ES)
52. Show all existing and proposed bus stop(s), bus shelter(s) (if existing, proposed, or conditioned), and bus stop bench(es) (if existing, proposed, or conditioned) in the vicinity of the site on the Final Site Plan. Any proposed features shall be ADA compliant; all bus shelters shall include a bench, illumination and the ability to accommodate future real time bus information LED screens and electric connections to the satisfaction of the Director of T&ES. The final bus shelter, bus canopy, and bus stop bench design shall meet City standards and the approval of the Director of T&ES. Design and specifications for the City standard bus shelter can be found at <https://www.alexandriava.gov/6548>. (T&ES) (Code)
53. Bus stop at Fillmore Avenue shall meet ADA requirements and City Standards per the following:
 - a. Install an unobstructed 10 foot wide, parallel to the roadway, by 8 foot wide, perpendicular to the curb, bus stop passenger loading pad. The unobstructed loading area should be at the front of the boarding zone and accessible from a transit shelter (if present or if installed) and adjacent sidewalk. The loading pad's cross slope shall be less than 2 percent. The exiting width of the sidewalk may be counted towards the 8 foot wide

- perpendicular to the curb area. Passenger loading pads shall never be placed on storm drain inlets, catch basins, and other obstacles that would make the bus stop and bus stop loading pad inaccessible. See attached standard details.
- b. Create a 100 foot “No Parking, Bus Stop Zone” if the bus stop is located along the curb for bus stops located on the near side of the intersection. Create a 90 foot “No Parking, Bus Stop Zone” if the bus stop is located along the curb on the far side of an intersection. Create a 150 foot “No Parking, Bus Stop Zone” if the bus stop is located along the curb for midblock bus stops. If the bus stop is located on a bulb out / extension into the roadway, the “No Parking, Bus Stop Zone” shall not be required.
 - c. At minimum, if installed on the near side of an intersection, a bulb out for a bus stop shall be at least 35 feet in length parallel to the curb (does not include the taper) and extend at minimum 7 feet into the roadway. If installed on the far side of an intersection, a bulb out for a transit stop shall be at least 45 feet in length parallel to the curb (taper area is not included in the 45 feet in length) and extend at minimum 7 feet into the roadway. (T&ES)
54. Street trees in close proximity to bus stop approaches or directly adjacent to travel lanes shall be:
- a. Located to avoid conflict with vehicles, specifically:
 - i. Trees shall be excluded from a 40 foot zone which represents the length of the bus as it is serving the stop.
 - ii. Trees within both the 10 foot departure zone and the 20 foot approach zone (on either side of the 40 foot zone) shall be selectively located to minimize conflict with vehicles and to allow direct line of sight for approaching buses.
 - b. Subject to the character of the adjacent area and relevant design guidelines for spacing, distance from the curb and species selection. In general, trees shall be of the same species along the entire block face.
 - c. selected from upright branching species in areas where relevant design guidelines do not otherwise specify
 - d. Installed with a minimum 6 feet of clear stem and gradually pruned to reduce conflict with vehicles, under consultation from a certified arborist. Pruning of street trees is part of the regular maintenance required of applicants under the City’s bond for public improvements.
 - e. Set back from the curb edge where the width of sidewalk and adjacent conditions allow. (T&ES)

J. SITE PLAN:

55. Per Section 11-418 of the Zoning Ordinance, the development special use permit shall expire and become null and void, unless substantial construction of the

project is commenced within 36 months after initial approval and such construction is thereafter pursued with due diligence. The applicant shall provide a written status report to staff 18 months after initial approval to update the City Council on the project status if substantial construction has not commenced at such time. (P&Z)

56. Submit the plat of subdivision and all applicable easements and/or dedications for the entire site, prior to the Final Site Plan submission for Phase 1. The plat(s) and easements shall be approved prior to or concurrently with the release of the first Final Site Plan.
57. The plat shall be recorded and a copy of the recorded plat, dedications and deeds shall be submitted with the first request for a building permit for Phase 1 of the project.** (P&Z)(T&ES)
58. Coordinate location of site utilities with other site conditions with Phase 1 to the satisfaction of the Directors of P&Z and T&ES. These items include:
 - a. Location of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.
 - b. Minimize conflicts with plantings, pedestrian areas and major view sheds.
 - c. Do not locate above grade utilities in dedicated open space areas and tree wells. Any modifications to the submitted landscape and open space plan shall be conducted in coordination with technical guidance from Dominion Electric Power and be completed to the satisfaction of the Director of Planning and Zoning.
 - d. If applicable, all utilities shall be screened from the public ROW to the satisfaction of the Director of P&Z. (P&Z)(T&ES)(BAR)
59. Provide a lighting plan with the Phase 1 Final Site Plan to verify that lighting for both sites meets City standards. The plan shall be to the satisfaction of the Directors of T&ES and/or P&Z in consultation with the Chief of Police and shall include the following:
 - a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information.
 - b. Determine if existing lighting meets minimum standards within the City right-of-way adjacent to the site. If lighting does not meet minimum standards, additional lighting shall be provided to achieve City standards or to the satisfaction of the Director of T&ES.
 - c. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
 - d. All proposed cobra head light fixtures in the City right of way shall be approved Dominion LED light fixtures.

- e. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
- f. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties and rights-of-way. Show existing and proposed street lights and site lights.
- g. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights to minimize light spill into adjacent residential areas.
- h. If site lights are included in the photometric plan to comply with City's lighting standards then these lights shall be put on photovoltaic switches.
- i. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.
- j. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
- k. The lighting for the areas not covered by the City of Alexandria's standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
- l. Provide numeric summary for various areas (i.e., roadway, walkway/sidewalk, alley, and parking lot, etc.) in the proposed development.
- m. The walls and ceilings in the garage must be light-colored concrete (painted or dyed) to increase reflectivity and improve lighting levels at night.
- n. The lighting for the structured parking garage shall be a minimum of 5.0 foot candle maintained, when occupied. When unoccupied the lighting levels will be reduced to no less than 1.5 foot candles.
- o. Light fixtures for the underground/structured parking garage shall be recessed into the ceiling for any areas that can be seen from the public ROW.
- p. Light fixtures for open canopies shall be recessed into the ceiling for any areas that can be seen from the public ROW.
- q. Upon installation of all exterior light fixtures for the site/building, the applicant shall provide photographs of the site demonstrating compliance with this condition.
- r. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties.
- s. If changes affecting lighting are proposed with the Final Site Plan for the church, these will need to be updated (P&Z)(T&ES)(Police)(Code)

60. **CONDITION AMENDED BY PLANNING COMMISSION:** Prior to the release of the Final Site Plan for Phase 1, work with City staff and Fire Department to select appropriate barrier for mountable curb between the private access roads for the applicant's property and the adjacent Goodwin House property. The barrier must be responsive to the needs of Emergency Services. ~~If additional separation is required, the applicant will work with staff to develop additional means of limitations~~ Install two-sided signage in the vicinity of the mountable curb to limit access to/from Goodwin House's private drive to/from the applicant's internal road and surface parking lot to Emergency Vehicles only. To the extent that other vehicles utilize this connection, the Applicant will provide additional barriers, beyond the mountable curb and signage, in consultation with Planning & Zoning, Transportation & Environmental Services, and the Fire Department. * (P&Z)(T&ES)(Fire)(PC)
61. Provide a unit numbering plan for each floor of the multifamily residential building with the first Final Site Plan submission. The unit numbers should comply with a scheme of 100 level numbers on the first floor, 200 level numbers on the second floor, and 300 level numbers for third floor and continue in this scheme for the remaining floors. * (P&Z)
62. The Emergency Vehicle Easement (EVE) shall not be painted. When an EVE is shared with a pedestrian walkway or consists of grasscrete or a similar surface treatment, the EVE shall be defined in a manner that is compatible with the surrounding ground plane. (P&Z)
63. Provide a georeferenced CAD file in .dwg format of the dimension plan of this project. This information will be used to compile a master CAD reference to ensure all elements/layers are correctly located and will connect.* (P&Z)(DPI)

K. CONSTRUCTION MANAGEMENT:

64. Submit a construction phasing plan with each phase to the satisfaction of the Director of T&ES, for review, approval and partial release of Erosion and Sediment Control for the Final Site Plan. All the requirements of Article XIII Environmental Management Ordinance for quality improvement, quantity control, and the development of Storm Water Pollution Prevention Plan (SWPPP) must be complied with prior to the partial release of the site plan for Phase 1.* (T&ES)
65. Submit a separate construction management plan to the Directors of P&Z, T&ES and Code Administration prior to each Final Site Plan release. The plan shall:
- Include an analysis as to whether temporary street or site lighting is needed for safety during the construction on the site and how it is to be installed.
 - Include an overall proposed schedule for construction;
 - Include a plan for temporary pedestrian circulation;

- d. Include the location and size of proposed construction trailers, if any;
 - e. Include a preliminary Maintenance of Traffic Plan (MOT) as part of the construction management plan for informational purposes only, to include proposed controls for traffic movement, lane closures, construction entrances and storage of materials.
 - f. The sidewalks shall remain open during construction or pedestrian access shall be maintained to the satisfaction of the Director of T&ES throughout the construction of the project.
 - g. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work. * (P&Z)(T&ES)(Code)
66. Submit a separate construction management plan to the Directors of P&Z, T&ES and Code Administration prior to each Final Site Plan release. In this plan:
- a. No street lights shall be removed without authorization from the City of Alexandria.
 - b. If street lights are to be removed from the public right of way then temporary lights shall be provided until the installation and commissioning of new lights.
 - c. Include an analysis as to whether temporary street or site lighting are needed for safety during the construction on the site and how it is to be installed.
 - d. Include the location and size of proposed construction trailers, if any;
 - e. Provide a detailed sequence of demolition and construction of improvements in the public right of way along with an overall proposed schedule for demolition and construction;
 - f. Include references to appropriate details and standards to be used in the development of Maintenance of Traffic Plans (MOTs) that will be required for right of way permits, to include references for proposed controls for traffic movement, lane closures, construction entrances and storage of materials;
 - g. The public sidewalks and private sidewalks not on the applicant's property shall remain open during construction or pedestrian access shall be maintained to the satisfaction of the Director of T&ES throughout the construction of the project.
 - h. Copies of the MOT(s) approved for the right of way permits shall be posted in the construction trailer and given to each subcontractor before they commence work. * (P&Z)(T&ES)
67. Provide off-street parking for all construction workers without charge to the construction workers. Construction workers shall not be permitted to park on-street, and the applicant shall be responsible for ensuring that all contractors use the off-street parking provided. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the applicant shall subsidize a minimum of 50% of the fees for mass transit. Compliance with this condition

shall be a component of the construction management plan, which shall be submitted to the Department of P&Z and T&ES prior to each Final Site Plan release. This plan shall:

- a. Establish the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit.
 - b. Provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes.
 - c. If the off-street construction workers parking plan is found to be violated during the course of construction, a correction notice will be issued to the developer. If the violation is not corrected within five (5) days, a "stop work order" will be issued, with construction halted until the violation has been corrected. * (P&Z)(T&ES)
68. Any bicycle facilities adjacent to the site shall remain open during construction. If a bicycle facility cannot be maintained on the street adjacent to the site, a detour for bicyclists shall be established and maintained to the satisfaction of the Director of T&ES throughout the construction of the project. (T&ES)
69. No major construction staging shall be allowed within the public right-of-way on North Beauregard Street or Fillmore Street. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. ** (T&ES)
70. Asphalt patches larger than 20% of the total asphalt surface, measured along the length of the road adjacent to the property frontage and/or extending to the centerline of the street, will require full curb to curb restoration. (T&ES)
71. Any structural elements that extend into the public right of way, including but not limited to footings, foundations, tie-backs etc., must be approved by the Director of T&ES as a part of the Sheeting and Shoring Permit. (T&ES)
72. A "Certified Land Disturber" (CLD) shall be named in a letter to the Division Chief of Infrastructure Right of Way prior to any land disturbing activities. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. A note to this effect shall be placed on the Phase I Erosion and Sediment Control sheets on the site plan. (T&ES)
73. Prior to commencing clearing and grading of the site for each phase, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for

construction. The Departments of P&Z and T&ES shall be notified a minimum of 14 calendar days prior to the meeting date, and the meeting must be held before any permits are issued. (P&Z)(T&ES)

74. Prior to commencement of landscape installation/planting operations for each phase, a pre-installation/construction meeting will be scheduled with the project planner in the Department of Planning & Zoning to review the scope of installation procedures and processes. This is in addition to the pre-construction meeting required above. (P&Z)
75. Identify a person who will serve as a liaison to the community throughout the duration of construction for each phase. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z, and/or and T&ES. (P&Z)(T&ES)
76. Implement a waste and refuse control program during the construction phase of this development. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of T&ES and Code Administration. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. Provide information on the program in construction management plan. If program is implemented in coordination with green building certification, include documentation as appropriate per the City's Green Building Policy and conditions herein. (T&ES)
77. Temporary on-site construction trailer(s) shall be permitted for each phase, as needed, and be subject to the approval of the Director of P&Z. The trailer(s) shall be removed prior to the issuance of a final certificate of occupancy permit. *** (P&Z) (Code)
78. Submit a wall check prior to the commencement of construction of the first floor above grade framing for each of the building(s). The wall check shall include the building footprint, as depicted in the released Final Site Plan, the top-of-slab elevation and the first floor elevation. The wall check shall be prepared and sealed by a registered engineer or surveyor, and submitted to Planning & Zoning. Approval of the wall check by Planning & Zoning is required prior to commencement of framing. (P&Z)

79. Submit an as-built development site plan survey, pursuant to the requirements outlined in the initial as-built submission for occupancy portion of the as-built development site plan survey checklist to the Department of Transportation and Environmental Services Site Plan Coordinator prior to requesting a certificate of occupancy permit for each phase. The as-built development site plan survey shall be prepared and sealed by a registered architect, engineer, or surveyor. Include a note which states that the height was calculated based on all applicable provisions of the Zoning Ordinance. *** (P&Z) (T&ES)
80. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)
81. If there are outstanding performance, completion or other bonds for the benefit of the City in effect for each phase at such time as it may be conveyed or sold to a party other than the applicant, a substitute bond and associated documents must be provided by that party or, in the alternative, an assignment or other documentation from the bonding company indicating that the existing bond remains in effect despite the change in ownership may be provided. The bond(s) shall be maintained until such time that all requirements are met and the bond(s) released by the City. (T&ES)

L. WASTEWATER / SANITARY SEWERS

82. The sewer connection fee must be paid prior to release of the site plan for each phase.* (T&ES)
83. If a commercial kitchen is constructed in either building, then the kitchen facility shall be provided with an oil & grease separator and the discharge from the separator shall be connected to a sanitary sewer.* (T&ES)
84. Submit two originals of the Oil and Grease separator Maintenance Agreement with the City prior to the release of each final site plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to site plan release.* (T&ES)

M. RESOURCE RECOVERY:

85. Provide \$896 per receptacle to the Director of T&ES for purchase and installation of one (1) Victor Stanley Ironsites Series model SD-42 receptacle with Dome Lid per block face dedicated to trash collection. The receptacle(s) shall be placed in the public right of way to serve open space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan for Phase 1.(T&ES)

86. Provide \$996 per receptacle to the Director of T&ES for the purchase and installation of one (1) Victor Stanley Ironsites Series Model SD-42 blue receptacle with Dome Lid per block face dedicated to recycling collection. The receptacle(s) shall be placed in the public right of way to serve open space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan for Phase 1.* (T&ES)

N. STREETS / TRAFFIC:

87. If the City's existing public infrastructure is damaged during construction, or patch work required for utility installation then the applicant shall be responsible for construction/ installation or repair of the same as per the City of Alexandria standards and specifications and to the satisfaction of Director, Transportation and Environmental Services. (T&ES)
88. A pre-construction walk/survey of the sites shall occur with Transportation and Environmental Services Construction & Inspection staff to document existing conditions prior to any land disturbing activities for each phase. (T&ES)
89. Mark the private street signs that intersect a public street with a fluorescent green strip to notify the plowing crews, both City and contractor, that they are not to plow those streets. (T&ES)
90. Traffic studies and multi-modal transportation studies shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia for each phase. (T&ES)
91. Show turning movements of standard vehicles in the parking structure and/or parking lots for each phase. Show turning movements of the largest delivery vehicle projected to use the loading dock with Phase 1. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES.* (T&ES)
92. The slope on parking ramp to multifamily garage entrance shall not exceed 12 percent. For slopes 10 percent and greater, provide trench drain connected to a storm sewer to eliminate or diminish the possibility of ice forming. (T&ES)
93. All 90 degree vehicle parking spaces adjacent to a sidewalk less than seven feet shall have wheel stops. (T&ES)
94. The shared private street providing access to abutting property owners (the Church and multi-family) shall be jointly managed and maintained to the

satisfaction of the Director of T&ES. A maintenance agreement shall be approved and recorded prior to release of the Site Plan.* (T&ES)

O. UTILITIES:

95. Locate all private utilities without a franchise agreement outside of the public right-of-way and public utility easements. (T&ES)
96. All overhead power and communication lines fronting the development shall be undergrounded to the satisfaction of the Directors of Planning and Zoning and Transportation and Environmental Services. (T&ES) (P&Z)
97. No transformer and switch gears shall be located in the public right of way. (T&ES)
98. At Final Site Plan for Phase 1, provide a sheet in the plan set showing test pit locations for the duct bank on North Beauregard Street. Test pit should provide information to ensure the streetlight foundations and other required foundations will not interfere with other underground utilities. * (P&Z) (T&ES)
99. At Final Site Plan for Phase 1, update the site plan to provide a location for possible pad mounted switches, if needed. Ensure location selected includes required access easements.* (P&Z) (T&ES)
100. Ground-level or pad-mounted utility equipment required as part of the undergrounding process and located on the applicant's property shall be screened from view.

P. SOILS:

101. Provide a geotechnical report, including recommendations from a geotechnical professional for proposed cut slopes and embankments.* (T&ES)

Q. WATERSHED, WETLANDS, & RPAs:

102. The project site lies within Four Mile Run Watershed thus stormwater quantity controls shall be designed to demonstrate that post development stormwater runoff does not exceed the existing runoff quantities for the 2-year, 10-year, and 100-year storm events. (T&ES)
103. The stormwater collection system is located within the Four Mile Run watershed. All on-site stormwater curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES)

104. Project lies entirely within an area described on historical maps as containing marine clays. Construction methodology and erosion and sediment control measures must account for the presence of marine clay or highly erodible soils. (T&ES)
105. With each phase, provide Environmental Site Assessment Notes that clearly delineate the individual components of the RPA (where applicable) as well as the total geographic extent of the RPA, to include the appropriate buffer, in a method approved by the Director of Transportation and Environmental Services. The Environmental Site Assessment shall also clearly describe, map or explain intermittent streams and associated buffer; highly erodible and highly permeable soils; steep slopes greater than 15 percent in grade; known areas of contamination; springs, seeps or related features; and a listing of all wetlands permits required by law. (T&ES)

R. STORMWATER MANAGEMENT:

106. The City of Alexandria's stormwater management regulations regarding water quality are two-fold: 1) state phosphorus removal requirement and 2) Alexandria Water Quality Volume Default. Compliance with the state phosphorus reduction requirement does not relieve the applicant from the Alexandria Water Quality Default requirement. The Alexandria Water Quality Volume Default, as determined by the site's post-development impervious area shall be treated in a Best Management Practice (BMP) facility. (T&ES)
107. With each phase provide BMP narrative and complete pre and post development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMPs and a completed Virginia Runoff Reduction Method (VRMM) worksheet showing project compliance. The project must use hydrologic soil group "D" in the spreadsheet unless a soils report from a soil scientist or geotechnical engineer delineates onsite soils otherwise. (T&ES)
108. All stormwater Best Management Practices (BMPs) for each phase must be designed to comply with the most recent standards and specifications published in the Virginia Stormwater BMP Clearinghouse. Provide complete design details for all BMPs. This includes site specific plan views, cross sections, planting plans, and complete design calculations for each BMP. *(T&ES)
109. Provide a BMP table with a separate listing for each individual BMP that includes the name of the practice, total area treated (acres), pervious area treated (acres),

impervious area treated (acres), phosphorous removal efficiency (percentage), phosphorous removed by the practice (lbs), and geographic coordinates *(T&ES)

110. Stormwater BMPs shall not be installed in areas that conflict with other utilities. (T&ES)
111. The stormwater Best Management Practices (BMPs) required for each phase of this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to release of the performance bond for Phase 1, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:
 - a. Constructed and installed as designed and in accordance with the released Final Site Plan.
 - b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. ***** (T&ES)
112. Surface-installed stormwater Best Management Practice (BMP) measures, i.e. Bio-Retention Filters, Vegetated Swales, etc. that are employed for each portion of the sites, require installation of descriptive signage to the satisfaction of the Director of T&ES. (T&ES)
113. Submit two (2) originals of the stormwater quality BMP and Stormwater Detention Facilities Maintenance Agreement to include the BMP Schedule and Guidelines Addendum with the City to be reviewed as part of the Final #2 Plan for Phase 1. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the Final Site Plan.* (T&ES)
114. The Applicant/Owner shall be responsible for installing and maintaining stormwater Best Management Practices (BMPs) with Phase 1. The Applicant/Owner shall execute a maintenance service contract with a qualified private contractor for a minimum of three (3) years and develop an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City. ***** (T&ES)

115. Submit a copy of the Operation and Maintenance Manual to the T&ES Stormwater Management Division on digital media prior to release of the performance bond for Phase 1. ****(T&ES)
116. Prior to release of the performance bond for Phase 1, the Applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that any existing stormwater management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance measures performed. ****(T&ES)

S. *CONTAMINATED LAND:*

117. Indicate whether or not there is any known soil and groundwater contamination present on the plan. The applicant must submit supporting reports for associated environmental investigations or assessments performed to substantiate this determination. (T&ES)
118. If environmental site assessments or investigations discover the presence of contamination on site, the Phase 1 final site plan/ shall not be released, and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:
 - a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.
 - b. Submit a Risk Assessment indicating any risks associated with the contamination.
 - c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. Utility corridors in contaminated soil shall be over excavated by 2 feet and backfilled with “clean” soil. Include description of environmentally sound methods of off-site transport and disposal of contaminated soils and debris (including, but not limited to types of vehicles appropriate for handling specific materials and ensuring vehicle loads are covered).
 - d. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment. [Initial Air Monitoring may be required during site activities to demonstrate acceptable levels of volatiles and/or airborne particles. The determination whether air monitoring is needed must be adequately addressed in the Health and Safety Plan submitted for review.

- e. The applicant shall screen for PCBs as part of the site characterization if any of the past uses are within the identified high risk category sites for potential sources of residual PCBs, which includes the following SICs: 26&27 (Paper and Allied Products), 30 (Rubber and Misc. Plastics), 33 (Primary Metal Industries), 34 (Fabricated Metal Products), 37 (Transportation Equipment), 49 (Electrical, Gas, and Sanitary Services), 5093 (Scrap Metal Recycling), and 1221&1222 (Bituminous Coal).
 - f. Applicant shall submit three (3) electronic and two (2) hard copies of the above. The remediation plan must be included in the Final Site Plan. * (T&ES)
119. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site during construction, the Applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Office of Environmental Quality. Should unanticipated conditions warrant, construction within the impacted area shall be stopped until the appropriate environmental reports identified in a. through f. above are submitted and approved at the discretion of the Director of Transportation and Environmental Services. This shall be included as a note on the Final Site Plan. (T&ES)
120. If warranted by a Site Characterization report, design and install a vapor barrier and ventilation system for buildings and parking areas in order to prevent the migration or accumulation of methane or other gases, or conduct a study and provide a report signed by a professional engineer showing that such measures are not required to the satisfaction of Directors of T&ES and Code Administration. [The installed vapor barrier and ventilation system must include a passive ventilation system that can be converted to an active ventilation system if warranted. (Include if applicable.)](T&ES)

T. NOISE:

121. Prepare a noise study with the Phase 1 final site plan for the multifamily building identifying the levels of noise residents of the project will be exposed to at the present time, and 10 years into the future in a manner consistent with the Noise Guidance Book used by the Department of Housing and Urban Development (HUD). Identify options to minimize noise exposure to future residents at the site, particularly in those units closest to N. Beauregard Street, including triple-glazing for windows, additional wall/roofing insulation, installation of resilient channels between interior gypsum board and wall studs, and any other special construction methods to reduce sound transmission. If needed, the applicant shall install some combination of the above to the satisfaction of the Directors of P&Z and T&ES. (T&ES)

- 122. The noise study and noise commitment letter shall be submitted and approved prior to Final Site Plan release for Phase 1.* (T&ES)
- 123. All exterior building-mounted loudspeakers shall be prohibited for the church and the multifamily building and no amplified sound shall be audible at the property line. (T&ES)
- 124. Supply deliveries, loading, and unloading activities at each property shall not occur between the hours of 11:00pm and 7:00am. (T&ES)

U. AIR POLLUTION:

- 125. If fireplaces are utilized in the development, the Applicant is required to install gas fireplaces to reduce air pollution and odors. Animal screens must be installed on chimneys. (T&ES)
- 126. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into any street, alley, or storm sewer. (T&ES)
- 127. No material may be disposed of by venting into the atmosphere. (T&ES)
- 128. Control odors and any other air pollution sources resulting from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Director of Transportation and Environmental Services. (T&ES)

V. CONTRIBUTIONS:

- 129. Contribute \$466,351.04 towards the Beauregard Implementation fund, based on the preliminary plan received on October 23, 2017, and as amended on November 10, 2017 at rate of \$4.12 (in 2016 dollars) per gross square foot of new development (as defined by the CDD Conditions). The contribution shall be subject to adjustment if gross square footage is adjusted. The contribution shall be apportioned proportionately between the multi-family and church buildings and paid prior to the release of the certificate of occupancy for each building. All checks shall be made payable to the City of Alexandria and submitted to the Department of Planning & Zoning with a cover letter citing the project name, contribution amount, and the condition being fulfilled. (P&Z)

W. ARCHAEOLOGY:

- 130. Call Alexandria Archaeology immediately (703-746-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the

discovery until a City archaeologist comes to the site and records the finds. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)

131. The applicant shall not allow any metal detection and/or artifact collection to be conducted on the property, unless authorized by Alexandria Archaeology. Failure to comply shall result in project delays. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)

CITY DEPARTMENT CODE COMMENTS

Legend: C - Code Requirement R - Recommendation S - Suggestion F – Finding

Planning and Zoning

- F-1 This property is along the planned route for the future Transit Corridor C (West End Transitway), which will run along Beauregard Street and Van Dorn Street in an approximately east/west direction. Construction for the Transitway is anticipated to begin in 2019.
- F-2 This planning and approvals required for development parcels will require (as applicable) compliance with Small Area Plans, including but not limited to dedication of ROW for roadway expansion to accommodate Transitway infrastructure, construction of streetscape enhancements, and any other planned frontage improvements.
- R - 1. With first Final Site Plan submission, the property owners shall provide a minimum of 4 names to the City for Private Street A, which the City will review. If one of the original names is acceptable, the process can generally be completed within 30 days of the submittal of the names.
a. All street naming should be completed by release of the Final Site Plan.
- R - 2. A good faith effort to obtain additional off-street parking shall be undertaken with nearby institutional uses, including the Northern Virginia Community College, (NVCC) for those occasions when larger church attendance is anticipated. (Beauregard Design Advisory Committee)
- C - 1 As-built documents for all landscape and irrigation installations are required to be submitted with the Site as-built and request for Performance Bond release. Refer to City of Alexandria Landscape Guidelines, Section III A & B. **** (P&Z) (T&ES)
- C - 2 Tree conservation and protection plans shall identify all trees to be removed, and all trees to be protected / preserved. Construction methods to reduce disturbance within driplines

shall also be identified. An on-site inspection of existing conditions shall be held with the City Arborist and Natural Resources Division Staff prior to the preparation of the Tree Conservation and Protection Plan.

- C - 3 The landscape elements of this development shall be subject to the Performance and Maintenance bonds, based on criteria established by the City and available through T&ES. Release of Performance and Maintenance Bonds are subject to inspections by City staff per City Code requirements. A final inspection for landscaping is also required three (3) years after completion. **** (P&Z) (T&ES)
- C - 4 No permits shall be issued prior to the release of the Certificate of Appropriateness from the Board of Architectural Review. (BAR)

Transportation and Environmental Services

- F - 1. Since the record drawings, maps, and other documents of the City of Alexandria, State, and Federal agencies show the true north pointing upwards, therefore, the Site Plan shall show the true north arrow pointing upward as is customary; however, for the sake of putting the plan together and/or ease of understanding, the project north arrow pointing upward, preferably east, or west may be shown provided it is consistently shown in the same direction on all the sheets with no exception at all. The north arrow shall show the source of meridian. The project north arrow pointing downward will not be acceptable even if, it is shown consistently on all the sheets. (T&ES)
- F - 2. The Final Site Plan must be prepared per the requirements of Memorandum to Industry 02-09 dated December 3, 2009, Design Guidelines for Site Plan Preparation, which is available at the City's following web address:

<http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%203,%202009.pdf>
- F - 3. The plan shall show sanitary and storm sewer, and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer, or water line plans and profiles. Provide existing and proposed grade elevations along with the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers (if applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles. (T&ES)
- F - 4. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)

- F - 5. Include all symbols, abbreviations, and line types in the legend. (T&ES)
- F - 6. All storm sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter for storm sewers shall be 18" in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead is 15". The acceptable pipe materials will be Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. Alternatively, AWWA C-151 (ANSI A21.51) Class 52 may be used if approved by the Director of T&ES. For roof drainage system, Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.0 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES)
- F - 7. All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10 inches in the public Right of Way and sanitary lateral 6 inches for all commercial and institutional developments; however, a 4 inch sanitary lateral will be acceptable for single family residences. The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12 inch or larger diameters); Class III may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Laterals shall be connected to the sanitary sewer through a manufactured "Y" or "T" or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured "Y" or "T", or else install a manhole. (T&ES)
- F - 8. Lateral Separation of Sewers and Water Mains: A horizontal separation of 10 feet (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18 inches above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation.(T&ES)
- F - 9. Crossing Water Main Over and Under a Sanitary or Storm Sewer: When a water main over crosses or under crosses a sanitary / storm sewer then the vertical separation between the bottom of one (i.e., sanitary / storm sewer or water main) to the top of the other (water main or sanitary / storm sewer) shall be at least 18 inches for sanitary sewer and 12 inches for storm sewer; however, if this cannot be achieved then both the water main and the sanitary / storm sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of

- water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6 inch clearance shall be encased in concrete. (T&ES)
- F - 10. No water main pipe shall pass through or come in contact with any part of sanitary / storm sewer manhole. Manholes shall be placed at least 10 feet horizontally from the water main whenever possible. When local conditions prohibit this horizontal separation, the manhole shall be of watertight construction and tested in place. (T&ES)
- F - 11. Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12 inches of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 for a distance of 10 feet on each side of the point of crossing and pressure tested in place without leakage prior to installation. Sanitary / storm sewers and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES)
- F - 12. The rip rap shall be designed as per the requirements of Virginia Erosion and Sediment Control Handbook, Latest Edition. (T&ES)
- F - 13. Dimensions of parking spaces, aisle widths, etc. within the parking garage shall be provided on the plan. Note that dimensions shall not include column widths. (T&ES)
- F - 14. Show the drainage divide areas on the grading plan or on a sheet showing reasonable information on topography along with the structures where each sub-area drains. (T&ES)
- F - 15. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F - 16. All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)
- F - 17. A Maintenance of Traffic Plan shall be provided within the Construction Management Plan and replicate the existing vehicular and pedestrian routes as nearly as practical and the pedestrian pathway shall not be severed or moved for non-construction activities such as parking for vehicles or the storage of materials or equipment. Proposed traffic control plans shall provide continual, safe and accessible pedestrian pathways for the duration of the project. These sheets are to be provided as "Information Only." (T&ES)

F - 18. The following notes shall be included on all Maintenance of Traffic Plan Sheets: (T&ES)

- a. The prepared drawings shall include a statement “FOR INFORMATION ONLY” on all MOT Sheets.
- b. Sidewalk closures will not be permitted for the duration of the project. Temporary sidewalk closures are subject to separate approval from Transportation and Environmental Services (T&ES) at the time of permit application.
- c. Contractor shall apply for all necessary permits for uses of the City Right of Way and shall submit MOT Plans with the T&ES Application for final approval at that time. *

F - 19. Add complete streets tabulation to the cover sheet with the Phase 1 Final 1 submission. (T&ES)

C - 5 Parking ratio requirement adjustment. Any parking requirement may be adjusted within 5% of the requirement if the director of Planning and Zoning determines that physical requirements of the building prevent compliance with the specific number of parking spaces required. (Section 8-200(A)(2)(c)(i) of the Zoning Ordinance) (T&ES) (P&Z)

C - 6 Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is determined to be inadequate then the applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall; even if the post development stormwater flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)

C - 7 Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, Environmental Management Ordinance, the applicant shall comply with the stormwater quality and quantity requirements and provide channel protection and flood protection in accordance with these requirements. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. If the project site lies within the Braddock-West watershed or known flooding area, then the applicant shall provide an additional 10 percent storage of the pre-development flows in this watershed to meet detention requirements. (T&ES)

C - 8 Per the requirements of Article 13-114 (f) of the AZO, all stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and stormwater flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. (T&ES)

- C - 9 If it is determined that the site is not in compliance with Section 13-1-3 of the City Code, then the applicant shall make additional improvements to adjust lighting levels to the satisfaction of the Director of T&ES to comply with the Code. (T&ES)
- C - 10 Location of customer utility services and installation of transmission, distribution and main lines in the public rights of way by any public service company shall be governed by franchise agreement with the City in accordance with Title 5, Chapter 3, Section 5-3-2 and Section 5-3-3, respectively. The transformers, switch gears, and boxes shall be located outside of the public right of way. (T&ES)
- C - 11 (a) Per the requirements of Section 5-3-2, Article A, Chapter 3 of the City of Alexandria Code, all new customer utility services, extensions of existing customer utility services and existing overhead customer utility services supplied by any existing overhead facilities which are relocated underground shall, after October 15, 1971 be installed below the surface of the ground except otherwise exempted by the City Code and to the satisfaction of the Director, Department of Transportation and Environmental Services. (b) Per the requirements of Section 5-3-3, Article A, Chapter 3 of the City of Alexandria Code, all new installation or relocation of poles, towers, wires, lines, cables, conduits, pipes, mains, and appurtenances used or intended to be used to transmit or distribute any service such as electric current, telephone, telegraph, cable television, traffic control, fire alarm, police communication, gas, water, steam or petroleum, whether or not on the streets, alleys, or other public places of the City shall, after October 15, 1971, be installed below the surface of the ground or below the surface in the case of bridges and elevated highways except otherwise exempted by the City Code and to the satisfaction of Director, Department of Transportation and Environmental Services. (T&ES)
- C - 12 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer per the requirements of Memorandum to Industry 05-14 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance (AZO). (T&ES)
- C - 13 Per the requirements of Title 4, Chapter 2, Article B, Section 4-2-21, Appendix A, Section A 106(6), Figure A 106.1 Minimum Standards for Emergency Vehicle Access: provide a total turning radius of 25 feet to the satisfaction of Directors of T&ES and Office of Building and Fire Code Administration and show turning movements of standard vehicles in the parking lot as per the latest AASHTO vehicular guidelines. (T&ES)
- C - 14 The applicant shall provide required storage space for both trash and recycling materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation & Environmental Services. The plan shall show the turning movements of the collection trucks and the

- trucks shall not back up to collect trash or recycling. The City's storage space guidelines are available online at: www.alexandriava.gov/solidwaste or by contacting the City's Solid Waste Division at 703-746-4410, or via email at commercialrecycling@alexandriava.gov. (T&ES)
- C - 15 The applicant shall be responsible to deliver all solid waste, as defined by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)
- C - 16 The applicants shall submit a Recycling Implementation Plan (RIP) form to the Solid Waste Division, as outlined in Article H of Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle. Instructions for how to obtain a RIP form can be found at: www.alexandriava.gov/solidwaste or by calling the Solid Waste Division at 703.746.4410 or by e-mailing CommercialRecycling@alexandriava.gov. (T&ES)
- C - 17 All private streets and alleys shall comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)
- C - 18 Bond for the public improvements must be posted prior to release of the site plan for each phase.* (T&ES)
- C - 19 Plans and profiles of utilities and roads in public easements and/or public Right of Way must be approved prior to release of the plan for each phase.* (T&ES)
- C - 20 Provide a phased erosion and sediment control plan consistent with grading and construction plan. The erosion and sediment controls shall be confined to the owner's property. Extension of erosion and sediment controls in the public right of way, if required, must be approved as part of the Construction Management Plan. (T&ES)
- C - 21 Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To insure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. (T&ES)
- C - 22 The thickness of sub-base, base, and wearing course shall be designed using "California Method" as set forth on page 3-76 of the second edition of a book entitled, "Data Book for Civil Engineers, Volume One, Design" written by Elwyn E. Seelye. Values of

- California Bearing Ratios used in the design shall be determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications designed to the satisfaction of the Director of Transportation and Environmental Services (T&ES) will be acceptable. (T&ES)
- C - 23 All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)
- C - 24 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code. (T&ES)
- C - 25 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C - 26 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 27 The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)
- C - 28 All construction activities must comply with the Alexandria Noise Control Code Title 11, Chapter 5, Section 11-5-4(b)(15), which permits construction activities to occur between the following hours:
- a. Monday Through Friday from 7 AM To 6 PM and
 - b. Saturdays from 9 AM to 6 PM.
 - c. No construction activities are permitted on Sundays and holidays.
Section 11-5-4(b)(19) further restricts the Pile Driving to the following hours :
 - d. Monday Through Friday from 9 AM To 6 PM and
 - e. Saturdays from 10 AM To 4 PM
 - f. No pile driving is permitted on Sundays and holidays.
Section 11-5-109 restricts work in the right of way for excavation to the following:
 - g. Monday through Saturday 7 AM to 5 pm
 - h. No excavation in the right of way is permitted on Sundays. (T&ES)
- C - 29 The applicant shall comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for stormwater pollutant load reduction, treatment of the Alexandria Water Quality Volume Default and stormwater quantity management. (T&ES)

- C - 30 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)
- C - 31 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, and/or Virginia Marine Resources shall be in place for all project construction and mitigation work prior to release of the Final Site Plan. This includes the state requirement for a state General VPDES Permit for Discharges of Stormwater from Construction Activities (general permit) and associated Stormwater Pollution Prevention Plan (SWPPP)_for land disturbing activities equal to or greater than one acre. See memo to industry 08-14 which can be found on-line here: <http://alexandriava.gov/tes/info/default.aspx?id=3522>. *(T&ES)
- C - 32 The applicant must provide a Stormwater Pollution Prevention Plan (SWPPP) Book with the Final 1 submission for the first phase. The project's stormwater management (SWM) plan and the erosion and sediment control (E&SC) plan must be approved prior to the SWPPP being deemed approved and processed to receive coverage under the VPDES Construction General Permit. Upon approval, an electronic copy of the approved SWPPP Book must be provided with the Mylar submission and the coverage letter must be copied onto the plan sheet containing the stormwater management calculations. An electronic copy and a hardcopy of the SWPPP Binder Book must be included in the released site plans, and the approved hardcopy SWPPP Binder Book must accompany the construction drawings onsite. Separate parcel owners will be required to seek separate VPDES Construction General Permit Coverage unless a blanket entity incorporated in Virginia has control of the entire project. (T&ES-Storm)

Fire Department

- F - 20. Prior to release of the Phase 1 Final Site Plan, coordinate with the Fire Department to determine whether a training opportunity could be available. (Fire)

Code Administration (Building Code):

- F - 21. The review by Code Administration is a preliminary review only. Once the applicant has filed for a building permit, code requirements will be based upon the building permit plans. If there are any questions, the applicant may contact the Code Administration Office, Plan Review Supervisor at 703-746-4200.
- C - 33 New construction or alterations to existing structures must comply with the current edition of the Uniform Statewide Building Code (USBC).
- C - 34 The developer shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) total floor

- area per floor; e) height of structure f) non-separated or separated mixed use g) fire protection system requirements.
- C - 35 A soils report must be submitted with the building permit application for all new and existing building structures.
- C - 36 The most restrictive type of construction shall apply to the structure for height and area limitations for non-separated uses.
- C - 37 Where required per the current edition Virginia Uniform Statewide Building Code exits, parking, and facilities shall be accessible for persons with disabilities.
- C - 38 All proposed buildings where an occupied floor exceeds 75 feet above the lowest level of fire department vehicle access shall meet the Virginia Uniform Statewide Building Code for HIGH-RISE buildings.
- C - 39 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to the Department of Code Administration that will outline the steps that will be taken to prevent the spread of rodents from the construction site to the surrounding community and sewers.
- C - 40 Sheeting and shoring shall not extend beyond the property line; except when the developer has obtained a written release from adjacent property owners which has been recorded in the land records; or through an approved encroachment process.
- C - 41 A wall location plat prepared by a land surveyor is required to be submitted to the Department of Code Administration prior to any building framing inspection.

Police

Parking Garage Recommendations

- R - 3. It is recommended that the section of the underground garage dedicated to the residents is gated off and is controlled by electronic means. This should help alleviate unwanted persons tampering with resident's vehicles and other crimes.
- R - 4. It is recommended that the doors in the garage (garage level only) leading into the stairwell have controlled electronic access.
- R - 5. Only residents with proper electronic access cards should be able to enter into the stairwells from the underground parking garage. This makes the stairwells safer for residents.

- R - 6. The controlled electronic access should not interfere with the emergency push-bar release located on the inside of the stairwell door that allows for emergency exit of the building.

Landscape Recommendations

- R - 7. The proposed shrubbery should have a natural growth height of no more than 2 ½ to 3 feet with a maximum height of 36 inches when it matures and should not hinder the unobstructed view of patrolling law enforcement vehicles.

Miscellaneous

- R - 8. It is recommended that the buildings have an address number which is contrasting in color to the background, at least 3 inches high, reflective, and visible from the street placed on the front and back of each home. It is strongly suggested that no brass or gold colored numbers are used. This aids in a timely response from emergency personnel should they be needed.
- R - 9. It is recommended that all of the ground floor level windows be equipped with a device or hardware that allows windows to be secured in a partially open position. This is to negate a “breaking and entering” when the windows are open for air.
- R - 10. It is recommended that a “door-viewer” (commonly known as a peep-hole) be installed on all doors on the ground level that lead directly into an apartment. This is for the security of the occupant.

Archaeology

- F - 22. This property once was part of a Northern Neck land grant of 982 acres obtained in 1741 by William H. Terrett. Terrett was a prominent member of Virginia society and served as the Fairfax County Justice of the Peace from 1742 until his death in 1758. The large Terrett plantation would have first concentrated on tobacco cultivation, but about 1800 shifted to wheat and other grains. In the mid-nineteenth century the Terrett homestead and orchard was situated immediately to the south of the limits of the development site. Also in the mid-nineteenth century, the Jackson household, which also included an orchard, was only 600 ft. to the west from Church of the Resurrection property.
- F - 23. Given the proximity of potentially significant historic activities and households near the subject property, the potential for the project to impact significant archaeological is moderately good. However, impacts originally caused by the construction of the current facility probably have compromised if not destroyed most of the archaeological evidence.
- C - 42 All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance.

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

Asterisks denote the following:

- * Condition must be fulfilled prior to release of the Final Site Plan
- ** Condition must be fulfilled prior to release of the building permit
- *** Condition must be fulfilled prior to release of the certificate of occupancy
- **** Condition must be fulfilled prior to release of the bond

DEVELOPMENT SPECIAL USE PERMIT #2014-000012 RECOMMENDATIONS
(Goodwin House – Previously Approved January 24, 2015)

1. The Final Site shall be in substantial conformance with the preliminary plan dated October 17, 2014 and comply with the following conditions of approval.

A. *PEDESTRIAN/STREETSCAPE:*

2. Provide the following pedestrian improvements to the satisfaction of the Directors of P&Z, RP&CA and T&ES:
 - a. Complete all pedestrian improvements prior to the issuance of a certificate of occupancy permit.
 - b. Construct all concrete sidewalks to City standards.
 - c. All newly constructed curb ramps in Alexandria shall be concrete with detectable warning and shall conform to current VDOT standards.
*** (P&Z)(RP&CA)(T&ES)

B. *OPEN SPACE/LANDSCAPING:*

3. Develop, provide, install and maintain an integrated Landscape Plan with the final site plan that is coordinated with other associated site conditions to the satisfaction of the Director of P&Z. At a minimum the Landscape Plan shall:
 - a. Provide an enhanced level of detail for plantings throughout the site. Plantings shall include a simple mixture of seasonally variable, evergreen and deciduous shrubs, ornamental and shade trees, groundcovers and perennials that are horticulturally acclimatized to the Mid-Atlantic and Washington, DC National Capital Region.
 - b. Ensure positive drainage in all planted areas.
 - c. Provide detail, section and plan drawings of tree wells showing proposed plantings and associated materials, irrigation, adjacent curb/pavement construction, including edge restraint system, dimensions, drainage, and coordination with site utilities.
 - d. Provide detail sections showing above and below grade conditions for plantings above a structure.
 - e. Provide planting details for all proposed conditions including trees, shrubs, perennials, and groundcovers.
 - f. Identify the extents of any areas of tree wells/trenches within the sidewalk on the landscape and site plans.
 - g. Provide a plan exhibit that verifies the growing medium in tree wells/trenches, and all planting above structure meets the requirements of the City's Landscape Guidelines for soil volume and depth. The plan shall identify all areas that are considered to qualify towards the soil requirements, with numerical values illustrating the volumes. (P&Z)

4. Provide the following modifications to the landscape plan and supporting drawings:
 - a. Modification to the minimum soil depth requirement for planting over a structure to allow for the installation of roll-over curbs as required for adequate emergency vehicle access. (P&Z)
5. Provide a site irrigation and/or water management plan developed installed and maintained to the satisfaction of the Directors of P&Z and Code Administration.
 - a. Provide an exhibit that demonstrates that all parts of the site can be accessed by a combination of building mounted hose bibs and ground set hose connections.
 - b. Provide external water hose bibs continuous at perimeter of building. Provide at least one accessible, external water hose bib on all building sides at a maximum spacing of 90 feet apart.
 - c. Hose bibs, ground set water connections and FDCs must be fully accessible and not blocked by plantings, site utilities or other obstructions.
 - d. Install all lines beneath paved surfaces as sleeved connections.
 - e. Locate water sources and hose bibs in coordination with City Staff.
(Code Administration) (P&Z)
6. Develop a palette of site furnishings in consultation with staff.
 - a. Provide location, and specifications, and details for site furnishings that depict the installation, scale, massing and character of site furnishings to the satisfaction of the Directors of P&Z and T&ES
 - b. Site furnishings shall include benches, bicycle racks, trash and recycling receptacles, and other associated features. (P&Z)(T&ES)
7. Provide material, finishes, and architectural details for all retaining walls, seat walls, decorative walls, and screen walls. Indicate methods for grade transitions, handrails- if required by code, directional changes, above and below grade conditions. Coordinate with adjacent conditions. Design and construction of all walls shall be in compliance with the Beauregard Urban Design Standards and Guidelines to the satisfaction of the Directors of P&Z, and T&ES. (P&Z)(T&ES)

C. *TREE PROTECTION AND PRESERVATION:*

8. Provide, implement and follow a tree conservation and protection program that is developed per the City of Alexandria Landscape Guidelines and to the satisfaction of the Directors of P&Z, and the City Arborist. (P&Z)
9. For those trees identified to be preserved on the Preliminary Plan, a fine shall be paid by the applicant in an amount not to exceed \$10,000 for each tree that is destroyed and/or the City may request that replacement trees of similar caliper and species be provided for damaged trees if the approved tree protection methods have not been followed. The replacement trees shall be installed and if applicable the fine shall be paid prior to the issuance of the last certificate of occupancy permit. *** (P&Z)

10. The area of the limits of disturbance and clearing for the site shall be limited to the areas as generally depicted on the preliminary site plan dated October 17, 2014 and reduced if possible to retain existing trees and grades. (P&Z)(RP&CA)

D. BUILDING:

11. The building design, including the quality of materials, and final detailing, shall be consistent with the elevations dated October 17, 2014 and the following conditions.
12. Any modifications to the façade due to the inclusion of an underground parking structure shall be subject to review and approval of the Beauregard Design Advisory Committee. (P&Z)*
13. Provide detailed drawings (enlarged plan, section and elevation studies) in color to evaluate the building base, entrance canopy, stoops, window and material details including the final detailing, finish and color of these elements during the final site plan review. Separate design drawings shall be submitted for each building typology at a scale of 1/4" = 1'. (P&Z)
14. Building materials, finishes, and relationships shall be subject to review and approval by the Department of Planning and Zoning to the satisfaction of the Director. The following submissions shall be provided to review the materials, finishes and architectural details, prior to selection of final building materials:
 - a. Provide a materials board that includes all proposed materials and finishes at first final site plan. *
 - b. The materials board shall remain with the Department of Planning and Zoning until the final certificate of occupancy, upon which all samples shall be returned to the applicant.***
 - c. Provide drawings of a mock-up panel that depict all proposed materials, finishes, and relationships as part of the first final site plan. *
 - d. Construct an on-site, mock-up panel of proposed materials, finishes, and relationships for review and approval prior to final selection of building materials. The mock-up panel shall be constructed and approved prior to vertical (above-grade) construction and prior to ordering final building materials.**
 - e. The mock-up panel shall be located such that it shall remain on-site in the same location through the duration of construction until the first certificate of occupancy. *** (P&Z)
15. Per the City's Green Building Policy adopted April 18, 2009, achieve a green building certification level of LEED Certified (or equivalent) to the satisfaction of the Directors of P&Z, and/or T&ES. Diligent pursuance and achievement of this certification shall be monitored through the following:

- a. Provide evidence of the project's registration with LEED (or equivalent) with the submission of the first final site plan and provide a draft checklist showing how the project plans to achieve the certification.*
 - b. Provide evidence of submission of materials for Design Phase credits to the U.S. Green Building Council (USGBC) (or equivalent) prior to issuance of a certificate of occupancy. ***
 - c. Provide evidence of submission of materials for Construction Phase credits to USGBC (or equivalent) within six months of obtaining a final certificate of occupancy.
 - d. Provide documentation of LEED Certification from USGBC (or equivalent) within two years of obtaining a final certificate of occupancy.
 - e. Failure to achieve LEED Certification (or equivalent) for the residential project will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve these certification levels, then any City-wide Green Building policies existing at the time of staffs' release of Final Site Plan will apply. (P&Z)(T&ES)
16. The applicant shall work with the City for recycling and/or reuse of the building materials, including leftover, unused, and/or discarded building materials. (T&ES)(P&Z)
 17. In order to provide a more sustainable use of natural resources, the applicant shall use EPA-labeled WaterSense or equivalent low flow fixtures where appropriate. A list of applicable mechanisms can be found at [Http://www.epa.gov/WaterSense/pp/index.htm](http://www.epa.gov/WaterSense/pp/index.htm). (T&ES)
 18. If new underground parking is provided, the stairwells within the new structured parking garages shall be visible, as permitted by the Building Code without solid walls. The balusters shall be open to allow for a clear line of vision. Provide guards that are 42" in height along open sides of the stairways and landings which are located 30" above the floor or grade below. The width between the balusters shall be no wider than 4" and the handrails are to be a minimum of 34" and a maximum of 38". (Police)
 19. If new underground parking is provided the elevator lobbies and vestibules shall be visible from the new structured parking garage. The design of the elevator lobbies and vestibules in the parking garage shall be as open as code permits. (Police)

E. SIGNAGE:

20. Design and develop a coordinated sign plan, which includes a color palette, for all proposed signage, including, but not limited to site-related signs, way-finding graphics. The plan shall be included as part of the Final Site Plan and shall coordinate the location, scale, massing and character of all proposed signage to the satisfaction of the Directors of P&Z, and/or T&ES.*

21. Install a temporary informational sign on the site prior to the approval of the final site plan for the project. The sign shall be displayed until construction is complete or replaced with a contractor or real estate sign incorporating the required information; the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project.* (P&Z)(T&ES)

F. PARKING:

22. Locate a minimum of 290 existing and proposed parking spaces on site to serve the Goodwin House Neighborhood. (P&Z)(T&ES)
23. The applicant may include an underground parking structure under the Phase I building. The parking structure would obtain access from the existing underground parking structure currently servicing the site. The new structure would be reviewed at Final site Plan. The inclusion of the structure shall not alter the current site layout and design. (P&Z)
24. Provide controlled access into the underground garage for vehicles and pedestrians. The controlled access to the garage shall be designed to allow convenient access to the underground parking for residents. (P&Z)
25. Provide 20 bicycle parking space(s). Bicycle parking standards, acceptable rack types for short- and long-term parking and details for allowable locations are available at: www.alexandriava.gov/bicycleparking. (T&ES)

G. SITE PLAN:

26. Per Section 11-418 of the Zoning Ordinance, the development special use permit shall expire and become null and void, unless substantial construction of the project is commenced within 36 months after initial approval and such construction is thereafter pursued with due diligence. The applicant shall provide a written status report to staff 18 months after initial approval to update the City Council on the project status if substantial construction has not commenced at such time. (P&Z)
27. Submit the plat with all applicable easements prior to the final site plan submission. The plat(s) shall be approved prior to the release of the final site plan.* (P&Z)(T&ES)
28. The plat shall be recorded and a copy of the recorded plat shall be submitted prior to the release of the building permit.** (P&Z)
29. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of P&Z and T&ES. These items include:

- a. Location of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.
 - b. Minimize conflicts with plantings, pedestrian areas and major view sheds.
 - c. Do not locate above grade utilities in dedicated open space areas and tree wells.
 - d. If applicable, all utilities shall be screened from the public ROW to the satisfaction of the Director of P&Z. (P&Z)(T&ES)(BAR)
30. Provide a lighting plan with the final site plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES and P&Z, in consultation with the Chief of Police and shall include the following:
- a. Clearly show location of all existing and proposed site lights, shading back less relevant information.
 - b. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
 - c. landscape, pedestrian, sign(s) and security lighting.
 - d. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties and rights-of-way. Show existing and proposed street lights and site lights.
 - e. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights to minimize light spill into adjacent residential areas.
 - f. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
 - g. The lighting for the areas not covered by the City of Alexandria' standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
 - h. Provide numeric summary for various areas (i.e., roadway, walkway/ sidewalk, alley, and parking lot, etc.) in the proposed development.
 - i. The lighting for any new surface and/or new underground/structured parking lot/garage shall be a minimum of 5.0 foot candle maintained, when occupied. When unoccupied the lighting levels will be reduced to no less than 1.5 foot candles.
 - j. Light fixtures for any new underground/structured parking garage shall be recessed into the ceiling for any areas that can be seen from the public ROW.
 - k. Light fixtures for open canopies shall be recessed into the ceiling for any areas that can be seen from the public ROW.
 - l. Upon installation of all exterior light fixtures for the site/building, the applicant shall provide photographs of the site demonstrating compliance with this condition.

- m. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties. (P&Z)(T&ES)(RP&CA)(Police)(BAR)
- 31. Provide a unit numbering plan for each floor of a multi-unit building with the first final site plan submission. The unit numbers should comply with a scheme of 100 level numbers on the first floor, 200 level numbers on the second floor, and 300 level numbers for third floor and continue in this scheme for the remaining floors. Indicate unit's use (i.e.: Residential, Retail, Office) if known. (P&Z)(GIS)
- 32. The Emergency Vehicle Easement (EVE) shall not be painted. When an EVE is shared with a pedestrian walkway or consists of grasscrete or a similar surface treatment, the EVE shall be defined in a manner that is compatible with the surrounding ground plane. (P&Z)

H. CONSTRUCTION MANAGEMENT:

- 33. Submit a construction phasing plan to the satisfaction of the Director of T&ES, for review, approval and partial release of Erosion and Sediment Control for the final site plan. In addition, building and construction permits required for site preconstruction shall be permitted prior to release of the final site plan to the satisfaction of the Director of T&ES. * (T&ES)
- 34. Submit a construction management plan for review and approval by the Directors of P&Z, T&ES and Code Administration prior to final site plan release. The plan shall:
 - a. Include a plan for temporary pedestrian and vehicular circulation;
 - b. Include analysis as to whether temporary street lighting is needed on the site and how it is to be installed.
 - c. Include the overall schedule for construction and the hauling route;
 - d. Include a Traffic Control Plan as part of the construction management plan, to include proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage of materials for informational purposes. In addition, the Traffic Control Plan shall be amended as necessary and submitted to the Director of T&ES along with the Building and other Permit Applications as required. The prepared drawings shall include a statement "FOR INFORMATION ONLY" on the Traffic Control Plan Sheets.
 - e. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work;
 - f. If the plan is found to be violated during the course of construction, citations will be issued for each infraction and a correction notice will be forwarded to the applicant. If the violation is not corrected within five (5) calendar days, a "stop work order" will be issued, with construction halted until the violation has been corrected. * (P&Z)(T&ES)(Code)

35. Provide off-street parking for all construction workers without charge to the construction workers. Construction workers shall not be permitted to park on-street. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the applicant shall subsidize a minimum of 50% of the fees for mass transit. Compliance with this condition shall be a component of the construction management plan, which shall be submitted to the Department of P&Z and T&ES prior to final site plan release. This plan shall:
- Establish the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit.
 - Provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes.
 - If the plan is found to be violated during the course of construction, a correction notice will be issued to the developer. If the violation is not corrected within five (5) days, a "stop work order" will be issued, with construction halted until the violation has been corrected. * (P&Z)(T&ES)
36. The sidewalks shall remain open during construction or pedestrian access shall be maintained to the satisfaction of the Director of T&ES throughout the construction of the project. (T&ES)
37. No major construction staging shall be allowed within the public right-of-way on Fillmore Avenue. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. ** (T&ES)
38. A "Certified Land Disturber" (CLD) shall be named in a letter to the Division Chief of Construction & Inspection prior to any land disturbing activities. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. A note to this effect shall be placed on the Phase I Erosion and Sediment Control sheets on the site plan. (T&ES)
39. Prior to commencing clearing and grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. (P&Z)(T&ES)
40. Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be scheduled with the project planner in the Department of Planning & Zoning to review the scope of installation procedures and processes. This is in addition to the pre-construction meeting required above. (P&Z)

41. Identify a person who will serve as a liaison to the community throughout the duration of construction. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z, and/or and T&ES. (P&Z)(T&ES)
42. Implement a waste and refuse control program during the construction phase of this development. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of T&ES and Code Administration. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES)
43. Temporary construction and/or on-site sales trailer(s) shall be permitted and be subject to the approval of the Director of P&Z. The trailer(s) shall be removed prior to the issuance of a final certificate of occupancy permit. *** (P&Z)
44. Submit a wall check prior to the commencement of construction of the first floor above grade framing for the building(s). The wall check shall include the building footprint, as depicted in the approved final site plan, the top-of-slab elevation and the first floor elevation. The wall check shall be prepared and sealed by a registered engineer or surveyor, and shall be approved by the P&Z prior to commencement of framing. (P&Z)
45. Submit an as-built development site plan survey, pursuant to the requirements outlined in the initial as-built submission for occupancy portion of the as-built development site plan survey checklist to the Department of Transportation and Environmental Services Site Plan Coordinator prior to requesting a certificate of occupancy permit. The as-built development site plan survey shall be prepared and sealed by a registered architect, engineer, or surveyor. Include a note which states that the height was calculated based on all applicable provisions of the Zoning Ordinance. *** (P&Z) (T&ES)
46. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)
47. If there are outstanding performance, completion or other bonds for the benefit of the City in effect for the property at such time as it may be conveyed or sold to a party other than the applicant, a substitute bond must be provided by that party or, in the alternative, an assignment or other documentation from the bonding company indicating that the existing bond remains in effect despite the change in ownership may be provided. The bond(s) shall be maintained until such time that all requirements are met and the bond(s) released by the City. (T&ES)

I. SOLID WASTE:

48. Provide \$996 per receptacle to the Director of T&ES for the purchase and installation of one (1) Victor Stanley Ironsites Series Model SD-42 blue receptacle with Dome Lid per block face dedicated to recycling collection. The receptacle(s) shall be placed in the public right of way. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan. (T&ES)*

J. STREETS / TRAFFIC:

49. If the City's existing public infrastructure is damaged during construction, or patch work required for utility installation then the applicant shall be responsible for construction/ installation or repair of the same as per the City of Alexandria standards and specifications and to the satisfaction of Director, Transportation and Environmental Services. (T&ES)
50. A pre-construction walk/survey of the site shall occur with Transportation and Environmental Services Construction & Inspection staff to document existing conditions prior to any land disturbing activities. (T&ES)
51. Show turning movements of standard vehicles in any new parking structure if provided. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)

K. UTILITIES:

52. Locate all private utilities without a franchise agreement outside of the public right-of-way and public utility easements. (T&ES)

L. WATERSHED, WETLANDS, & RPAs:

53. The project site lies within Four Mile Run Watershed (Zone B) thus stormwater quantity controls shall be designed to demonstrate that post development stormwater runoff does not exceed the existing runoff quantities for the 2-year and 10-year storm events. NVPDC maintains a computer model for the watershed. For the Zone B, developers must arrange for a model run of the effects of their project on 100-year peak flow in the channel. Please contact Brian Rahal at 703-746-4057 for assistant. (T&ES)
54. The storm water collection system is located within the Four Mile Run, watershed. All on-site storm water curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES)

55. Project lies entirely within an area described on historical maps as containing marine clays. Construction methodology and erosion and sediment control measures must account for the presence of marine clay or highly erodible soils. (T&ES)

M. STORMWATER MANAGEMENT:

56. The City of Alexandria's storm water management regulations regarding water quality are two-fold: 1) phosphorus removal requirement and 2) the Alexandria water quality volume default. Compliance with the phosphorus requirement does not relieve the applicant from the Alexandria water quality default requirement. The Alexandria water quality volume determined by the site's proposed impervious area shall be treated in a Best Management Practice (BMP) facility. (T&ES)
57. Provide BMP narrative and complete pre and post development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMPs and a completed Virginia Runoff Reduction Worksheet. (T&ES)
58. The storm water Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to release of the performance bond, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:
- a. Constructed and installed as designed and in accordance with the approved Final Site Plan.
 - b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. **** (T&ES)
59. Surface-installed storm water Best Management Practice (BMP) measures, i.e. Bio-Retention Filters, Vegetated Swales, etc. that are employed for this site, require installation of descriptive signage to the satisfaction of the Director of T&ES. (T&ES)
60. Submit two originals of the storm water quality BMP and Stormwater Detention Facilities Maintenance Agreement to include the required BMP Maintenance Schedule and Guidelines Addendum with the City to be reviewed as part of the Final #2 Plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan.* (T&ES)
61. The Applicant/Owner shall be responsible for installing and maintaining storm water Best Management Practices (BMPs). The Applicant/Owner shall execute a maintenance service contract with a qualified private contractor for a minimum of three years and develop an Owner's Operation and Maintenance Manual for all Best Management

Practices (BMPs) on the project. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City. ****(T&ES)

62. Submit a copy of the Operation and Maintenance Manual to the Office of Environmental Quality on digital media prior to release of the performance bond. ****(T&ES)
63. Prior to release of the performance bond, the Applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that any existing storm water management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance measures performed. ****(T&ES)

N. CONTAMINATED LAND:

64. Indicate whether or not there is any known soil and groundwater contamination present as required with all preliminary submissions. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site, the Applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Office of Environmental Quality. (T&ES)
65. The final site plan shall not be released, and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES (if applicable):
 - a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.
 - b. Submit a Risk Assessment indicating any risks associated with the contamination.
 - c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. Utility corridors in contaminated soil shall be over excavated by 2 feet and backfilled with "clean" soil.
 - d. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment.

- e. The applicant shall screen for PCBs as part of the site characterization to comply with the City's Department of Conservation and Recreation Municipal Separate Storm Sewer (MS4) permit.
- f. Applicant shall submit three (3) electronic and two (2) hard copies of the above. The remediation plan must be included in the Final Site Plan. * (T&ES)

O. NOISE

- 66. All exterior building-mounted loudspeakers shall be prohibited and no amplified sound shall be audible at the property line. (T&ES)

P. AIR POLLUTION:

- 67. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into any street, alley, or storm sewer. (T&ES)
- 68. No material may be disposed of by venting into the atmosphere. (T&ES)
- 69. Control odors and any other air pollution sources resulting from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Director of Transportation and Environmental Services. (T&ES)

Q. ARCHAEOLOGY:

- 70. Call Alexandria Archaeology immediately (703-746-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)
- 71. The applicant shall not allow any metal detection and/or artifact collection to be conducted on the property, unless authorized by Alexandria Archaeology. Failure to comply shall result in project delays. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)

R. CITY DEPARTMENT CODE COMMENTS

-All Goodwin House City Department Code Comments remain the same as original approval per DSUP #2014-00012. City Department Code Comments can be found in original report, but were not copied into this document.-

Asterisks denote the following:

- * Condition must be fulfilled prior to release of the final site plan
- ** Condition must be fulfilled prior to release of the building permit
- *** Condition must be fulfilled prior to release of the certificate of occupancy
- **** Condition must be fulfilled prior to release of the bond

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

X. ATTACHMENTS

1. Master Plan Amendment Resolution
2. Master Plan Amendment Updated Maps
3. CDD #23 Zoning Table
4. [Beauregard Urban Design Standards and Guidelines Matrix for the Church of the Resurrection](#)
5. Staff Memorandum to Beauregard Design Advisory Committee (BDAC) with overview of design revisions. Dated 9.25.17
6. Beauregard Design Advisory Committee (BDAC) letter in regards to DSUP#2016-0044 Development Special Use Permit Application for proposed AHC/ECR Multi-family and Church of the Resurrection Re-Development
 - a. ENC: “Some thoughts and Comments from Carlyle Conwell (“Connie”) Ring
 - b. ENC: “Shelia and James Hoben’s Comments dated 18 October 2017”
7. Staff Memorandum to Beauregard Design Advisory Committee (BDAC) with Design Updates. Dated 12.5.17
8. Parking Management Plan as Proposed by Church of the Resurrection

RESOLUTION NO. **MPA 2017-00008**

WHEREAS, under the Provisions of Section 9.05 of the City Charter, the Planning Commission may adopt amendments to the Master Plan of the City of Alexandria and submit to the City Council such revisions in said plans as changing conditions may make necessary; and

WHEREAS, an application for amendment to the **Beauregard Small Area Plan** chapter of the 1992 Master Plan was filed with the Department of Planning and Zoning on **October 20, 2017** for changes in the land use designations to the parcels at **2280 N. Beauregard Street** and

WHEREAS, the Department of Planning and Zoning has analyzed the proposed revision and presented its recommendations to the Planning Commission; and

WHEREAS, a duly advertised public hearing on the proposed amendment was held on **January 4, 2018** with all public testimony and written comment considered; and

WHEREAS, the Planning Commission finds that:

1. The proposed amendment is necessary and desirable to guide and accomplish the coordinated, adjusted and harmonious development of the **Beauregard Small Area Plan** section of the City; and
2. The proposed amendment is generally consistent with the overall goals and objectives of the 1992 Master Plan and with the specific goals and objectives set forth in the **Beauregard Small Area Plan** chapter of the 1992 Master Plan; and
3. The proposed amendment shows the Planning Commission's long-range recommendations for the general development of the **Beauregard Small Area Plan**; and
4. Based on the foregoing findings and all other facts and circumstances of which the Planning Commission may properly take notice in making and adopting a master plan for the City of Alexandria, adoption of the amendment to the **Beauregard Small Area Plan** chapter of the 1992 Master Plan will, in accordance with present and probable future needs and resources, best promote the health, safety, morals, order, convenience, prosperity and general welfare of the residents of the City;

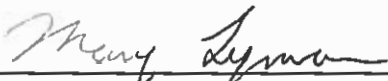
NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Alexandria that:

1. The following amendment is hereby adopted in its entirety as an amendment to the **Beauregard Small Area Plan** chapter of the 1992 Master Plan of the City of Alexandria, Virginia in accordance with Section 9.05 of the Charter of the City of Alexandria, Virginia:

Amend Figure 23 and Figure 25/Proposed Land Use Strategy Map, as amended, to change the land use designation on the map from Senior Housing to Residential.


2. This resolution shall be signed by the Chairman of the Planning Commission and attested by its secretary, and a true copy of this resolution forwarded and certified to the City Council.

ADOPTED the 4th day of January, 2018.



Mary Lyman, Chair
Alexandria Planning Commission

ATTEST:



Karl Moritz, Secretary

Attachment 2: Master Plan Amendment Updated Maps

Figure 23: Amended Proposed Land Use Strategy

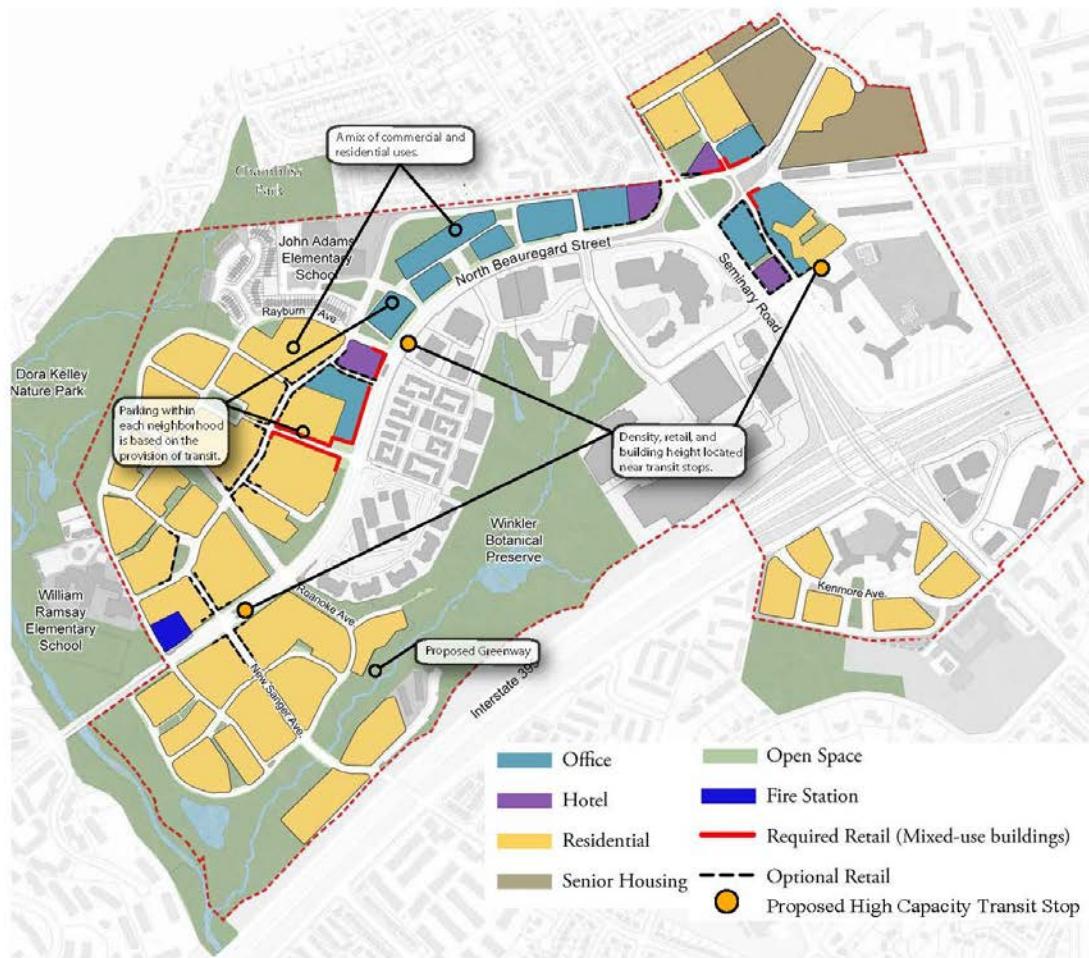
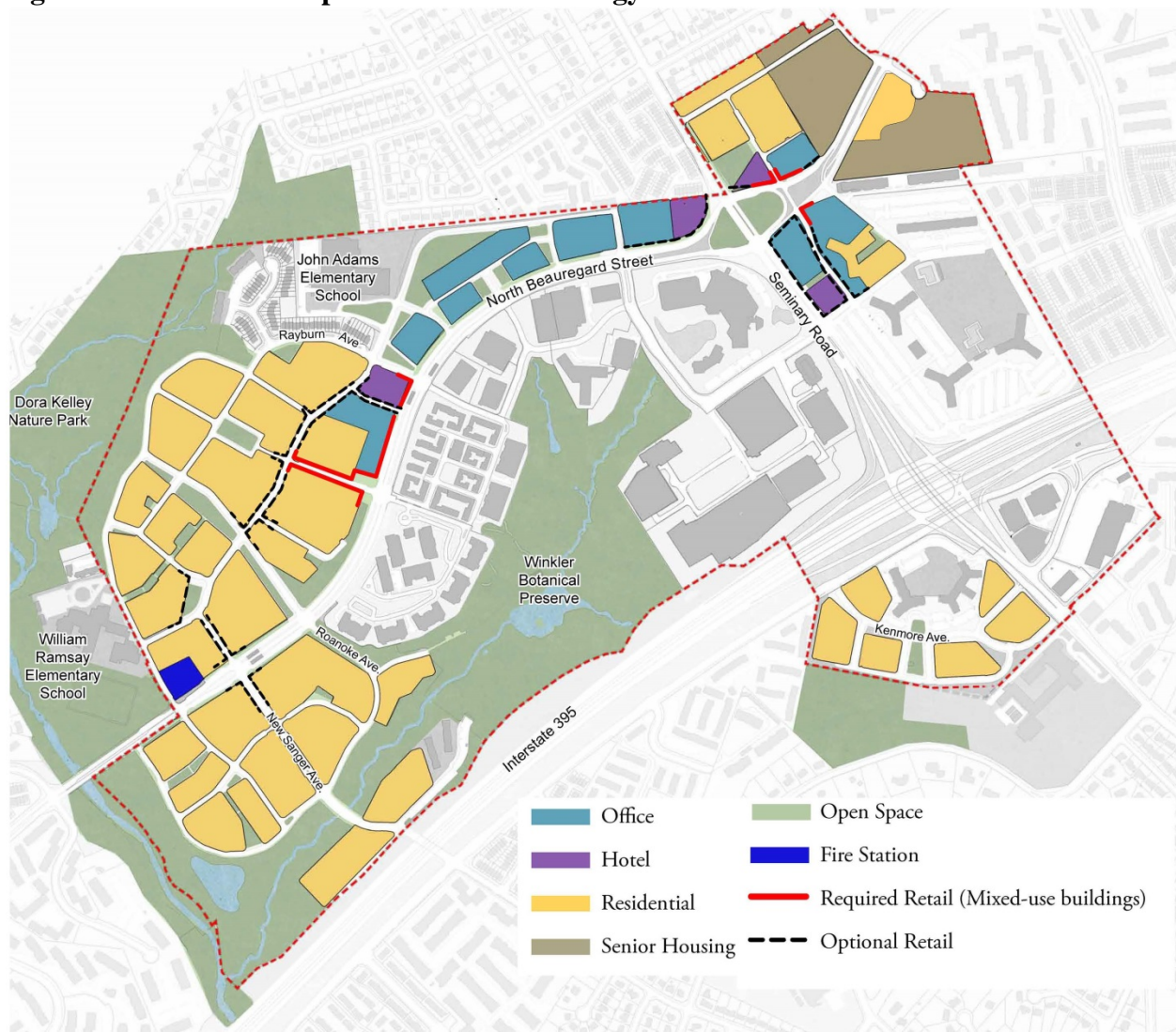


Figure 25: Amended Proposed Land Use Strategy



Attachment 3: CDD #23 Zoning Table (Final Proposed Language with Planning Commission Edits)

CDD #	CDD Name	Without a CDD Special Use Permit	With a CDD Special Use Permit		
			Maximum FAR and/or Development Levels	Maximum Height	Uses
23	Fillmore/Beauregard	<p>RC/High density and apartment zone</p> <p>RA/Multifamily zone regulations shall apply to the Goodwin House 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>Goodwin House Property:</p> <p>Maximum development levels shall be as depicted in the Development Summary Table in the CDD Conditions.</p> <p>All other property:</p> <p>Maximum FAR: 2.5</p> <p>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.</p> <p>All proposed development shall conform to the Beauregard Urban Design Standards and Guidelines, as may be amended.</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 churches.</p>

DATE: September 25, 2017

TO: Beauregard Urban Design Advisory Committee

FROM: Rob Kerns, Development Division Chief (Robert.Kerns@alexandriava.gov)
Maya Contreras, Principal Planner (Maya.Contreras@alexandriava.gov)
Sara Brandt-Vorel, Urban Planner (Sara.BrandtVorel@alexandriava.gov)

SUBJECT: DSUP #2016-0044 – Church of the Resurrection

SUMMARY OF PROJECT

Project Evolution

In December 2016, AHC, Inc., in conjunction with the Episcopal Church of the Resurrection, submitted a Concept 1 plan for the redevelopment of the Church of the Resurrection site located at 2280 N. Beauregard Street. The current site is developed with an approximately 87,000 square foot church and surface parking lots containing 79 parking spaces. Site access to the church is provided by a curbcut at the end of Fillmore Avenue, which is a public road, and by a private access road which connects Fillmore Avenue to an upper parking lot.

The proposed redevelopment plan calls for the demolition of the existing church to be replaced with a five story multi-family building of 113 affordable units and a church of approximately 5,000 square feet. Parking for the multi-family building would be provided in an underground parking garage while church parking would be provided in a surface parking lot of 28 parking spaces. Access to the church would be provided by a new private drive, generally parallel to the existing road.

The initial design concept was provided in December 2016, and since then, the applicant submitted a Concept II submission in April 2017, a Concept III submission in June 2017, and attended the BDAC meeting held on June 19, 2017 to share their design concept with the committee and solicit feedback (building designs shared at the June BDAC meeting are reflected in the Concept 2 submission).

As the proposed site design enabled the applicant to meet zoning requirements such as their open space, floor area ratio, and setbacks, comments from City Staff and the BDAC committee primarily focused on the architectural style of the proposed building and the interior functionality of the space. At the June BDAC meeting, staff and members of BDAC were happy to see the

beginning of a strong modern building further refinement to the design was requested along the following themes:

- Further refinement of the building façade, such as
 - simplifying the existing window pattern,
 - refining the balance of proposed panel cladding to brick cladding,
 - refining the proposed material selection and colors,
 - further developing a strong entrance gesture at the intersection of Fillmore Avenue and N. Beauregard Street, and
 - integrating additional windows to building sections.
- Developing a welcoming street frontage along N. Beauregard Street to enhance the pedestrian experience and integrating the building with the site's unique topography.
- Creating of a unified design language to coordinate the church structure with the multi-family building.

STAFF ANALYSIS

Revised Façade

Please see attachments 3 and 4 for a comparison of the façade refinements made by the applicant to address design comments provided by staff and BDAC between the Concept 2 submission and the Completeness Submission.

The changes to the façade reflect many of the requested revisions made by staff and BDAC.

Window Patterns:

- The window pattern has been simplified by combining pairs of smaller windows into larger windows and by aligning the heads and sills of windows to create a calmer expression throughout the building façade. The applicant maintained the asymmetrical mullion pattern which reinforces the contemporary aesthetic of the building.
- Along the N. Beauregard frontage, the applicant has utilized a consistent window pattern across both the brick- and panel-clad wings of the building to create harmony while selecting different exterior materials to enhance the expression of the building's different forms. In addition, patterning of portions of the brick between windows has been applied to create a random, staccato overlay, which gives the brick portions a more lively character.

Building Materials:

- As requested by staff, BDAC, and Goodwin House, the applicant substantially increased the amount of brick cladding, going from a limited brick presence at the base of the structure to a full-height brick exterior on several expressions of the building frontage.
- The applicant removed the use of colored panels (limited expression along N. Beauregard Street and along Fillmore Avenue) and adopted a simple and effective color palette of grey panels and red brick with white accents.
- The use of a vertical panel was clarified by the architectural team so the panels' joint pattern enhances the existing window pattern to emphasize a vertical expression. Meanwhile, a horizontal rusticated brick pattern was utilized between select window

groupings (as mentioned above) on the brick clad component to emphasize a horizontal building expression. The proposed juxtaposition of the horizontal and vertical building elements further emphasizes the expression of different building forms and reflects a request by staff to further differentiate building components.

Enhanced Entrance Gesture:

- With encouragement from the BDAC committee to enhance the entrance gesture at the intersection of Fillmore Avenue and N. Beauregard Street, the applicant added to the initial elemental design of a cantilevered edge supported by a singular column by adding a metal entry canopy. The additional architectural canopy enhances the building entrance and the use of a white accent color references the white column at the corner and connects the corner of the building with the now prominent building entrance.

Additional Windows:

- At the initial BDAC presentation, the southwest elevation of the building showed a lack of windows at the terminus of the building closest to the church, creating an expansive blank wall that would face the church and vehicles driving north along N. Beauregard Street. Staff and the BDAC committee requested the applicant explore the addition of windows along this wall, which has been met in the current submission. The applicant added additional windows in both the individual apartment units and within the hallway, and staff strongly supports the additional architectural refinement presented by the applicant.

Further Façade Refinement to Consider:

Please see attachments 5 and 6 for a brief sketch created by staff to clearly identify potential architectural details which could further enhance the building design.

Staff supports the ongoing refinement of the architectural design which occurred between the Concept 2 submission and the recent Completeness submission. The overall architectural composition has created a cohesive building design and an exciting façade which enlivens a prominent location along N. Beauregard Street. To further enhance the building expression, consider adding the following architectural elements to add relief to the façade at two points along the building's exterior:

Attachment 5: Northeast Elevation (as seen from Fillmore Avenue)

- Consider introducing a shallow niche, which would run from the exterior door (in the plumbing room), at the ground floor, up the vertical side of the building, breaking the central brick mass into two asymmetrical components. Consider inserting windows in this recessed niche, or even exploring the use of gray panel in the niche to reference the adjacent paneled components.

Attachment 6: Southwest Elevation (Arm of multi-family building closest to Goodwin House)

- Similar to the addition of windows adjacent to the stair tower in the northern arm of the building, consider adding an additional niche and row of vertical windows in the stair tower of the southern arm of the multi-family building (closest to Goodwin House), to demarcate the brick/panel interface more dramatically.

Revised Street Frontage:

Please see attachment 7 for a comparison of the treatment of the building frontage as it relates to N. Beauregard Street between Concept 2 and the current Completeness Submission.

Comments submitted to the applicant in response to the Concept 2 and Concept 3 submission as related to building's relationship with N. Beauregard Street encouraged the applicant to explore treatments which would minimize the presence of the large brick wall of the multi-family building, as experienced by pedestrians, and to identify additional ways to add more eyes on the street. Staff is encouraged by the following design iterations which have addressed these initial concerns:

- The applicant has expanded the area of the glass lobby at the corner of the building, which increases the feeling of openness along the future sidewalk.
- The metal screening around the open parking deck has been refined from an all-over, functional mesh presence to an architectural screen with panel art to create a dynamic expression around three sides of the structure. Staff finds the open mesh and artistic design help emphasize the desired architectural effect of defining a grounded base of the building (brick) and floating building elements above. The design improvements enhance the overall lighter feel of the building's presence which has been achieved through many of the design refinements.
- The landscaping design proposes a series of terraces which gently grade the existing hill in front of the proposed multi-family building and reduce the presence of the large brick wall. Additional plantings along the terrace will further reduce the perceived massing of the multi-family building and enhance the pedestrian experience. Staff supports the architecturally dramatic stairway which provides pedestrian access from N. Beauregard Street to the upper courtyard that connects the church and multi-family building. The arc of the stairwell mirrors the projection of the terraces and creates a welcoming connection from the street.

Further Frontage Refinements to Consider:

Staff is heartened by the initial landscape designs submitted by the applicant team and encourages further refinement of the site's overall landscaping design. Staff would encourage the further exploration of the following landscaping elements:

- Consider extending the terraces even further north along N. Beauregard Street in front of the multi-family building to further enhance the overall landscaped design and screen more of the heavy building base.
- Consider adding a stairwell runnel along the straight edge of the stairway to enable bicyclists to ascend and descend the stairway.

Unified Design Language between the Church and Multi-Family Building:

The BDAC Committee and staff encouraged the applicant to explore design options which could create a cohesive design narrative between the multi-family building and church building, while also connecting with the larger architectural themes of the surrounding area. The applicant's proposed design has successfully created a vernacular language which connects the two proposed buildings and pays homage to the neighborhood.

- The applicant has curated a limited color and materials palette to be shared across the two buildings which clearly indicates the relationship between the two structures while allowing for individualized architectural expressions.

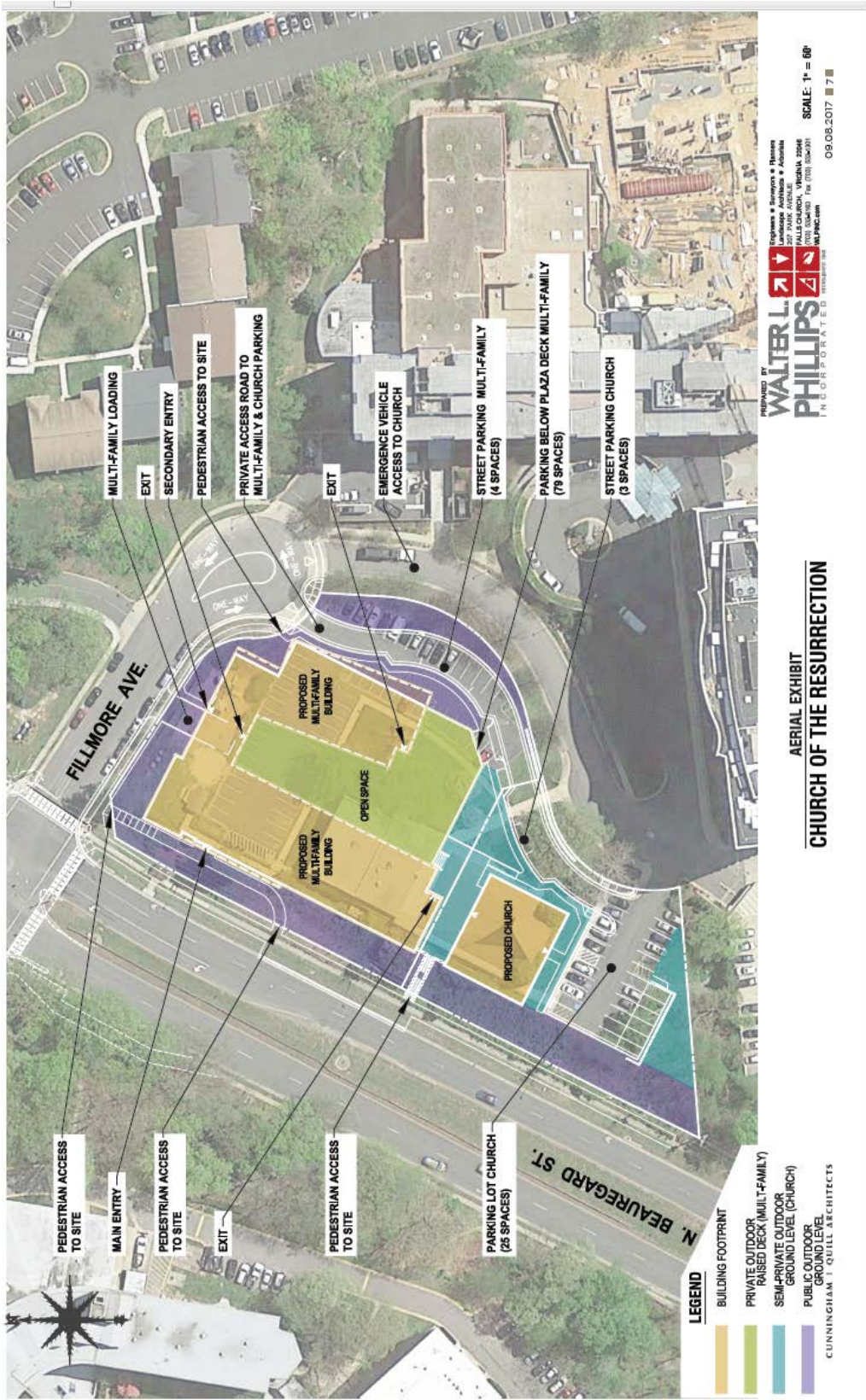
Additional Design Considerations (*Reference to page number of applicant's presentation*)

- Page 10: Staff would encourage the installation of a double-door vestibule in the parking garage to allow secure entry into the hallway of the multi-family building. The inner doors should be recessed so they do not swing into the interior hallway. Such a vestibule can provide secure fobbed entrance into the building for residents and guests and provide an environmentally controlled barrier.
- Page 20: Staff appreciates the sculptural elements of the perforated metal panel and looks forward to additional development of the artistic design.
- Page 24: Explore the addition of another horizontal brick banding section on the northern brick tower around the third or fourth floor.
- Pages 26-33 and 35: Staff appreciates the initial direction of the horizontal paneling within the courtyard and looks forward to continued refinement of the design to calm the expression.

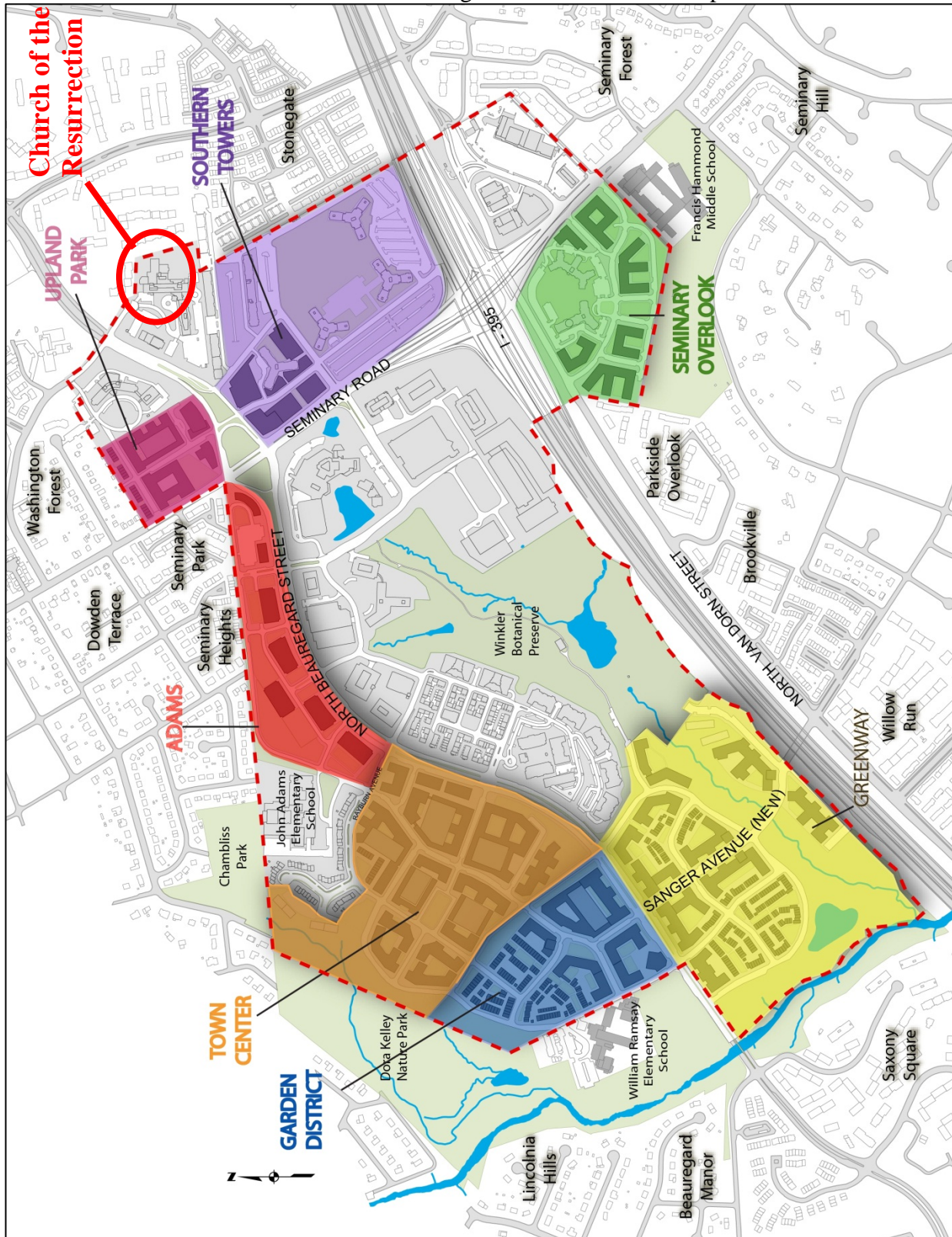
Attachments:

- 1 – Proposed Site Plan
- 2 – Beauregard Small Area Plan Map
- 3 – Concept 2 Submission, Building Elevation along N. Beauregard Street
- 4 - Completeness Submission, Building Elevation along N. Beauregard Street
- 5 - Northeast Elevation (as seen from Fillmore Avenue) with Suggested Staff Revisions
- 6 - Southwest Elevation (Arm of building closest to Goodwin House) with Suggested Staff Revisions
- 7 – Proposed Landscaping along N. Beauregard Street

Attachment 1: Proposed Site Plan



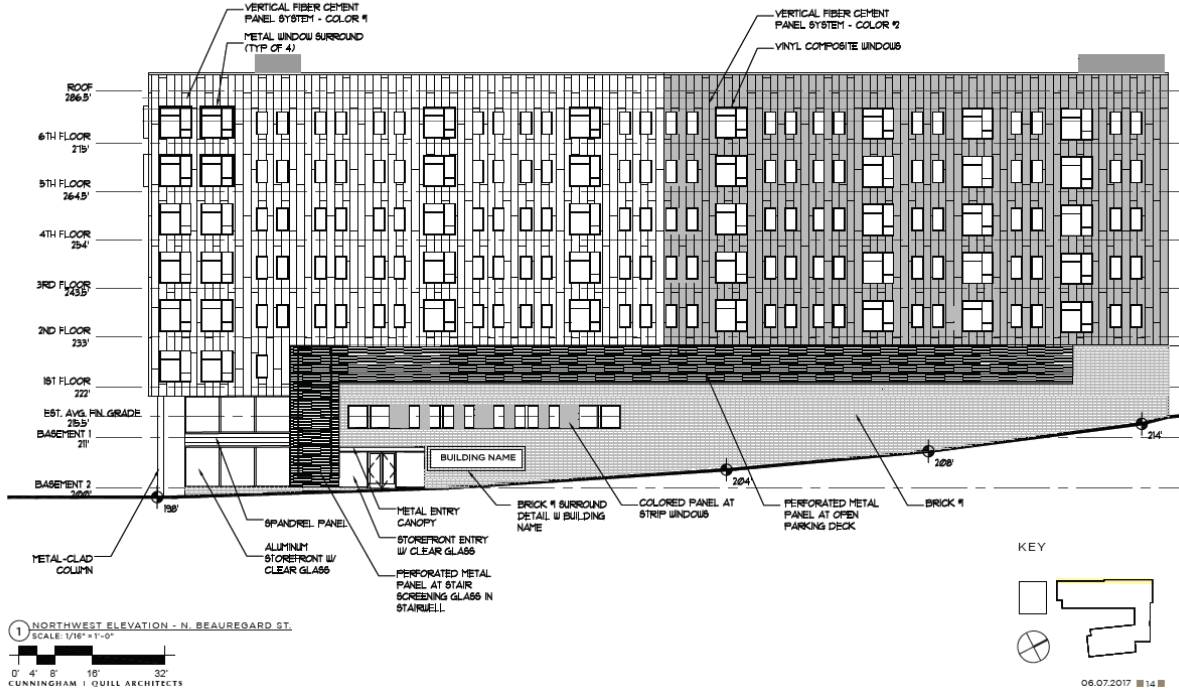
Attachment 2: Beauregard Small Area Plan Map



Attachment 3: Concept 2 Submission, Building Elevation along N. Beauregard Street

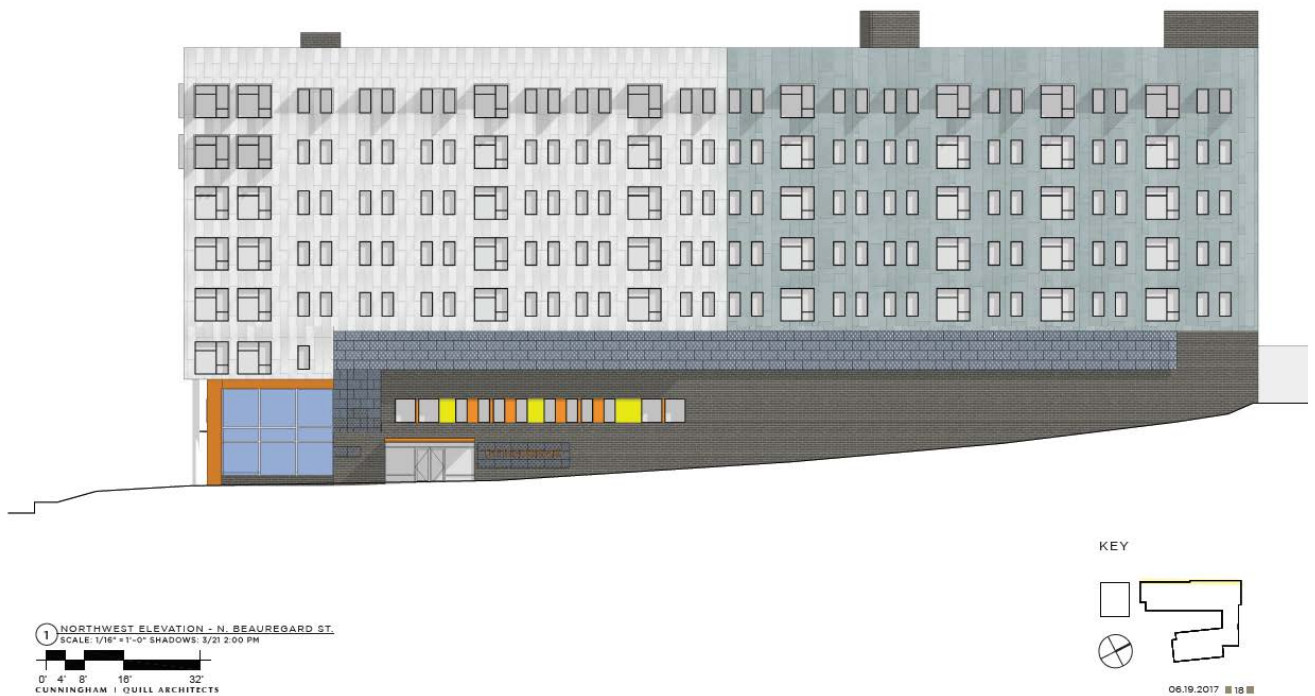
AHC - ECR MULTIFAMILY

NORTHWEST ELEVATION



AHC - ECR MULTIFAMILY

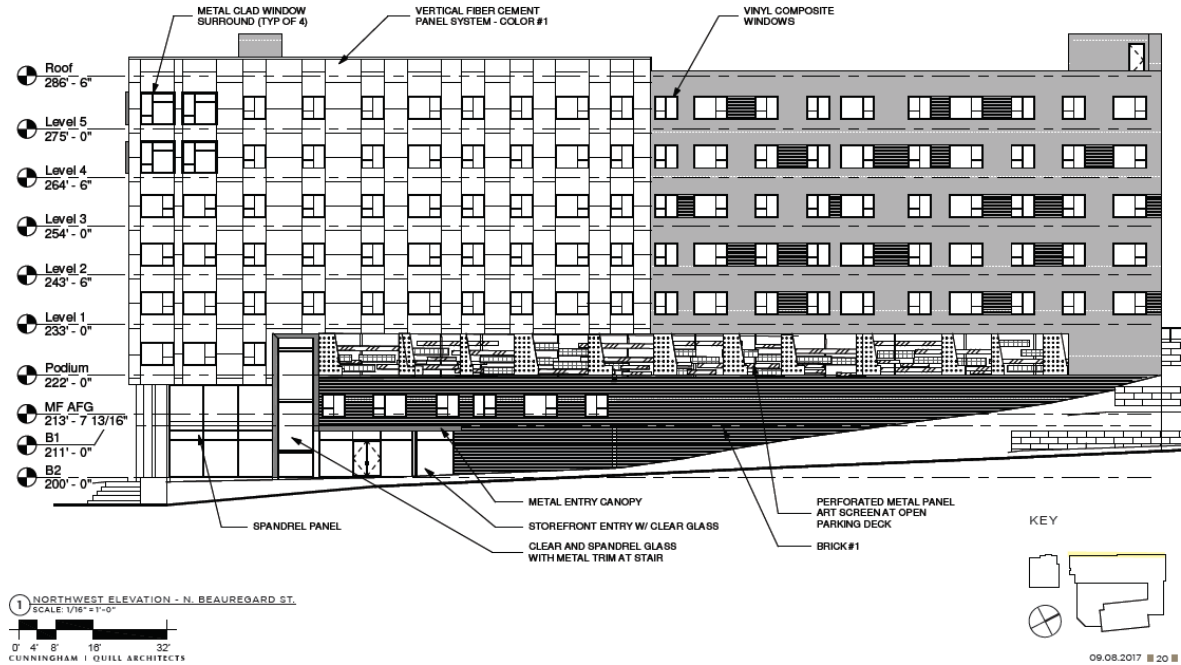
NORTHWEST ELEVATION RENDERED



Attachment 4: Completeness Submission, Building Elevation along N. Beauregard Street

AHC ECR MULTIFAMILY / CHURCH

NORTHWEST ELEVATION



AHC ECR MULTIFAMILY / CHURCH

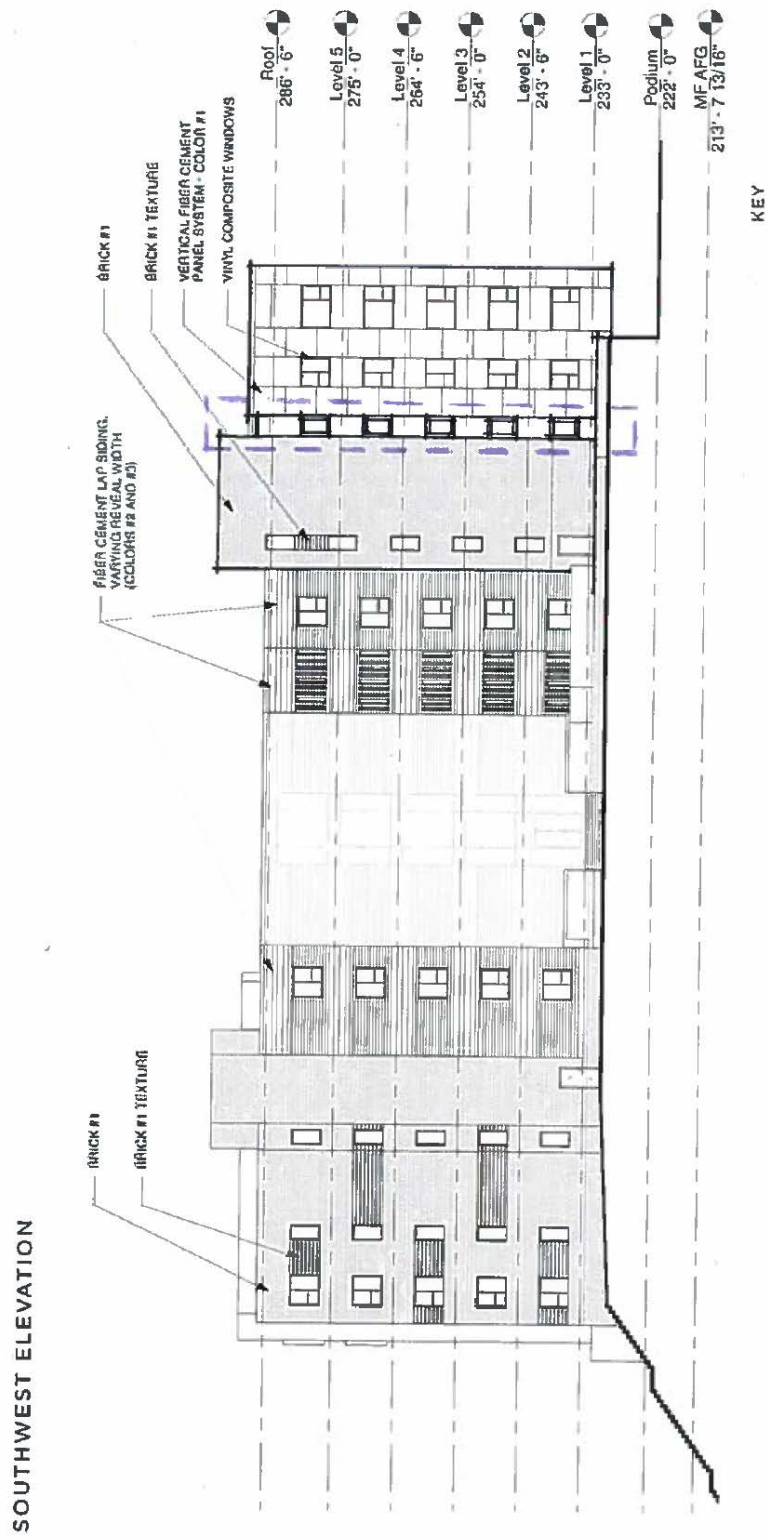
NORTHWEST ELEVATION



Attachment 5: Northeast Elevation (as seen from Fillmore Avenue) with Suggested Staff Revisions



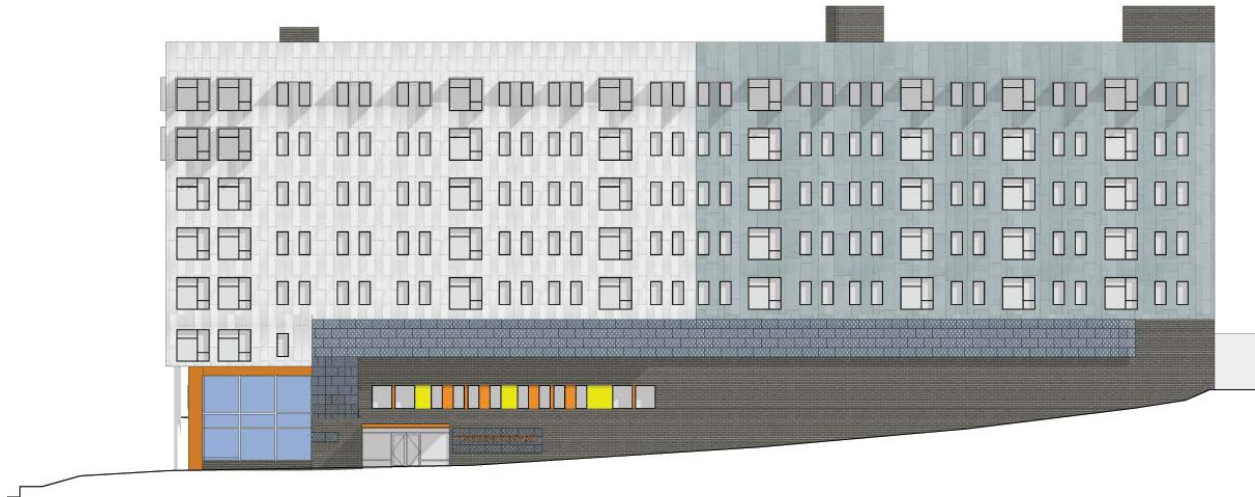
Attachment 6: Southwest Elevation (Arm of building closest to Goodwin House) with Suggested Staff Revisions



Attachment 7: Proposed Landscaping along N. Beauregard Street
Landscaping Shown at Concept 2 Submission (Prior to addition of landscape architect on team).

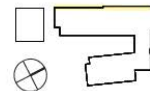
AHC - ECS MULTIFAMILY

NORTHWEST ELEVATION RENDERED



1 NORTHWEST ELEVATION - N. BEAUREGARD ST.
 SCALE: 1/8" = 1'-0" SHADOWS: 3/21 2:00 PM
 0' 4' 8' 16' 32'
 CUNNINGHAM | QUILL ARCHITECTS

KEY



06.19.2017 ■ 18 ■

Landscaping Proposed at Completeness Submission.



N. BEAUREGARD STREET ELEVATION
 1/32" = 1'-0"

1 November 2017

FROM: Beauregard Urban Design Advisory Committee (BDAC)
TO: The Honorable Mayor and City Council of Alexandria, Virginia

Via: City of Alexandria Planning Commission
City of Alexandria Planning and Zoning Department

SUBJ: DSUP#2016-0044: Developmental Special Use Permit Application for proposed
AHC/ECR Multi-Family and Church of the Resurrection Re-Development.

REF: (A) **Beauregard Urban Design Standards & Guidelines** of 18 March
2013, (Revised 11 July 2013 per City Council Approval)
(B) **Design Guideline Comment Matrix**

ENCL: (1) Some thoughts and Comments from Carlyle Conwell ("Connie") Ring
(2) Sheila and James Hoben's Comments dated 18 October 2017

1. Pursuant to City Council instructions, the Beauregard Urban Design Advisory Committee (BDAC) met on 19 June, 25 September and 23 October 2017 to consider the subject application and its compliance with reference (A). These seven and a half hours of review and discussion included detailed applicant presentations, questions and debate by BDAC Committee members, Staff comments, and public comments from thirty-three citizens, the attorney for the Goodwin House, and Reverend Belser of the Church of the Resurrection. The Staff compiled and provided the committee with Reference B, which was reviewed by the BDAC during its 25 September session.

2. After careful review, the BDAC *unanimously approved* reference (B), on 23 October, and therefore *unanimously recommends approval of the subject application*, with recommendations for two conditions, namely:

A. That the applicant make a good faith effort to secure additional parking in the Northern Virginia Community College (NVCC) Beauregard parking garage on those occasions when larger church attendance is anticipated; and

B. That the utilities for this DSUP be undergrounded, including those along North Beauregard Street.

The committee believes that first recommended condition would not be difficult to effect, as most significant church holidays coincide with NVCC vacations or on Sundays, when morning campus activities are minimal. The committee further believes that the second recommended condition will significantly enhance the visual design of the site, both from the perspective of passersby and residents. (The applicant and Staff have been in discussion about utility undergrounding.)

In addition to the recommended conditions BDAC requested that Staff coordinate with the Alexandria City Public Schools as to arrangements for a safe bus stop for future resident school-aged children, possibly in conjunction with Newport Village, along Fillmore Avenue.

3. It should be noted that, as the Staff points out in reference (B), where deviations occur from reference (A), those deviations are reasonable, and will enhance the overall design. The BDAC recommends that exceptions be granted for those requested deviations. (These are clearly detailed in reference (B), with reasons given for recommended approval.)

4. Please note also that, at the specific request of citizens attending the 23 October meeting, enclosures (1) and (2) are appended to this memorandum. While the written comments may not necessarily coincide with the unanimous recommendations of the committee, and indeed may be beyond the scope of the BDAC' review authority, the chair nevertheless believes that in fairness, they should be forwarded for consideration.

Very respectfully submitted this date,

A handwritten signature in black ink, appearing to read "Pete Benavage", written in a cursive style.

For the BDAC:

Pete Benavage, Chairman

10/18/2017

Sheila and James Hoben's
Comments for the BDAC Mtg. of 10/23/2017
On The
ACH/Church of the Resurrection Request for SUP#2016-0044

We are residents of the GHA Tower. The following comments are based upon the latest ACH/Church of the Resurrection presentation to be presented to Beauregard Design Advisory Committee on Oct. 23, 2017 (available on-line from the City of Alexandria). We also examined similar materials provided by M. Catherine Puskar, Counsel to Goodwin House Incorporated. We feel the proposed project is a good one that is much needed in the City of Alexandria.

Assuming the questions and suggestions detailed below can be adequately addressed, we feel the requested SUP should be granted. The provision of affordable housing is a top priority for our City. The accommodation of all incomes, especially lower income households that staff our important governmental and health sectors and the many businesses we all depend upon is a high priority for all of us. Finally, we applaud Resurrection Church for their donation of land for affordable housing and the creation of a new sanctuary for their worship.

Our comments are not new ones. They have been voiced before M. Catherine Puskar, Counsel to Goodwin House Incorporated. They are repeated here, sometimes with suggestions for information that might assure Goodwin House Alexandria (GHA) residents that the proposed development will not radically infringe upon their living comfortably at GHA. We also make a few suggestions for improvements that will make for good relations between GHA and the AHC project (future name to be determined).

We have four comments, with some suggestions. The topics are: 1. Architecture, 2. Parking, 3. Traffic (safety and flow) and 4. Children's care and safety.

1. Architecture. The project team is to be complemented on the recent improvements to the original project design. Also, the proposed landscape design provides reasonable buffering and greenery. Finally, the included elevation views from GHA help our residents (the only close neighbors) to better visualize the new development.
 - We request that the proposed vertical fiber cement panels, particularly those facing GHA be of a reddish tone to complement the now proposed project brick building corners and to harmonize with the GHA facades.
 - Since close to a third of the GHA residents' apartments will look down on the project roofs, we request that the roofs include some sort of "green roof" treatments. If expenses don't permit an authentic such roof, then provide another treatment other than a black or shiny reflective roof treatment. Also note the later question about a children's area on one of the apartment house roofs.

Enclosure (2)

- We also request that the plantings and trees that buffer the spaces between the proposed project and GHA be as mature as economically and physically possible. Such planting will be a much-appreciated buffer between the residences.
2. **Parking.** We understand that the proposed 82 residential parking spaces fulfills the City's requirements for an affordable housing project. However, there is considerable concern that the standards may not accommodate all the residents' cars, plus those of visitors.
 - Since AHC has already built and manages a number of affordable housing projects in our and other urban areas, we ask for them to report on comparable unit to parking ratios and how well those have functioned. If AHC does not manage comparable projects, then provide data from other such projects. For example, what is the average 50% and 60% AMI resident car ownership at similar projects? What is the experience with visitor parking needs? Do some visitors use on street or nearby parking lots? Another important supporting fact would be the percent of low-income residents in existing projects who walk to work, use transit or another means to get to work, shop, etc.
 - Similarly, GHA residents have expressed concerns about the small number of parking spaces (counting tandem ones) for the Resurrection Church attendees. If the Resurrection congregation should grow, how would additional cars be accommodated? Again, please provide supporting working examples.
 3. **Traffic Flow and Safety.** The GHA residents would like to see a complete traffic analysis by the City's Office of Transportation and Environmental Services (TE&S). TE&S might gather data on the current volumes of traffic entering and leaving GHA, Newport Village and Resurrection Church. To these should be added the projected new traffic flows. The questions is, will E. Fillmore Ave. and the Beauregard intersection be able to handle the combined GHA, AHC project and Newport Village traffic? At all hours? When might there be problems and how might those be handled? Will backups at the Fillmore/Beauregard traffic light pose problems? The possible issue of ambulance access should be considered. However, given that emergency vehicles have complete right of way over all other traffic they probably could bypass congestion. Separately, if there is serious congestion, will it affect the delivery of necessary goods to GHA or the AHC project? Will parking on Fillmore be removed? Will there be another location for those lost spaces? The TE&S (or other professional analyses) should be shared with Resurrection Church, AHC and GHA plus the Planning Commission and City Council. If there will be problems, what modifications are proposed?
 4. **Accommodations for Children.** What are the projections for the number and ages of children that will live in the project? Again, it should be possible to make a fair estimate based upon actual experiences at other similar projects of AHC's or others. Given reasonable estimates, how will the project site provide for daycare and outdoor

Enclosure (2)

recreation? What safety measures are to be provided to be sure that children do not play on Fillmore Ave. or run into the GHA private driveway? Is there to be an indoor day care center? Will there be a playground inside the courtyard? Might there be a provision for roof recreation (think NYC).

We are hopeful that these practical questions can be answered by comparable facts and/or project adjustments. We appreciate the leadership of the Beauregard Design Advisory Committee and grateful for the opportunity to provide our input. Again, we hope this project will become a model for other Alexandria neighborhoods and churches to work together for the future benefit of all Alexandrians.

Sheila and James Hoben, GHA Apt. 1051

Emailed to:

Harry Baldwin, Executive Director Goodwin House Alexandria
M. Catherine Puskar, Council to Goodwin House Incorporated
Khacki & John Berry, GHA residents
Laura Lawson, GHA resident
Connie Ring, GHA resident

Enclosure (2)

SOME THOUGHTS AND COMMENTS

FROM

CARLYLE CONWELL ("CONNIE") RING

(GH resident since 2016; resident of Alexandria since 1956)

BEFORE BEAUREGARD URBAN DESIGN

ADVISORY BOARD

ROOM 169, ALEXANDRIA COMMUNITY COLLEGE

MONDAY, OCTOBER 23, 2017

Enclosure 1

TABLE OF CONTENTS

A bit of History

Process and Requirements for CDD Zoning

Role of Beauregard Urban Design Advisory Board

Considerations to take into account:

- **Critical need for Affordable Housing in Alexandria**
- **Funding by Tax Credits Grants**

Can the project proceed without the grant?

- **Sustainability as affordable housing**

What assurances and commitments does the City have that the project will remain affordable? even if the developer has financial or bankruptcy proceedings?

- **Costs to City**

What subsidies and/or aid from the City is contemplated?

- **SUP terms and conditions assuring project is built and managed as represented**

- **Viability of the Church**

A BIT OF HISTORY

In the 1950's Alexandria annexed the west end into the City (largely west from Quaker Lane to the present city limits) from Fairfax and Arlington Counties. During the terms of Mayor Bendheim, the City Council developed a master plan for the annexed property, rezoning it to high density and high rise condo and apartment buildings that far exceeded infrastructure, facilities and traffic.

More recently City Council has engaged in developing small area studies to bring more harmonious uses by encouraging more coordination between owners and developers to bring more desirable urban designs that bring more pleasing and less dysfunctional/piecemeal uses. One tool by the Council was CDD - a planning device I recall was authored by Wiley Mitchell and Mayor Chuck Beatley. Recently the Beauregard Study included CDD -23 for Goodwin House and the Church of the Resurrection, to which only these two properties applies.

PROCESS AND ZONING FOR CDD - 23

Selective Sections of the Alexandria Zoning Code Coordinated Development Districts (CDD) are set forth below that apply to the affordable housing that is being proposed:

"5-601...A site zoned CDD is intended for a mixture of uses to include office, residential, retail, hotel and other uses with appropriate open space and recreational amenities to serve the project users and residents of the city. A CDD zone is intended to encourage ...cooperation and joint planning where there are multiple owners in the CDD zoned area. A review process is established to ensure...a proper integration of uses, the higher equality of urban and architectural design and harmony with the surrounding areas of the city.

Enclosure 1

"5-603 - Approval process generally..

(A) All proposed developments shall require review and approval in the following manner:

- (1) A conceptual design plan...
- (2) A preliminary development plan...
- (3) A final development plan...

"5-604 - Conceptual design plan approval

(D) Upon determination by the director that the applications in complete...

(E) The Planning Commission shall promptly consider the application...and hold a public hearing hereon..

(G) The city Council shall consider the application...and hold a public hearing

(H) No application shall be approved unless the proposed development satisfies the following standards:

(1) The proposed development shall substantially conform to the city's master plan...

(2) The proposed development shall preserve and protect...all scenic assets and natural features of the land

(3) The proposed development shall be designed to mitigate substantial adverse impact to the use and value of surrounding lands.

(4) The proposed development shall be designed in accordance with public facilities, services, transportation systems and utilities which are adequate for the development proposed, and which are available, or reasonably probable of achievement, prior to use and occupancy of the development.

(5) The proposed design will be designed to provide adequate recreational amenities in and provision of open spaces, put the facilities, vehicular access routes and mass transportation facilities.

Enclosure 1

(6) The proposed development shall provide a substantial amount of residential units, including an affordable housing component.

"5-605...Preliminary Development Plan

"5-606...Final development plan approval

"5-612...Beauregard Urban Design Advisory Committee (BUDAC)

(C) The purpose of the BUDAC is to review...CDD #23...**Applications within the Beauregard Small Area Plan and Beauregard Urban Design Standards and Guidelines...the board will make recommendations for such applications to the Planning Commission and City Council through the director.**

CONSIDERATIONS TO TAKE INTO ACCOUNT

Alexandria has always had a difficult time in finding and keeping affordable housing. The increased density of population and the traffic congestion has accelerated the demand for inside the beltway housing to avoid long and exhausting commutes. In the most recent years the availability of housing for police, firemen, teachers and other essential personnel in Alexandria has been disappearing. The City has recruited and trained, at substantial cost, policemen who can only afford housing outside the metro area and then, when trained, take jobs near their homes to avoid the commutes.

However, not every project is the right one to undertake. Any project should be evaluated on its merits. The right projects need to be encouraged, but with terms and conditions that are good and useful.

Some of my thoughts and comments on the Church of Resurrection project are below.

Critical need for affordable housing:

I believe that Alexandria needs to encourage more availability and sustainability of affordable housing. In my service on the Alexandria School Board (1969-78), City Council (1979-1988), and Alexandria Redevelopment & Housing Authority (ARHA -1999-2011), I have become aware of these needs.

Enclosure 1

Funding with tax credit grants

Grants for tax credits are a vital component for Virginia pools for projects in public housing as well as for affordable housing. The pools are always very competitive, critical for the financing of new projects. I do not know what projects statewide may be available to the affordable projects in 2018, but I assume there are many and the pools available may be quite competitive. I suspect that receiving a grant will be essential to the Church project. The scoring will benefit for a quality project with united community support.

Sustainability of maintenance and management.

Over the years, Alexandria has had projects for affordable housing that have not survived --The DIP project was built to be affordable but now is luxury apartments and condos; Shirley Duke (that became Foxchase) no longer has an affordable housing component. The long term as well as the short term of quality construction is vital. Thus both the original construction as well as its upkeep is most important. The provisions of the SUP need to include strong and measurable assurances enforceable for the its building and operation of the project.

Costs to the City.

The costs to the City should be considered against the benefits received. What are the subsidies? For what terms? Real Estate tax exemptions? Gross receipt taxes? Etc.

Survivability of the Church

Church memberships have been dropping. Small congregations in particular have been disappearing. Three of my former churches in New York and Massachusetts to which I have contributed are "hospice" churches. St James is closed and a nearby church is welcoming its previous members.

The Church of the Resurrection, I understand, may have only about 40 pledging units. If and when the current building becomes demolished and no

new facility has been built, where will the current members be meeting? Will they become involved and stay in their new church homes?

The economics for the developer would be improved if the church land were included in the affordable housing project. The possibility of reducing density could accommodate substantial adverse impacts on Goodwin House with traffic, parking, double entry roads of four paved access roads, all of which "adversely impact the use and value of Goodwin House," could be provided to the benefit of the affordable housing developer and provide less density, height, and open and child care spaces could better be achieved. The scoring of the tax credit grant would be enhanced.

This alternative could and should be evaluated.

CONNIE RING

:

DATE: December 5, 2017

TO: Beauregard Urban Design Advisory Committee

FROM: Rob Kerns, Development Division Chief (Robert.Kerns@alexandriava.gov)
Maya Contreras, Principal Planner (Maya.Contreras@alexandriava.gov)
Sara Brandt-Vorel, Urban Planner (Sara.BrandtVorel@alexandriava.gov)

SUBJECT: DSUP #2016-0044 – Church of the Resurrection Design Updates

Dear BDAC Member,

As the Church of the Resurrection project has continued to move forward, staff wanted to provide you with an update on a proposed revision to the exterior building design since our previous BDAC meeting on October 23, 2017.

As you recall, during the October 23 meeting, the applicant gave a presentation in which two building designs were proposed (seen below as Option 1 and Option 2). Option 1 was the general design which had been presented by the applicant during previous BDAC meetings, been discussed by committee, and gone through several revisions driven by committee feedback. The overall design aesthetic of Option 1 expressed the building form, and building sections, with solid walls of a single material so that the building read as a series of coherent boxes.

Option 2, revealed for the first time at the October 23 BDAC meeting, began breaking the previously singular building façades, into smaller sections with a mix of materials. So a section which had previously been fully panel was divided into brick and panel. The applicant stated the goal of increasing the use of brick was in response to community requests to increase the amount of brick used, which was a sentiment supported by BDAC, staff and members of the community in attendance at the meeting.

At the conclusion of the meeting, BDAC voted to unanimously support the applicant's development proposal and subsequently submitted a letter of support for the application.

Image 1: Option 1, Northwest Elevation of Proposed Multi-Family Building (As seen from N. Beauregard Street).



Image 2: Option 2, Northwest Elevation of Proposed Multi-Family Building (As seen from N. Beauregard Street).



While staff supported the applicant’s initiative to increase the amount of brick on the proposed building design, staff felt a relocation of some brick to increase the visual presence of brick as seen by Goodwin House was a strategy that could alleviate neighborhood concerns and simplify the overall building design.

After meeting with staff, the applicant proposed an updated façade, Option 3, which staff supports and will be brought forward to hearing by Planning Commission and City Council. Staff supports the revised option, as the design:

- Provides increased brick on the building façade in response to BDAC and community comments;
- Concentrates brick on prominent building corner at Fillmore Avenue and North Beauregard Street, and along portions of the building most visible to Goodwin House;
- Maintains integrity of building expression by keeping each plane of the building in a single material; and
- Appears more similar to Option 1, which had been thoroughly discussed and reviewed by BDAC, staff and the community at previous BDAC meetings.

Image 3: Option 3, Northwest Elevation of Proposed Multi-Family Building as Submitted for Planning Commission and City Council. (As seen from N. Beauregard Street).



Please see the enclosed comparisons of building Option 3 to building Options 1 and 2. Staff finds the overall composition between Option 1 and Option 3 to be similar and has recommended Option 3 for consideration to Planning Commission and City Council. Please do not hesitate to reach out to staff if you have any questions about the proposed design. We are more than happy to find time for a phone call or meeting with staff at City Hall. Sara can be reached at Sara.BrandtVorel@alexandriava.gov or 703-746-3819 or Maya at Maya.Contreras@alexandriava.gov or 703-746-3816.

Sincerely,
Sara Brandt-Vorel

Image 4: Option 1, Northeast Elevation (As seen from Fillmore Avenue).



Image 5: Option 2, Northeast Elevation (As seen from Fillmore Avenue).



Image 6: Option 3, Northeast Elevation (As seen from Fillmore Avenue).



Image 7: Option 1, Southeast Elevation (As seen from New Private Access Road).

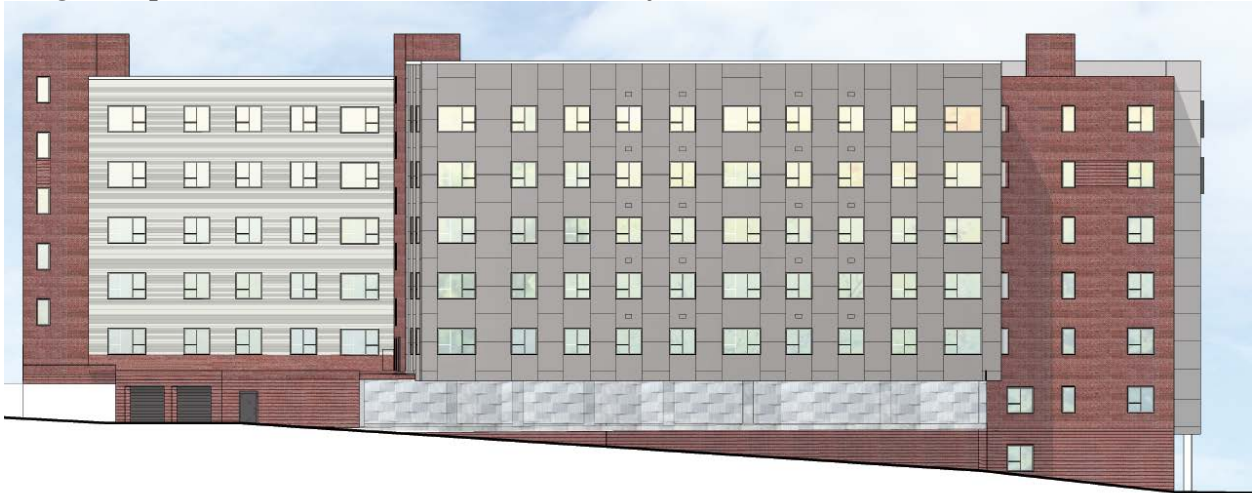


Image 8: Option 2, Southeast Elevation (As seen from New Private Access Road).



Image 9: Option 3, Southeast Elevation (As seen from New Private Access Road).



Image 10: Option 1, Southwest Elevation.



Image 11: Option 2, Southwest Elevation.



Image 12: Option 3, Southwest Elevation.



**AHC Inc. and Church of the Resurrection – ECR Apartments
DSUP #2016-0044**

ECR updated parking management plan

Section 8-200 (10) of the Alexandria Zoning Ordinance, 1992, as amended: “Churches: one space for each five seats in the principal auditorium or one space for each ten classroom seats, whichever is greater.”

The number of parking spaces at the Church (22 spaces, exclusive of the six tandem spaces) is based on number of seats in the Nave, and will meet City code. The size of the Nave and number of seats was based on the anticipated number of people who will be worshipping at a service (or anticipated number of parishioners). The following are parking management steps that the Church may implement in their new facility to ensure a smooth parking process at the Church on Sunday mornings. Although the six tandem spaces may not count toward the traditional parking count of the Church per City code, the Church has requested a waiver based on its incentive to count them and their provisions to effectively use them. The Church will enhance its parking operations with the following provisions.

- The Church will designate a parking volunteer every Sunday to ensure proper and full utilization of the tandem spaces by directing parishioners to follow the “first in/last out” protocol for the tandem spaces. This volunteer will direct parking so that the only vehicles parked in the inside row of tandem spaces are Rev. Jo, the building supervisor, members of the worship team, and others involved in the logistics of the Sunday service who are typically first to arrive and last to leave. Name cards will be placed on the windshield of those parked in front of the tandem spaces, should one of those cars need to be moved.
- The ground lease between the Church and AHC includes a provision that AHC will grant the Church full use of the four parking spaces on the multifamily building’s side of the access road every Sunday. AHC will also reserve these four spaces on Christmas, Good Friday, and other Church occasions upon request for Church attendees. This provides the Church with four more spaces for attendees.
- The Church will include directions for where parishioners may park (and where they may not park) in the weekly bulletin and on its website. Parking announcements will also be made at the service on Sundays.
- The Church will place a sign at the bottom of the hill and/or entrance to the Church driveway clearly directing parishioners to not park on Goodwin House property.
- If the Church lot is full, the parking volunteer will put up a sign directing attendees where they may park.
- In the event that the number of church attendees consistently exceeds current estimates, the Church will add more Sunday services.
- The Church has reached out to Northern Virginia Community College (NOVA), the Hermitage, and Southern Towers about utilizing a number of parking spaces in their respective lots on Sunday mornings and other service times. The conversations with NOVA to date have been encouraging, and NOVA has indicated a willingness to work with the Church to provide spaces in the future. The new church will not be completed until 2021, so these discussions will be ongoing over the next three years.

City of Alexandria, Virginia

MEMORANDUM

DATE: JANUARY 3, 2018

TO: CHAIRWOMAN LYMAN AND MEMBERS OF THE PLANNING COMMISSION

FROM: KARL MORITZ, DIRECTOR, PLANNING & ZONING

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

Issue:

The submitted site plan for the Church of the Resurrection, DSP #2016-0044, provides site access to the 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 Goodwin House property.

Staff would like to encourage 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. A single road would increase open space, provide an improved approach for all properties, and potentially provide additional parking. Staff would also encourage the applicant to explore additional underground parking to be associated with the church building as part of the single-roadway discussion. 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.

Staff recommends the addition of the following Condition, to be added to CDD #23 Conditions, to allow the applicant team additional time to discuss roadway options. Should a shared roadway/parking be deemed infeasible, the applicant team shall proceed on February 16, 2018, with the submitted parallel roadway design.

19. **CONDITION ADDED BY STAFF:** The Church of the Resurrection and AHC Inc., and their representatives shall continue to hold discussions with Goodwin House and their representatives to identify a possible shared roadway arrangement which could provide site access to all parties in the discussion and additional parking for the church use. A resolution on the site design shall be reached by February 16, 2018 and a signed agreement defining responsibilities and costs provided to staff. If unresolved, the site

1/3/2018

design seen on the preliminary plan received on October 23, 2017, and as amended on November 10, 2017 per DSP #2016-00044 shall proceed.

Roadway Options:

Staff has developed 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 the 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, a private road without on-street parking, a private road without on-street parking and an expanded underground parking garage.

Initial discussions with Goodwin House have indicated a preference for a private drive aisle without on-street parking and an expanded underground parking garage. A recent letter provided by AHC, Inc. has not indicated their preference for a roadway alignment, but stated their concern with additional costs for the design process.

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
1/3/2018

Image 1: Existing site plan with two parallel roads.

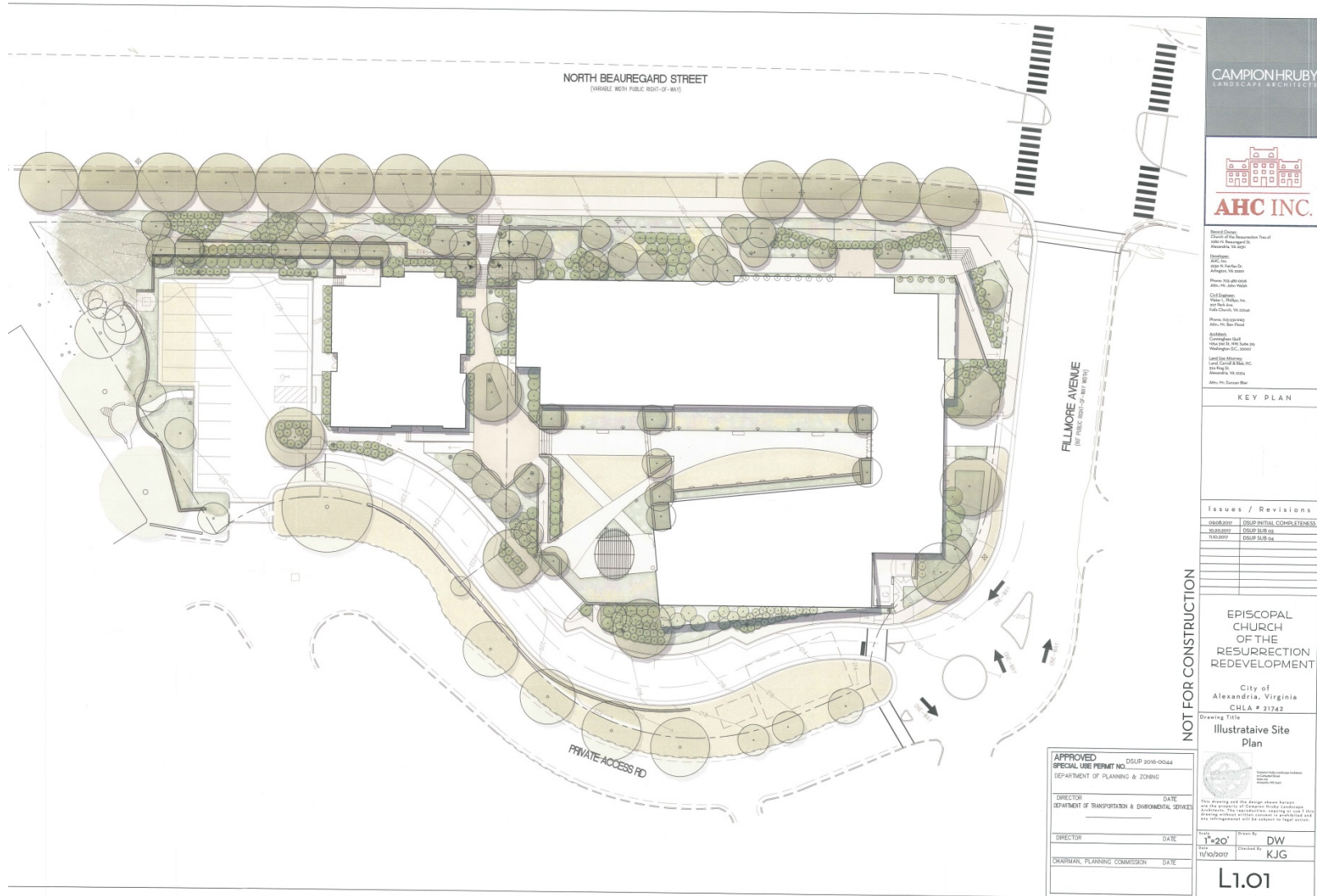


Image 2: Public road with on-street parking.

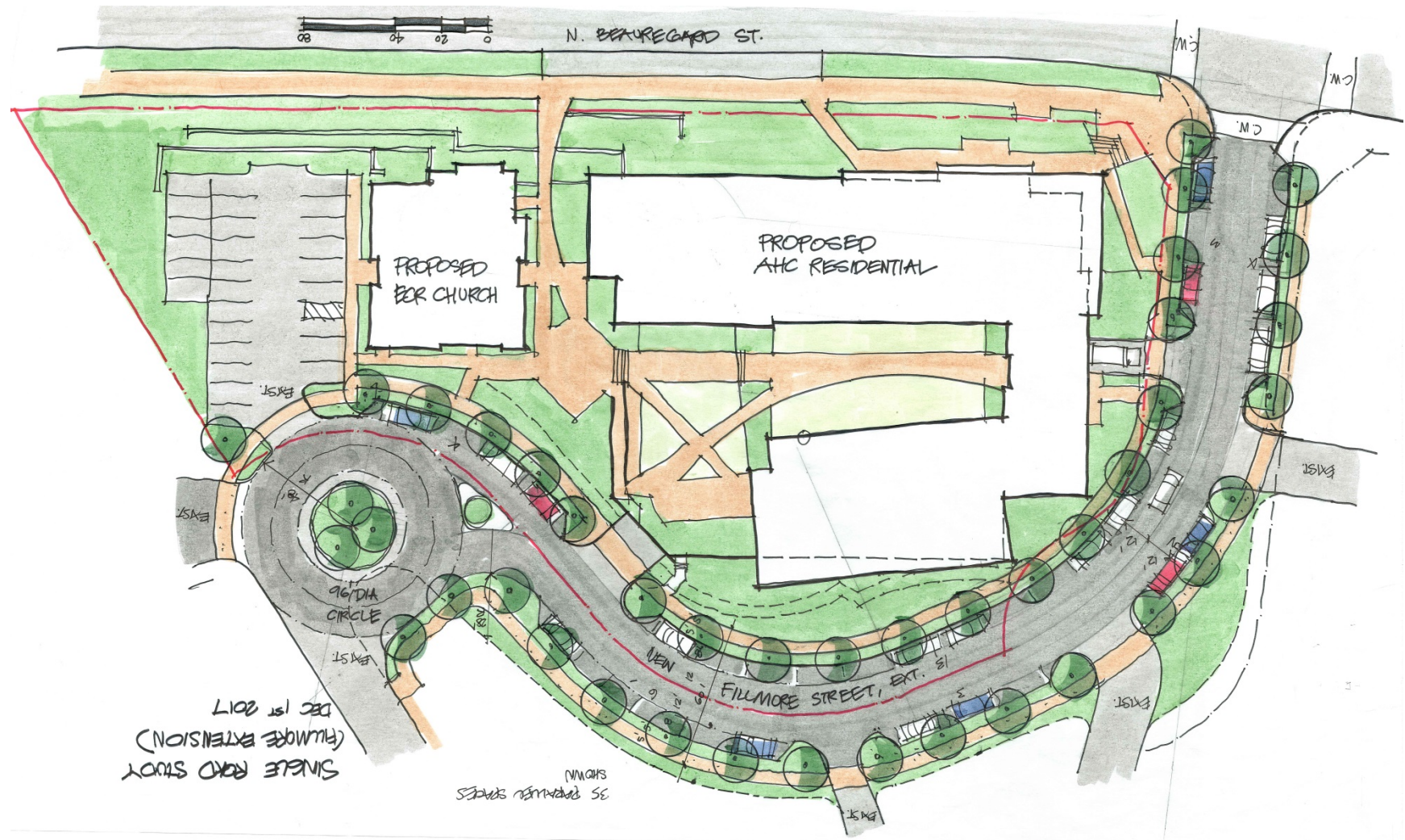


Image 3: Private road without on-street parking.

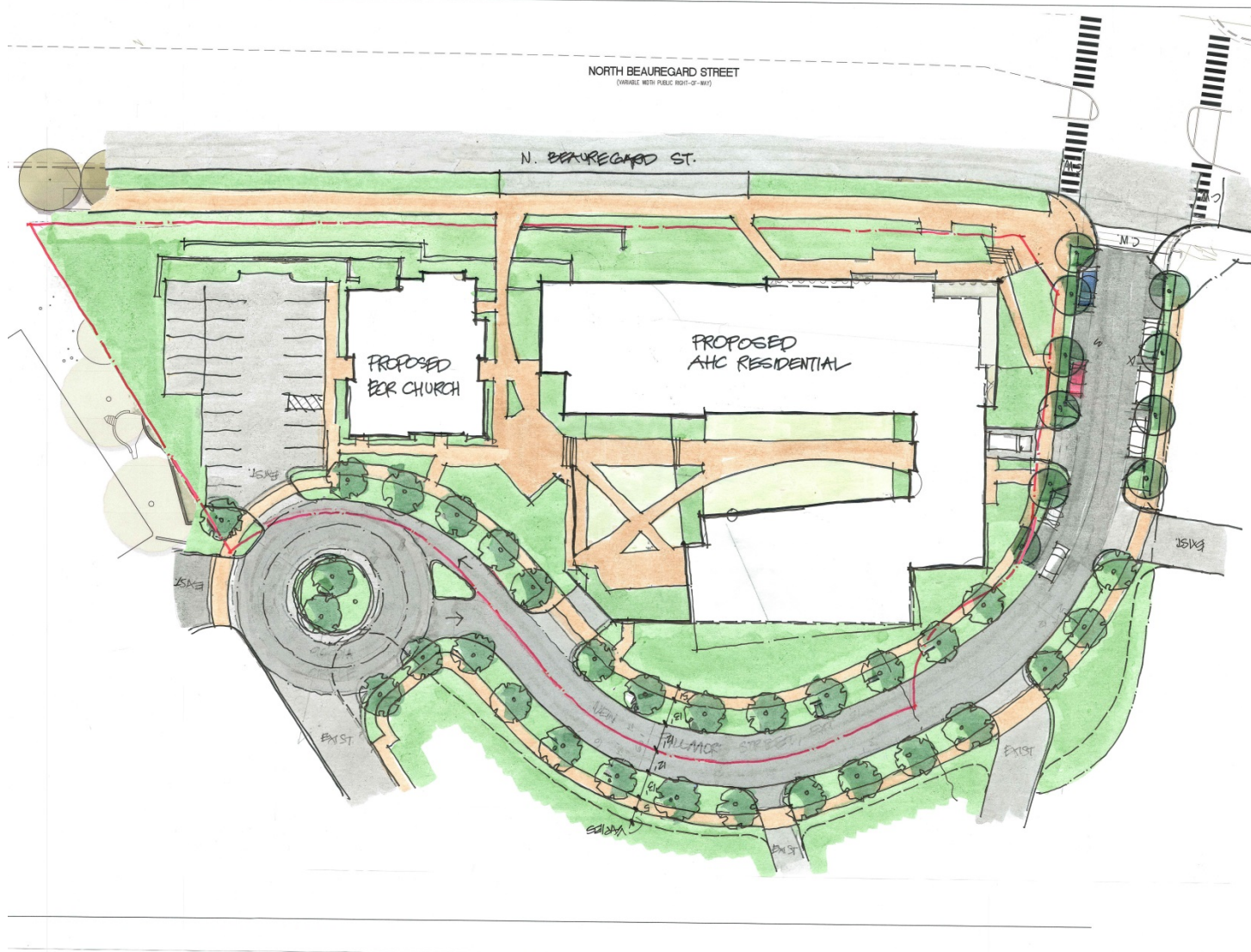
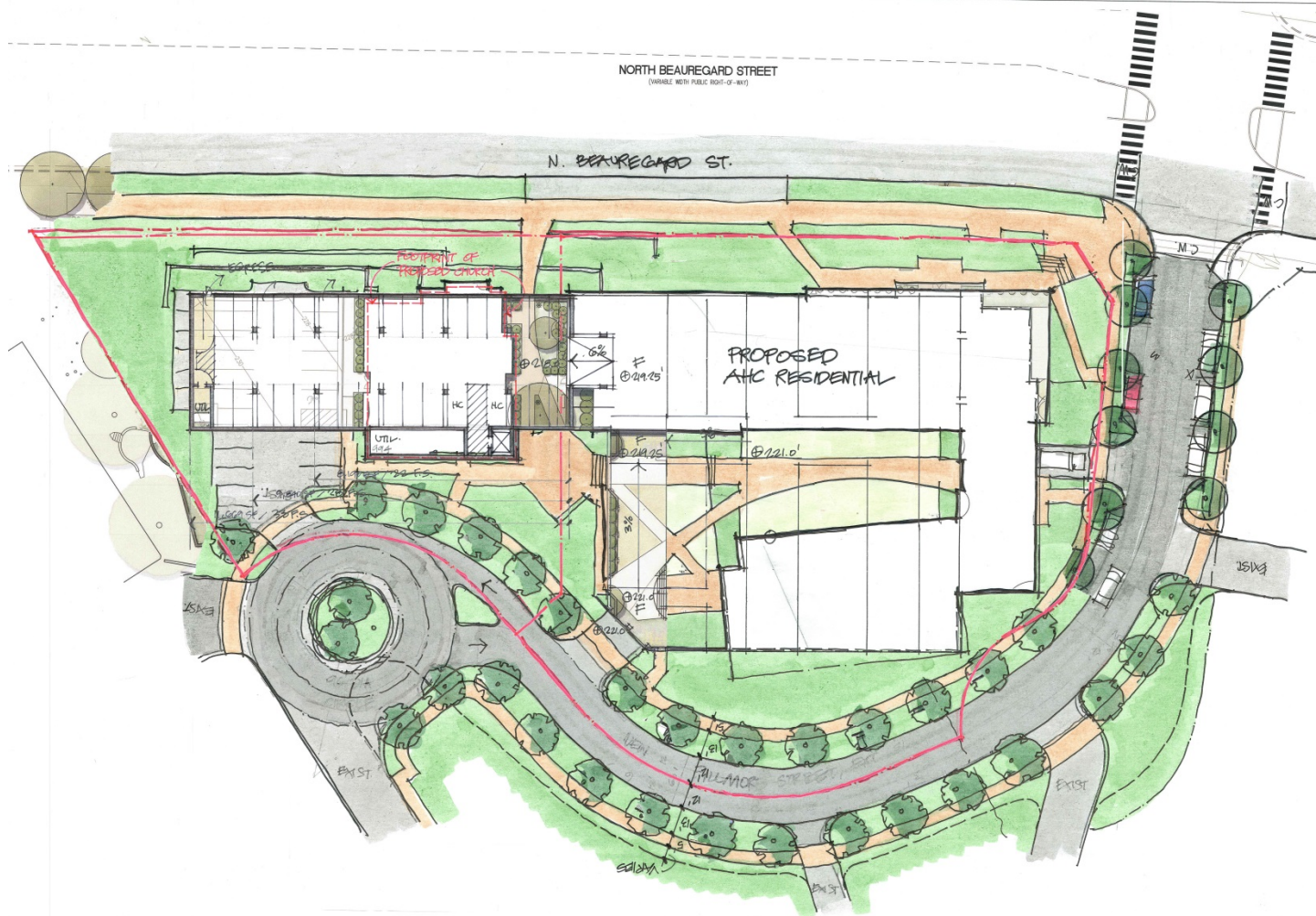


Image 4: Private road without on-street parking and expanded underground parking garage.



SOME THOUGHTS AND COMMENTS

FROM

CARLYLE CONWELL ("CONNIE") RING

(GH resident since 2016; resident of Alexandria since 1956)



**Re: Docket item #7, Case #2016-0044, Resurrection
Church/Affordable Housing**

before the

Alexandria Planning Commission on January 4, 2018



ORIGINALLY PRESENTED

BEFORE BEAUREGARD URBAN DESIGN

ADVISORY BOARD

OCTOBER 23, 2017, revised OCTOBER 27, 2017 and December 22, 2017

TABLE OF CONTENTS

A bit of History

Process and Requirements for CDD Zoning

Considerations to take into account:

- **Critical need for Affordable Housing in Alexandria**
- **Funding by Tax Credits Grants**

Can the project proceed without the grant?

- **Sustainability as affordable housing**

What assurances and commitments does the City have that the project will remain affordable, even if the developer has financial or bankruptcy proceedings?

- **Costs to City**

What subsidies and/or aid from the City is contemplated?

- **SUP terms and conditions assuring project is built and managed as represented**

- **Viability of the Church**

A BIT OF HISTORY

In the 1950's Alexandria annexed the west end into the City (largely west from Quaker Lane to the present city limits) from Fairfax and Arlington Counties. During the terms of Mayor Bendheim, the City Council developed a master plan for the annexed property, rezoning it to high density and high rise condo and apartment buildings that far exceeded infrastructure, facilities and traffic. More recently City Council has engaged in developing small area studies to bring more harmonious uses by encouraging more coordination between owners and developers to bring more desirable urban designs that bring more pleasing and less dysfunctional/piecemeal uses. One tool by the Council was CDD - a planning device I recall was authored by Wiley Mitchell and Mayor Chuck Beatley. Recently the Beauregard Study included CDD -23 for Goodwin House and the Church of the Resurrection, to which only these two properties applies.

PROCESS AND ZONING FOR CDD - 23

Selective Sections of the Alexandria Zoning Code Coordinated Development Districts (CDD) are set forth below that apply to the affordable housing that is being proposed:

"5-601...A site zoned CDD is intended for a mixture of uses to include office, residential, retail, hotel and other uses with appropriate open space and recreational amenities to serve the project users and residents of the city. A CDD zone is intended to encourage ...cooperation and joint planning where there are multiple owners in the CDD zoned area. A review process is established to ensure...a proper integration of uses, the higher equality of urban and architectural design and harmony with the surrounding areas of the city.

"5-603 - Approval process generally...

(A) All proposed developments shall require review and approval in the following manner:

- (1) A conceptual design plan...
- (2) A preliminary development plan...
- (3) A final development plan...

"5-604 - Conceptual design plan approval

(D) Upon determination by the director that the applications in complete...

(E) The Planning Commission shall promptly consider the application...and hold a public hearing hereon...

(G) The city Council shall consider the application...and hold a public hearing

(H) No application shall be approved unless the proposed development satisfies the following standards:

(1) The proposed development shall substantially conform to the city's master plan...

(2) The proposed development shall preserve and protect...all scenic assets and natural features of the land

(3) The proposed development shall be designed to mitigate substantial adverse impact to the use and value of surrounding lands.

(4) The proposed development shall be designed in accordance with public facilities, services, transportation systems and utilities which are adequate for the development proposed, and which are available, or reasonably probable of achievement, prior to use and occupancy of the development.

(5) The proposed development shall be designed to provide adequate recreational amenities and, if appropriate to the site, a comprehensive system of pedestrian, bicycle or other recreational paths

which shall be carefully coordinated with the provision of open spaces, public facilities, vehicular access routes and mass transportation facilities.

(6) The proposed development shall provide a substantial amount of residential units, including an affordable housing component.

CONSIDERATIONS TO TAKE INTO ACCOUNT

Alexandria has always had a difficult time in finding and keeping affordable housing. The increased density of population and the traffic congestion has accelerated the demand for inside the beltway housing to avoid long and exhausting commutes. In the most recent years the availability of housing for police, firemen, teachers and other essential personnel in Alexandria has been disappearing. The City has recruited and trained, at substantial cost, policemen who can only afford housing outside the metro area and then, when trained, take jobs near their homes to avoid the commutes.

However, not every project is the right one to undertake. Any project should be evaluated on its merits. The right projects need to be encouraged, but with terms and conditions that are good and useful.

Some of my thoughts and comments on the Church of Resurrection project are below.

Critical need for affordable housing

I believe that Alexandria needs to encourage more availability and sustainability of affordable housing. In my service on the Alexandria School Board (1969-78), City Council (1979-1988), and Alexandria Redevelopment & Housing Authority (ARHA -1999-2011), I have become aware of these needs.

Funding with tax credit grants

Grants for tax credits are a vital component for Virginia pools for projects in public housing as well as for affordable housing. The pools are always very competitive, critical for the financing of new projects. I do not know what projects statewide may be available to the affordable projects in 2018, but I assume there are many and the pools available may be quite competitive. I

suspect that receiving a grant will be essential to the Church project. The scoring will benefit for a quality project with united community support.

Sustainability of maintenance and management

Over the years, Alexandria has had projects for affordable housing that have not survived. The DIP project was built to be affordable but now is luxury apartments and condos; Shirley Duke (that became Foxchase) no longer has an affordable housing component. The long term as well as the short term of quality construction is vital. Thus both the original construction as well as its upkeep is most important. The provisions of the SUP need to include strong and measurable assurances enforceable for the its building and operation of the project.

Costs to the City

The costs to the City should be considered against the benefits received. What are the subsidies? For what terms? Real Estate tax exemptions? Gross receipt taxes? Etc.

Survivability of the Church

Church memberships have been dropping. Small congregations in particular have been disappearing. Three of my former churches in New York and Massachusetts to which I have contributed are "hospice" churches. St. James is closed and a nearby church is welcoming its previous members.

The Church of the Resurrection, I understand, may have only about 40 pledging units. If and when the current building becomes demolished and no new facility has been built, where will the current members be meeting? Will they become involved and stay in their new church homes?

Considering a different option: Include the church land in the affordable housing project

The economics for the developer would be improved if the church land were included in the affordable housing project. The possibility of reducing density could accommodate substantial adverse impacts on Goodwin House with traffic, parking, double entry roads of four paved access roads, all of which

"adversely impact the use and value of Goodwin House," could be provided to the benefit of the affordable housing developer and provide less density, height, and open and child care spaces could better be achieved. The scoring of the tax credit grant would be enhanced.

This alternative could and should be evaluated.

CONNIE RING

TALKING POINTS FOR USE AT JANUARY 4, 2017 CITY PLANNING COMMISSION
HEARING

RE: FACILITIES FOR CHILDREN AT PLANNED

AFFORDABLE HOUSING PROJECT AT CHURCH OF THE RESURRECTION

--My name is Pierre Shostal and I am a resident of Goodwin House Alexandria. I strongly favor the concept of affordable housing because of its potential contribution to a socially and economically healthy community.

--Well executed, this project can have a positive influence on my community, Goodwin House Alexandria. The interaction between our senior residents with younger adults and their children living next door can enrich the lives of all these generations. In fact, I understand that there is a growing nationwide trend to co-locate retirement populations near facilities for children.

--Another potential benefit of the project could be the opportunity for members of the GHA staff to find affordable housing very close to their place of work.

--A critical element in creating this kind of healthy environment is having adequate and SAFE play and recreational areas for the children and teenagers living in the proposed building.

--We have been told by the developer that children would be expected to use the building's interior courtyard. Whether this space would be adequate in size and configuration, especially in warm weather, remains an open question and I would encourage the developer to examine additional options for play and recreational space.

--A related concern is the risk of children running out onto the road areas, for example in pursuit of a ball. As a grandparent, I am acutely aware of the dangers this could cause. We have been told that the courtyard play area would be closed and children would not be able to use its gates to run outside it. I would appreciate a clearer explanation of how this would work, especially for older children who might not want to be confined to the courtyard. It is also important

to have a clear understanding of how adults and children would use the entrance to access the courtyard/play area.

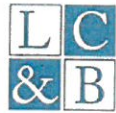
--Within the courtyard/play area, would there be separate sections for adults to use and children to play in? If not, having children and adults using the same space might also pose hazards. What kind of equipment would be available to children so that they would be attracted to the play area?

--I noted on the AHC website that the developer offers educational and social programs at some of its Arlington locations. Will these types of programs be available at the proposed project? I recall that at one of our public meetings a representative from AHC referred to a planned community room. What will it be used for and will young children's and teenagers' activities be part of its programs?

--Finally, we would appreciate a clearer explanation than has been offered about how school buses would operate in the roadways between the two communities. Would there be anyone to direct traffic during times of peak use?

--I believe we have an opportunity with this proposed building to improve the lives of residents in both communities. Ensuring safety and a healthy social environment for children and adults of all ages is a critical part of realizing the positive potential of this initiative.

--Thank you.



Land, Carroll & Blair PC
ATTORNEYS AT LAW, EST. 1978

DSUP2016-0044
Additional Materials

H. CARTER LAND, III
F. ANDREW CARROLL, III
RICHARD S. MENDELSON
DUNCAN WARDMAN BLAIR
MARTIN J.A. YEAGER (VA, DC, & MD)
NANCY D. GREENE (VA, DC, & MD)

BRENT J. SCHULTHEIS
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703-836-1000
FAX 703-549-3335
WWW.LANDCARROLL.COM

January 3, 2018

Mary S. Lyman, Chair
and Members of the Alexandria Planning Commission
City Hall
301 King Street
Alexandria, VA 22314

Delivered by Email PDF

Re: Alexandria Planning Commission Public Hearing, Thursday, January 4, 2017, Docket Item 7

Dear Chair Lyman and Members of the Commission:

I am writing on behalf of AHC Inc and the Episcopal Church of the Resurrection (the “**Church**”) regarding Docket Item 7 as it pertains to the redevelopment of the Church of the Resurrection property to request the amendments to the following conditions contained in the Staff Report.

1. DSUP Condition 17 on page 47. The Church is requesting “Flexibility” as defined in the City’s Voluntary Green Building Policy (the “Policy”) and agreeing to an alternative method of compliance with the policy. The Church requests flexibility from the requirement of being **certified** as LEED Silver.

The Church is working with the project’s architect and using best efforts to design the new church building to achieve LEED Silver standard. The flexibility from the project being sought is to be relieved from the costs of registering the project with the Green Building Council and going through the “certification” process. The estimated cost for the Church of registration and certification is approximately \$45,000 - \$65,000, which is a significant expense for a project the size of the new church building. The Church proposes that upon the completion of the project, a certified LEED AP will provide a completed LEED scorecard and verify that the church has achieved the points shown on the scorecard.

2. DSUP Condition 37 on page 50. AHC and the Church remain concerned about the safety of installing runnels in this location given the steepness of the hill. Because of staff concern with the potential for dangerous skateboarding at St. James Plaza, AHC had to modify the landscaped mews to deter this type of activity. AHC and the Church are of the opinion that the required runnels on the interior stairway creates a dangerous skateboarding or biking situation on this steep grade adjacent to a busy primary street, and request that the Planning deletes the condition that requires the construction of runnels.
3. DSUP Condition 96 on page 63 (CDD requirement number 16). As stated in AHC’s letter to staff dated December 13, 2017, Dominion will not underground the unique “reclosure”

equipment/poles on the southwestern corner of the property, but would simply move the equipment offsite into the public right-of-way. On page 20 the Staff Report contains language that indicates that given the unique circumstances that “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 the 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.” As written Condition 96 does not provide this flexibility to continue to develop an undergrounding plan that does not have the extraordinary cost due to the presence of the reclosure equipment. AHC and the Church requests that the project’s obligations under Condition 96, exclude the obligation to underground or relocate the two reclosure poles and equipment and that it be left in place.

4. Condition 129 on page 69: A contribution in the amount of \$466,351 for a 100% affordable multifamily building and a church adds considerable unbudgeted cost to the project. Even if AHC receives additional funds for the multifamily building, adding this contribution to our project costs decreases the projects VHDA tax credit score and makes the project less competitive in VHDA scoring. If the City insists on this \$466,351 contribution, it will force AHC to carry in the multifamily building budget a total of nearly \$1.5 million in City mandate-related costs, which is substantially more than has been required at any other City of Alexandria affordable housing development AHC has built. AHC and the Church requests that this project be exempted from the contribution requirement so as not to risk the competitiveness of this important affordable housing project. Please see attached letter in regards to the impact of City mandate costs on this project’s competitiveness in the tax credit process.
5. CDD Condition 18 on page 39. As discussed at the IDR meeting with staff on December 14, our clients request that language be included in this condition that: (a) requires Goodwin House to simultaneously grant an access easement through its property that connects with the trail to Southern Towers it is required to maintain pursuant to CDD Concept Plan condition 12 to increase the porosity within CDD 23, and (b) recognizes that the granting of the easement will require the approval of the Diocese of Virginia.

Our clients are also aware of an alternate, single-road scheme, staff introduced on December 14, 2017. We cannot comment fully on this scheme, as we have not seen any condition from staff. Additionally, no funding source exists to pay for the hard costs, design, and engineering that would be required for a single-road proposal. In early 2017, ECR and AHC had to make the decision to proceed with the project by incorporating a second access road when the neighbor indicated it would rescind future access rights to the church parking lot.

If you have any questions or require any additional information, please do not hesitate to call.

Mary S. Lyman, Chair
January 3, 2018
Page 3

Very Truly yours,

A handwritten signature in black ink, appearing to read "Duncan W. Blair". The signature is stylized with a large, looped "D" and a cursive "W".

Duncan W. Blair, Esquire
LAND, CARROLL & BLAIR, P.C.

CC: David Brown
Stephen Koenig
Mindy Lyle
Nate Macek
Melissa McMahon
Maria Wasowski

Church of The Resurrection Project comments for the meeting set for January 4th 2018

DSUP2016-0044
Additional Materials

[dan botticello <danbotticello@comcast.net>](mailto:danbotticello@comcast.net)

Sat 12/30/2017 10:44 AM

To: PlanComm <PlanComm@alexandriava.gov>;

A project built upon ego's of The Bishop, Priest and the Alexandria City Council could be successful in the short term but most often fail in the long run.

That is the faith of this Project. Therefore you must vote to request a redesign of the project to meet the needs of the residents in more practical terms.

This project as designed now is much too large to fit the space in now has for both the church and the housing. While the current plans meet all city requirements it lacks the basic needs of normal living. Parking is limited, no space for children to play on grass instead of artificial turf, trees will be in pots not natural ground and emergency vehicles will have a hard time getting in and out. These restriction can be changed with a reduction in the size of the number of housing units.

This idea has been proposed to the developer. In response the developer said any reduction in the number of housing units "would not throw off enough money to build the church. ARE WE BUILDING AN AFFORDABLE HOUSING UNIT OR A CHURCH ?

Take note of the fact that the construction of the church is not in the original plans but for some time in the future. That is a signal that the developer has doubt that there will ever be funds to build the church.

I ask you once again to consider asking for a reduction in housing units or at best require the developer to use the space now set aside for the church

To provide more parking space and green spaces for play until such time the funds do become available to build the church.

Thank you for giving me the chance to express my feeling about this prject.

Burnham C. (Mike) McCaffree Jr.
4800 Fillmore Ave. Apt. 1551
Alexandria, VA 22311-5080
(703) 931-2223

Good evening. Thank you for the opportunity to express my comments this evening concerning the Church of the Resurrection/AHC affordable housing project (DSUP 2016-0044).

As you can tell from my address above, I'm a resident of Goodwin House Alexandria. However, my comments are mine alone and I am not a spokesman for our other residents.

Over the past several months there have been at least five public meetings concerning this project. In part because of the dialog exchanged during those meetings, the project has changed and matured in various ways – thanks to the willingness of the applicant to accommodate Goodwin House Alexandria residents' concerns and other views. These have included adding more brick to the facades that face Goodwin House, and I really appreciate those changes and other modifications to the design.

I know that the Planning Commission is sensitive to how well new construction blends in with its surroundings. During its November 9 meeting, the Commission lauded the thoughtful design of the Sunrise Senior Living development proposed to front on Washington Street. The Commission noted, *inter alia*:

- how well the proposed design relates to neighboring buildings;
- that it meets Washington Street standards;
- that it nicely spans the transition in zones between Washington Street, Columbus Street, and Princess Street;
- How effectively the design reduces massing to relate to the 18th century buildings.

Unfortunately, in my opinion the design for the Resurrection project does not really comply with comparable relevant design standards:

- The design does not fit with other residential and commercial buildings along Beauregard Street, which are fully bricked and most of which are of traditional design;
- It does not meet Beauregard Corridor Design standards that call for new buildings “to have facades complementary to the buildings they face across a street or open space.” The design of this building is not complementary either to *Goodwin House Alexandria* or *Newport Village* (see exhibits 1 and 2) which are its closest neighbors facing across an open space, or to *Heritage Hills* and *Southern Towers* that also are in close proximity.

I know that the Beauregard Design Advisory Committee reviewed and accepted the proposed design. However, I contend that the proposed architecture and external appearance of the Church of the Resurrection housing project (see exhibits 4 and 5) would be at significant variance with all neighboring buildings along the Beauregard Corridor and would represent a marked departure from the present style and construction of that area.

Therefore, I request that the Planning Commission not approve this housing project until the building is changed in external appearance and construction to bring it into compliance with the Beauregard Corridor Design standards.

Thank you for your consideration.

Mike McCaffree

Exhibits:

#1 – *Goodwin House Alexandria*

#2 – *Newport Village*

#3 – View of COR/AHC Project from N. Beauregard Street

#4 – View of COR/AHC Project from Fillmore Avenue

Exhibit #1 - Goodwin House Alexandria



Exhibit #2 – Newport Village



Exhibit #3 – View of COR/AHC Project from N. Beauregard Street



Exhibit #4 – View of COR/AHC Project from Fillmore Avenue



Good evening, I am Bill McCulla. I was Chief of the Construction and Inspection Division of T&ES for 20 years I was a resident of Dowden Terrace for 40 plus years and a resident of Goodwin House for six plus years. I am speaking for myself.

I am a member of the Beauregard Corridor Stakeholders Group, and have attended the Beauregard Small Area Plan Meetings since the inception, through the Beauregard Urban Design Advisory Commission meetings.

These two buildings, if built, will be the first development on Beauregard Street within the Beauregard Small Area Plan and will be setting the precedent for future development along the entire Beauregard corridor. As such there are several areas that do not follow the intention of the Design Guidelines.

1. Both buildings have received variations from the intent of the Design Guidelines and are not coordinated with the neighboring buildings.
2. I see that the Affordable Housing Building has made no provision to separate the recyclable material from the trash individuals deposit in the chute going to the loading dock. The proposed

trash pickup utilizes a rear loading truck of a larger size than portrayed on the plans. This is a violation of C-14 of the T&ES comments and the City storage space guidelines.

3. The new church building is not being required to provide underground parking as is required for new buildings in the Small Area Plan.
4. The loading dock is being permitted to be entered directly off a public street rather than off an alley or the private street.

In addition, there are several other problematic issues;

1. There is no off-street parking near the Affordable Housing Building for postman, FedEx, and other delivery and repairmen's trucks. Some of these vehicles will be parked in the travel lane of Fillmore Avenue while deliveries and work are being done, causing traffic to be backed up or to drive on the wrong side of the road.
2. Visitor parking for the Affordable Housing Building is not included in the 80 under building and 4 street spaces shown.
3. The Church is being allowed to double count 4 spaces on the access road that are part of the 84

spaces counted by the Affordable Housing Building.

4. Parking spaces in the Affordable Housing Building are to be allocated by management. How will they maintain the ratio of full size and compact vehicles? Will there be additional charges for a parking space?
5. Does the under-building parking structure require power venting? If so where will the discharge be located?
6. What security will be available both in the garage and at all the other entry doors?
7. Will the requirement to underground all utilities be enforced?
8. Is the Bus Rapid Transit sole use road expected to continue to Fillmore Avenue as shown in the Small Area plan? If so why is the required width for the future Beauregard Street not being acquired now?

Willa Pickering <willapickering@gmail.com>

Mon 1/1/2018 9:06 AM

To: PlanComm <PlanComm@alexandriava.gov>;

I am a resident of Goodwin House and I may not be able to attend the Planning Commission meeting on January 4. I hope you will review my concerns.

I support Affordable Housing. However, the size of the planned facility at the Church of Resurrection is so large for the available land. More units are planned than at similar facilities (over 100 compared to 50 at other sites). This will cause parking problems (the current spaces on Fillmore Ave are always taken) and increased traffic on a street where ambulances are frequently driven.

Preferably, the facility would have more 2-3 bedrooms for families. However, the size of the facility does not allow spaces for toddlers' unstructured play (such as sand boxes) and there are no playgrounds close to the area. Will the city provide a play ground nearby?

Please give consideration to reducing the size of the facility to make it more compatible with the site.
Willa Pickering

Memo To: Alexandria Planning Commission
Re: New Business, Docket #7, January 4, 2018 Meeting, Case #2016-0044,
Resurrection Church/Affordable Housing
From: Rev Dr. Francis H Wade
4800 Fillmore Ave, Apt 1452, Alexandria VA 22311
phone: 703-671-3609, email: fhmjwade@gmail.com

I am a retired Episcopal priest and five year resident of Goodwin House. I am in favor of the idea to have affordable housing on the current Resurrection Episcopal Church property. I will be out of town and unable to speak at the meeting. Please accept these comments for your consideration of the proposed project.

Affordable housing is a well established need throughout our community. We at Goodwin House are among the many who rely on the support and services of people who must travel substantial distances in order to fulfill their obligations.

The volunteer, resident run Goodwin House Market Place could be a resource for furnishings and household items for those located so nearby. The increased business would support the Goodwin House Foundation in providing matching funds for resident gifts to community charities as well as financial support for indigent GHA residents.

Life at Goodwin House is very pleasant partly because the residents have so much in common. We are all elderly and are almost entirely of the same race and income bracket. Our lives would be enriched by neighborhood diversity in all of these categories. I believe the life experiences of Goodwin House residents could possibly be a resource to our new neighbors as well.

The current plan, as I understand it, raises some concerns. My primary question has to do with extra space for children and teens. Gathering and play space seems woefully inadequate and an invitation to exploration and experimentation. The only alternatives to resources offered in the facility are a busy street or the tempting nooks and crannies of Goodwin House. The first constitutes a danger to the children and the second a danger to an amiable relationship between Goodwin House and its new neighbors.

I spent eleven years serving an Episcopal congregation in a low-income neighborhood. I know from experience that adult supervision is not a hallmark of low-income families. There are good reasons for this in that parents often work more than one job and their hours do not always conform to school schedules. There are also reasons that are less good. The result is that children are often left to their own devices in spite of after school programs.

A good idea, poorly executed soon becomes a bad idea. Affordable housing at Church of the Resurrection is currently a good idea. It can remain so if the developers adequately provide extra space for children and teens.

Jan. 1, 2018

Chairperson Mary Lyman and members of the Alexandria City Planning Commission

Subject: DSUP 2016-0044 - Resurrection Church/AHC Project to Develop Affordable Housing and a New Church

Comments by James Hoben and Sheila Hoben - Residents of Goodwin House Alexandria

We strongly support approval of the requested SUP by Resurrection Church and AHC (developers of affordable housing in Alexandria, Arlington and many other cities).

By way of introduction, I, James Hoben, served as an Alexandria Planning Commissioner from 1980 to 1990; hence, I'm familiar with your challenges to assure quality developments, including affordable housing in the City. Second, Nancy Carson of Christ Episcopal Church and I, then working for Westminster Presbyterian Church, created and co-chaired Alexandria Housing Action. Housing Action was an affordable housing advocacy group composed of representatives from the Chamber, businesses, interest groups such as nurses, teachers, police unions, many churches and many citizens. Working with the City, from approximately 2003 to 2010, the City created the Alexandria Housing Development Corporation, approved a major bond issuance that secured over 400 rental units as long-term affordable housing and adopted the City's Affordable Housing Plan with target goals.

Regarding the proposed project/SUP, the applicants have made many improvements to their original plans to assure a high-quality project that partially fulfills Alexandria's urgent needs for affordable housing.

The architectural and landscaping elements are greatly improved. Some minor improvements might emerge during the hearing. We are aware that items that add significant costs could under-mine Resurrection's and the City's affordable housing goals.

Our remaining concerns are as follows: (also we believe these may be voiced by other GHA residents).

1. Adequacy of parking for the project residents,
2. Possible traffic accidents and congestion at the intersection of Fillmore Ave. and Beauregard St., and,
3. Safe accommodation of the projected number of children to reside in the project.

1.The project proposal meets the City's parking requirements for affordable housing. We understand that the City cannot reject the proposal if the parking standards are met. However, it would be helpful to all those concerned for the applicants to share **actual data** from AHC's projects in Alexandria, Arlington or similar projects in other cities that show that the proposed on-site 85 spaces for residents will likely meet resident parking needs. If parking data from

existing, equivalent affordable housing projects suggest that there could be problems, a SUP condition might be added to require, one year after the project reaches full occupancy, that a parking impact report be completed by the City Department of Transportation and Environmental Services (T&ES) and the project developer with recommendations for parking improvements.

2. Regarding probable traffic accidents and congestion, it is important to carefully review the existing Department of TES assessment. If a concern remains about a pending increase in accidents and congestion, a second SUP provision could be added similar to that regarding parking adequacy. It might read that shortly after full occupancy, but not longer than one year thereafter, TES shall conduct a comparative evaluation of accidents before and after full occupancy and recommend to Council appropriate remedies.

3. Though it may not be a City review requirement, no data has been shared on the likely number of children that may live in the proposed project and whether and how child day-care and recreation areas might be provided. Of special concern are the provisions which would guarantee that children playing outside will be safe from near-by traffic. This issue is important to a well-run housing project and to a positive relationship with the neighboring Goodwin House Alexandria.

As a matter of record, we and many other GHA residents believe that some of our GHA and GHBC support staff might well qualify and wish to be considered as potential project tenants. We are aware that occupancy is open to all qualifying persons, but we are personally ready to assist qualified GHA staff with submitting applications. If staff, who today must travel long distances to work, could live closer to their work, there would be great benefits to all Alexandrians.

Alexandria's commitment to assisting with the funding for the proposed project and subsequent approval of the requested SUP is a positive step toward this City's commitment to providing desperately needed affordable housing for lower income working individuals and families who serve all of Alexandrians. We request your approval of the project.

Thank you,

James and Sheila Hoben
4800 Fillmore Ave., Apt. 1051
Alexandria, VA 22311
703 836-0949

TALKING POINTS FOR USE AT JANUARY 4, 2017 CITY PLANNING COMMISSION
HEARING

RE: TRAFFIC AND THE PLANNED

AFFORDABLE HOUSING PROJECT AT CHURCH OF THE RESURRECTION

My name is Stetson Tinkham and I am a resident of Goodwin House Alexandria. My address is 4800 Fillmore Ave., Apt. 402, Alexandria, VA 22311. My phone number is (703) 549-7369. In the attached statement, I am commenting on Case #2016-0044, Resurrection Church/Affordable Housing. This project is a commendable effort to alleviate the shortage of affordable housing in Alexandria and specifically in the West End. Speaking for myself, I support the project and wish to offer a few suggestions and comments.

First, the long-term plans for the West End Transitway stop near the Fillmore Avenue North Beauregard Street intersection are encouraging. Together with recent improvements at major nearby intersections, traffic in this part of Alexandria will flow more smoothly. Similarly, the proposal to add a “pad” for emergency vehicles to pull up along Beauregard Street, beside the AHC/COR site, is a creative solution for quick emergency access to a new building.

But I remain concerned about traffic flow and congestion at the project site, both during and after construction. Potential problems and recommended solutions follow:

Problem 1: Location of the apartment building loading dock may cause intermittent blockage of Fillmore Avenue by vehicles accessing the loading dock located as shown in **Exhibit 1**.

Solution(s):

- Revise the design of the building and relocate the loading dock,
- Relocate the loading dock elsewhere in the existing design
- Restrict truck access to the loading dock to times of low traffic density on Fillmore Avenue.

Problem 2: Emergency vehicle access to the Goodwin House complex.

For the 242-day period January through September 2017, the Alexandria Fire Department reports it received 230 EMS calls to Goodwin House. In addition, various private medical transport services were called. The GHA Clinic estimates that in 2016 there may have been as many as 400 calls, including both Alexandria FD and private ambulances. That level of emergency vehicle access must be maintained during construction and on an ongoing basis after the apartment building and church are occupied.

Solution:

Give priority to this concern in the development of traffic management plans related to this project during and after construction.

Problem 3: Traffic congestion and complex intersections will create difficult traffic flow. There are 7 entrances/roads within about 175 yards (less than 1/10 of a mile) of each other and these spaces will be used by a mix of elderly drivers and pedestrians, as well as by children, as well as by visitors, delivery vehicles, service vehicles and others not familiar with the roadways on the site. **(SEE EXHIBIT 2 for locations of these roads and entrances):**

- 1=Fillmore & Beauregard;
- 2=Loading dock:
- 3=Fillmore private road to Newport Village;
- 4=Church/apartment drive;
- 5=Goodwin House loading/trash;
- 6=Goodwin House drive;
- 7=Goodwin House ambulance entrance

Solution(s)

- Redesign the project to facilitate easy access to the project without adding to existing congestion.
- Improve the Fillmore-Beauregard intersection to avoid back-ups on Fillmore and to enhance traffic flow. Improvements should include adding left turn lanes on Fillmore and re-timing the Fillmore-Beauregard traffic lights

These intersections are not as quiet as they seem. There is continual traffic to and from Newport Village and Goodwin House. An accident on September 23 is a prime example of what can happen in such a tight space. **(SEE EXHIBIT 3.)**

Other Concerns

I note that there will be construction-related congestion. As planned, this will be a rather large project, taking place on a small site. Storage of construction materials and equipment, as well as movement of construction equipment to and from the site and on the site, will take place. I recommend that a means whereby the project managers and adjacent property owners (or their designees) can communicate regularly to resolve quickly issues that arise from construction related congestion.

Similarly, we will doubtless encounter post-construction traffic safety issues. Once the project is built, potential safety issues will remain. With parallel, but separate, adjacent private drives, with children at play, and with elderly drivers and pedestrians, coordination and cooperation will be necessary. Perhaps the Coordinated Development District (CDD) concept can be used to forge cooperative solutions to such issues as they arise.

TRAFFIC COMMENTS

EXHIBIT 1

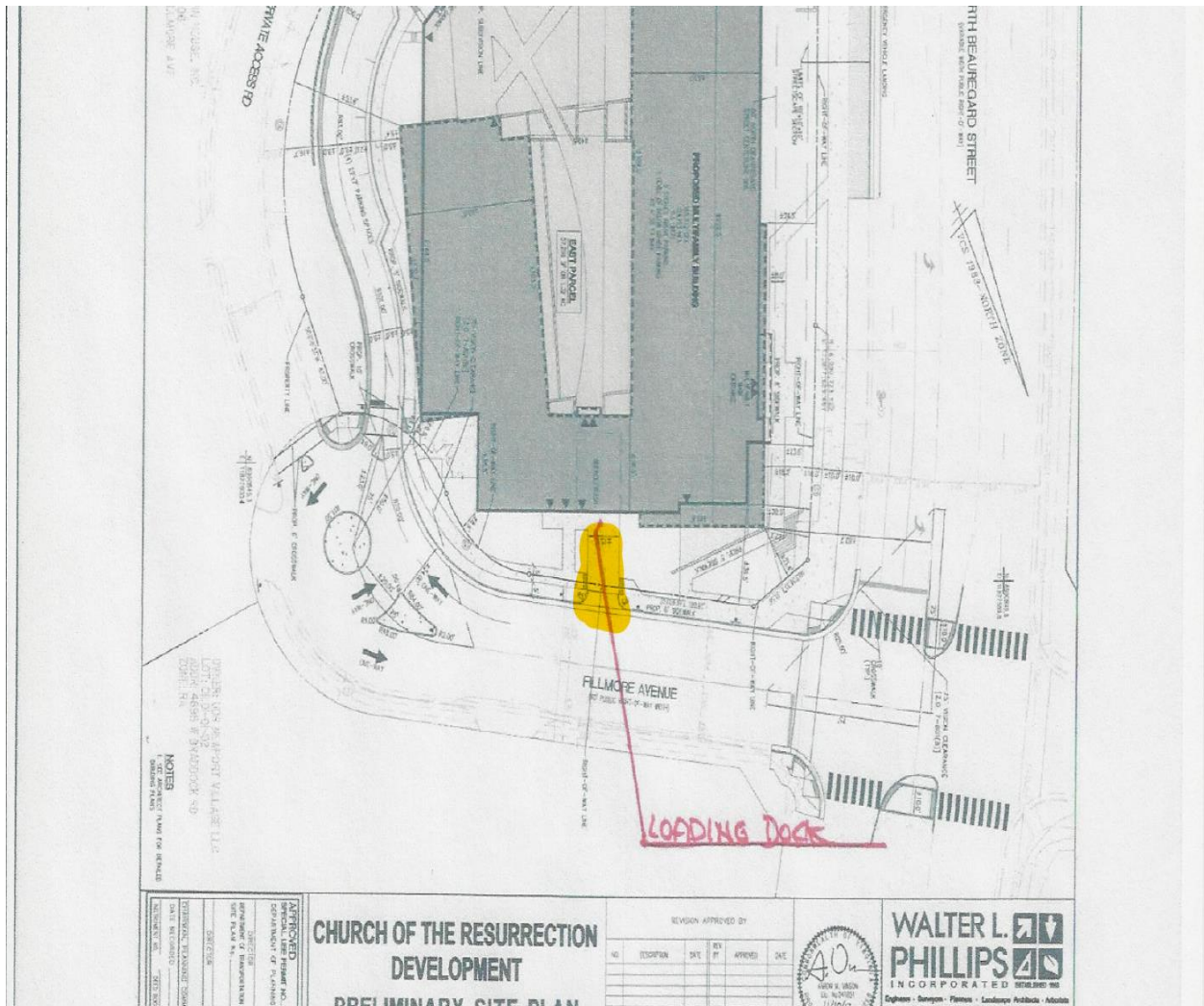
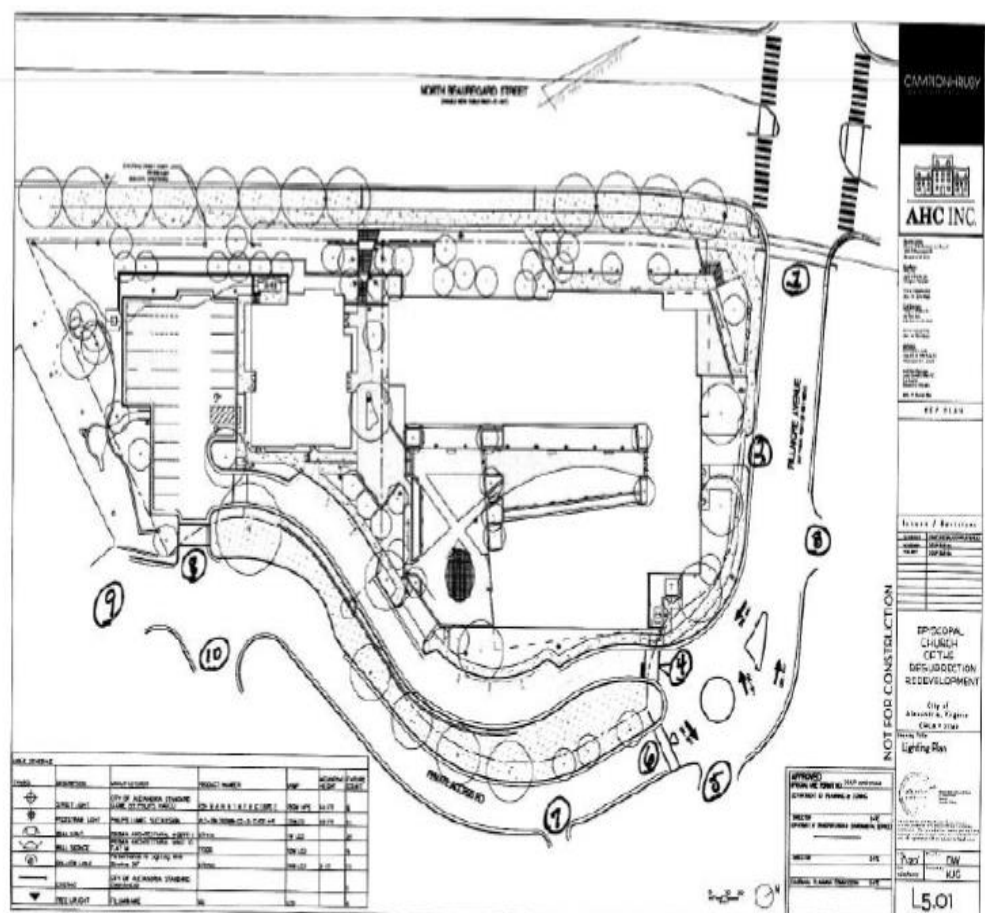


EXHIBIT 2



- | | | |
|-----------------------------------|------------------------------------|--------------------------------|
| 1=Fillmore & Beauregard | 5=Goodwin House Loading Dock/Trash | 8=Proposed Mountable Curb |
| 2=Apt. Loading Dock/Trash | 6=Goodwin House Driveway | 9=Goodwin House Drive & Garage |
| 3=Private Road to Newport Village | 7=Goodwin House Ambulance Entrance | 10=Goodwin House Drive |
| 4=Apt./Church Driveway | | |

EXHIBIT 3



My name is Eva Molnar. I have been a resident of Goodwin House Alexandria since 2012. For five years, I resided in apartment 419, from which I downsized to apartment 404. My full contact information is 4800 Fillmore Ave., Apt. 419, Alexandria, VA 22311, 703-379-3707.

These comments are on the Resurrection Church/Affordable Housing development being discussed at the January 4 meeting of the Planning Commission, Docket Item #7, Case #2016-0044.

Part of the reason that I came to Goodwin House Alexandria is that I liked the view of Resurrection Church from apartment 419. During the past five years, I have listened to the various church groups that use the church. It was a lovely sound that usually came from their singing, except one group was using drums, to which I objected. And then they stopped. The singing stopped at 11:00 pm, and all the cars filed out without a sound from the parking lot. It was a nice experience.

I have greatly enjoyed hearing and seeing and meeting the children in the church's preschool. My own grandchildren often use the playground in the afternoons. This experience made me think that the proposed housing should have a preschool that would assist the children of the residents of the apartments, as well as the families in the neighborhood, which would help to integrate the new residents into the neighborhood. Furthermore, where I could see any issue or problem would be the teenagers, who, as far as I know in this area, have no place to hang out. These days—and I am referring to my experience of 40 years in Hollin Hills—the 7th and 8th graders are grown-up size. They were often cutting school on our property, and I certainly was against it. We never had any real problem with them, but their presence cutting through our property made me uncomfortable.

I would like to propose that in the new building there be a dedicated place that can be used for various get-togethers, mainly for adolescents to have meaningful activities, as well as for the residents to have social gatherings.

Statement Supporting Affordable Housing at Church of the Resurrection

DSUP2016-0044
Additional Materials

Anne Monahan <sojourneranne@hotmail.com>

Wed 1/3/2018 5:11 PM

To: PlanComm <PlanComm@alexandriava.gov>;

To: Chairperson Mary Lyman and members of the Alexandria City Planning Commission

Subject: **DSUP 2016-0044 Resurrection Church/AHC Project to Develop Affordable Housing and a New Church**

Comments by William J. Monahan and the Reverend Anne D. Monahan, Goodwin House residents.

We write to support the SUP requested by the Church of the Resurrection and AHC.

As residents of Alexandria for almost 42 years, we have delighted in the diversity of this community. It is dismaying to witness the loss of affordable housing in the past two decades which has pushed out the workforce which serves Alexandria and makes it run. Much of the strength of a community comes from a workforce which lives in it and is personally invested in its life. Sadly, many of those needing affordable housing (including nurses, librarians, teachers, EMTs, police, fire personnel, retail, municipal and clerical employees) must spend hours commuting from outlying areas because they cannot afford to live here.

One reason we moved to Goodwin House, which says it supports affordable housing, was we knew of Resurrection's plan to provide affordable housing. We looked forward to assisting the proposal and the prospect of continuing to live in a diverse community.

It has been gratifying to see how the church has responded generously to concerns of Goodwin House residents regarding architecture, landscaping, parking, traffic and the needs of children at the new building.

Architecture and landscaping: In response to resident concerns, the applicants have made very substantial changes to the building's exterior. The facade facing Goodwin House has much more brick incorporated and architectural elements of both the original Goodwin House building and the more recent tower have been incorporated into the proposed new structure, giving a pleasantly integrated look to the whole area. Landscaping plans promise a very attractive, usable and inviting space.

Parking: Parking for residents of the affordable housing and church complies with city regulations. AHC considers parking when leasing units. When allotted parking spaces for residents are full, only applicants without cars will be considered. Between DASH and Metro, six bus lines serve the site and many residents are expected to use convenient public transportation. Resurrection has developed a parking management plan that identifies additional parking resources and an agreement has been reached with NOVA Community College and Southern Towers also has indicated willingness to discuss parking. Since it is expected many residents will work varying shifts, it is very unlikely all garage parking slots will be occupied at any one time.

Traffic: Fears that traffic may increase on Fillmore Avenue and the road leading to Goodwin House do not take into account the three congregations, ALIVE food distribution clients and volunteers and the AA group which will no longer use Resurrection's facilities. A conservative estimate, including the 25-30 cars of Goodwin House staff and visitors, which have parked free of charge each day in the church's lots for many years, is a decrease of

several hundred vehicles a week. In addition, the church and all traffic going to and from it will be limited to the \$400,000 parallel access road which must be built since Goodwin House, after a half century of sharing the uphill drive, has refused to allow future access to the church on the drive. We expect experts at the city's traffic department to monitor and facilitate traffic flow on Fillmore and at the intersection of Fillmore and Beauregard, making necessary adjustments to traffic signals to insure smooth flow. We have never had more than two cars ahead of us on Fillmore Avenue at the traffic light. We trust the timing of the lights will be altered to ease the traffic and, from our experience, do not expect bottle necks or traffic jams.

Children: It is heart warming to see the concern of Goodwin House residents for children. The need for a playground can only be determined when apartments are leased and the numbers and ages of resident children are known. We also note few condominium and apartment buildings in the area have playgrounds and appear to do well without them. The building's courtyard has generous green space for play and is almost fully enclosed. Paths in and out are limited and lead to a sidewalk and not a street, Safety concerns are understandable but we believe the development provides a safe environment for children.

As for school bus stops, the Alexandria Public Schools system is very experienced in this area and assigns stops. Children all over the city safely wait at stops every school day.

We ask the commission to approve the SUP so that City Council may consider it later this month and the final steps of the process may advance to provide this desperately needed affordable housing may be made available.

Thank you.

Mr. William J. Monahan
The Rev. Anne D. Monahan
4800 Fillmore Ave. #405
Alexandria, Va. 22311
703-836-7051



*An Affordable
Housing Corporation*

January 3, 2018

Mr. & Mrs. James and Sheila Hoben
4800 Fillmore Ave.
Apt. 1051
Alexandria, VA 22311

Via Email

Re: DSUP 2016-0044 – Church of the Resurrection/AHC Redevelopment of the Church of the Resurrection

Dear Mr. and Mrs. Hoben:

We are writing in response to your letter to the City of Alexandria Planning Commission dated January 1, 2018, regarding the redevelopment of the Church of the Resurrection. First of all, we want to express our sincere appreciation of your support for this development, and look forward to providing this important affordable housing to our neighbors in Alexandria.

Please find below some responses and clarifications to the concerns raised in your letter:

1. Adequacy of parking for the project residents: The parking proposed at the affordable housing building not only meets City code parking requirements, but is also in alignment with the parking utilization ratios across AHC's portfolio. As of a May 2016 parking analysis, AHC's portfolio had a parking utilization ratio of .77. This portfolio ratio factors in properties which have significant market-rate occupancy. Although counterintuitive, many of the properties within our portfolio that have the greatest parking vacancy are not within walking distance of a metro station, such as the Berkeley on Glebe Road in Arlington and Harvey Hall on Columbia Pike, which have parking utilization ratios below .77.

2. Possible traffic accidents and congestion at the intersection of Fillmore Ave. and Beauregard St: A traffic study was completed by Gorove Slade this summer. The study has been reviewed by City staff with no comments, and has been posted to the City's development website. The study shows that the grade/levels of surface for all intersections in the vicinity (including Beauregard and Fillmore) will be the same by 2021 whether the project is built or not. Below is a statement directly from the traffic study:

"The study results indicate that the additional trips generated by the new apartment building and church will have a negligible impact on the operations of the study intersections. The analysis results presented in the Future (2021) With Development

scenario are consistent with the results for the Future (2021) Without Development scenario, which shows conditions in 2021 without trips generated by this project.”

We are unable to speak to the notion of traffic accidents at the intersection.

3. Safe accommodation of the projected number of children to reside in the project:

Based on the demographics of similar projects in Alexandria and Arlington, AHC anticipates approximately 116 children under the age of 18 to live at the new multifamily building, with approximately 87 of these children under the age of 12.

In our design of the courtyard at this site, we have consulted with our experienced Resident Services staff, who facilitate after school activities at many of our communities. Our Resident Services staff considers the proposed courtyard a defined and safe play area with green space for children to enjoy. This layout is similar to other AHC properties in similar urban settings (e.g. Jordan and Shell) and Resident Services has observed children utilizing these courtyards after school before returning indoors for productive homework time. The dimensions of the courtyard offer a play area greater than the size of two tennis courts. Resident Services has no concerns about this space as a play area for children. Studies in the Journals of Environment and Behavior and Landscape and Urban Planning highlight the importance of unstructured green spaces to promote motor fitness and creative play. The proposed site design, specifically the contained courtyard, provides a safe place away from street traffic for children to explore and play while parents and caregivers supervise and build community.

Additionally, The Campagna Center will offer early child development programs at the St. James Plaza Apartments being completed this spring on Fillmore Avenue, which is less than a mile from this site. Families at the new multifamily building will have the opportunity to apply for their children to attend the Campagna Center.

We appreciate the City’s ongoing support for this critically-needed affordable housing project, and trust that this letter addresses the concerns identified in your letter to the Planning Commission.

Please do not hesitate to reach out to us with further questions.

Sincerely,



Haley Norris,
Development Manager

CC: Mary Lyman, via email
David Brown, via email
Stephen Koenig, via email
Mindy Lyle, via email
Nate Macek, via email
Melissa McMahon, via email
Maria Wasowski via email
Rev. Jo Belser, via email
Duncan Blair, via email
John Welsh, via email

JANUARY 4, 2017 CITY PLANNING COMMISSION HEARING

RE: DOCKET ITEM #7, DEVELOPMENT SPECIAL USE PERMIT #2016-0044

**PARKING AT PLANNED AFFORDABLE HOUSING PROJECT AT CHURCH OF THE
RESURRECTION**

**BY JACKIE PHILLIPS, GOODWIN HOUSE ALEXANDRIA, 4800 FILLMORE AVE., APT.
904, 703-379-6159, JACKIENPHILLIPS@GMAIL.COM**

EXHIBITS:

- 1. History of Church Parking, Sunday 10:00 Services (excluding any Goodwin House staff cars)**
- 2. Current Parking Available to the Church**
- 3. Proposed Church Parking**

My name is Jackie Phillips, and I am a resident of Goodwin House Alexandria. I represent only myself. Many of my fellow residents and I are very concerned about problems that might arise from this project regarding parking—both for the new church and for the residential building.

Church Parking

I applaud the church's parking plan for this congested area, including reaching out to the Hermitage and Northern Virginia Community College (NVCC). However, in the years between now and the new church's occupancy, conditions may change. It would be better if the church parking were truly sufficient for the needs of the congregation.

In Item 2 of its Supplement, the applicant has asked for a reduction in parking spaces for the church, stating that the 28 spaces provided exceed the actual weekday demand. However, this number apparently does not meet the Sunday use of space. On six succeeding Sundays beginning October 22, 2017, there were between 34 and 47 parking spaces in use by the church. It would appear that the number of cars during Sunday services regularly exceeds the spaces in the reduced proposal. [See Exhibit 1.]

Item 4 of the Supplement says that the number of available church parking spaces will not be reduced. I do not understand this statement. Currently church parking occurs in two lots, for a total of 81 spaces, 53 more than in the proposal. [See Exhibits 2 and 3.]

For church and residential parking, "dedicated" parking spaces appear to have been counted twice. The traffic analysis says that 84 spaces will be dedicated for residential use; the parking management plan says "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."

As for street parking, very limited space actually is available. On Fillmore Avenue east of Beauregard, are 12 spaces, fully used. This proposal reduces the number of spaces to 8. The spaces on Fillmore west of Beauregard, too, are already fully used for a distance of 4 blocks. This parking problem has existed for many years.

The new St. James development and expansion of NVCC will exacerbate it. All of the existing entrances and exits onto Fillmore are on private property. Of course, there is no parking on Beauregard. Which poses the question as to where any on-street parking within an acceptable distance can be found.

Apartment Parking

The parking spaces for the proposed building appear to meet Alexandria's requirements for affordable housing. However, my understanding is that these requirements anticipated available street parking. What street parking exists is almost always full.

With 113 units and an anticipated three hundred plus residents, are 80 garage spaces and 4 driveway spaces really likely to be sufficient for all residents and any guests? Additionally, it has been stated there will be at least 2.5 employees assigned to the building. Are their spaces part of the 84?

The developer has indicated that it manages parking after the available garage spaces are taken by limiting leasing opportunities to those who do not have a car. Can this in good faith be done? And what about residents who purchase cars after moving in?

I believe that the church and the developers have underestimated the amount of parking space needed. Therefore, I ask that the request for a parking reduction be denied and that parking status be reexamined, for the reasons that are discussed.

Exhibit 1 – History of Church Parking, Sunday 10:00 Services

NOTE: Car count does not include Goodwin House staff cars, which carry GHA decals.

Date	# cars upper lot	# cars in upper handicapped spaces (included in lot count)	# cars lower lot	# cars in lower handicapped spaces (included in lot count)	Total # cars in handicapp ed spaces (included in total count)	Total # cars	Notes
10/22/2017	14		22			36	
11/19/2017	16		31			47	Thanksgiving was on the 24th
11/26/2017	12	3	23	2	5	35	
12/3/2017	12	3	31	2	5	43	
12/10/2017	13	3	21	1	4	34	
12/17/2017	10	3	37	2	5	47	
12/24/2017	20	2	49	2	4	69	Christmas Eve
12/31/2017	12	3	23	1	4	35	

Exhibit 2 – Current Parking Available to the Church

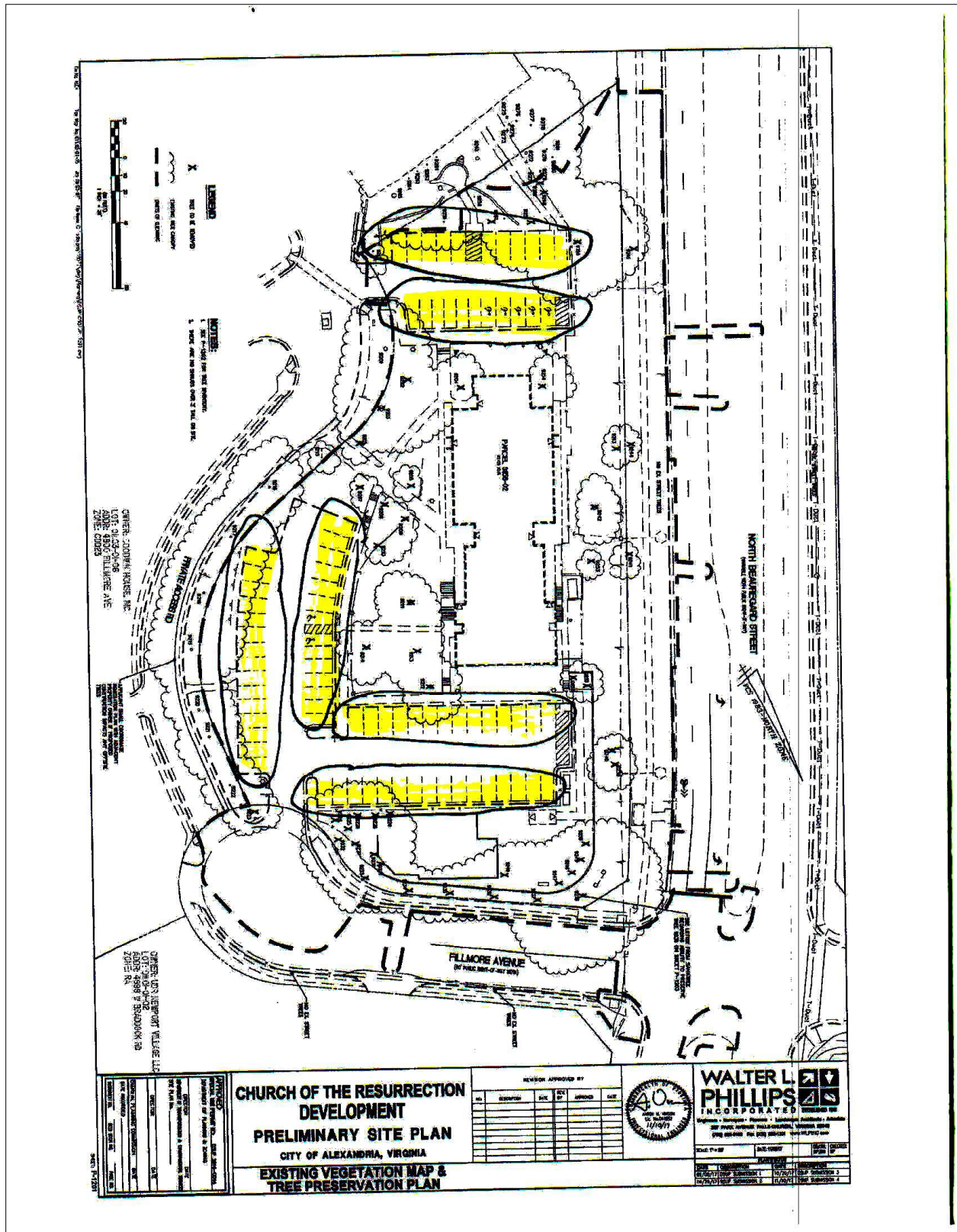
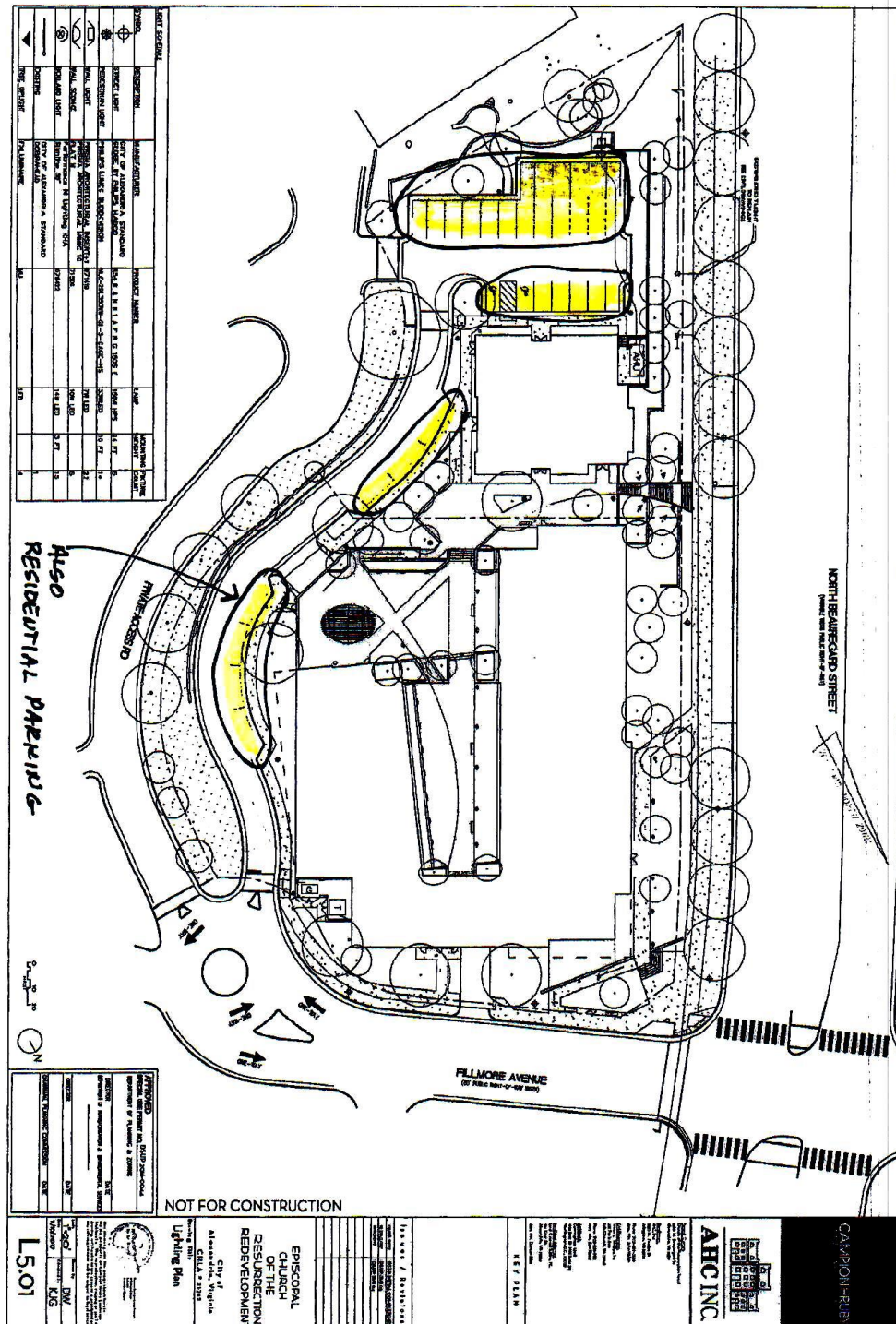


Exhibit 3 – Proposed Church Parking



Comments before the Alexandria City Planning Commission January 4, 2018

Regarding:

New Business Docket Item #7
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 #2017-00118
2280 N. Beauregard Street – Church of the Resurrection

**Comments by: Laura Lawson, 4800 Fillmore Ave., Apt 951 (Goodwin House
Alexandria), 703-578-8292, soaks6@verizon.net**

I am Laura Lawson, a resident of Goodwin House Alexandria, 4800 Fillmore Avenue. I represent only myself.

To me, the question is not whether Alexandria needs affordable housing or even whether this location is a good one. The question is whether this specific plan should go forward. Under the right plan, I can envision how Goodwin House and apartment residents could create a mutually supportive community. For example:

1. Goodwin House residents would benefit from a younger, diverse population nearby, who could participate in joint events. And
2. Goodwin House residents could support apartment families by volunteering in after-school activities.

But we cannot build community if we are continuously at odds with each other, which will be the case given this proposal's adverse impact on Goodwin House.

Goodwin House has approximately 400 residents and 350 staff. The proposed project has 113 apartments, with projected occupancy of 330.

I see ongoing conflict over:

1. Too many buildings and people in a tight space.
2. Too complex a traffic pattern.
3. Too little parking.
4. No good recreation/play space.
5. A design incompatible with the neighborhood.

Written comments submitted by Conwell (Connie) Ring, a Goodwin House resident and former City Council member, cite Alexandria Zoning Code 5-604:

(3) The proposed development shall be designed to mitigate substantial adverse impact to the use and value of surrounding lands.

The church, Goodwin House, and affordable housing all are needed. But this proposal would have a "substantial adverse impact" on Goodwin House.

The adverse impact is NOT because of the church, and DEFINITELY NOT because this is affordable housing. It is because this plan squeezes too many missions into a small area, with inadequate parking and complex traffic flow. The consequences will lower the desirability of the location and reduce Goodwin House's ability to attract new residents—potentially endangering its long-term financial stability.

This plan has stringent cost restrictions, and one reason is the cost of building of a separate church.

Therefore, I ask the Planning Commission to endorse an earlier plan placing the church inside the apartment building, with considerably more underground parking. This would:

1. Enhance the church's calling by integrating it into the housing. And
2. Enable the developer to:
 - a. Reduce the number of units.
 - b. Provide more parking.
 - c. Improve traffic flow.
 - d. Redesign the building. And
 - e. Provide better recreation/play space.

Thank you for your attention and consideration.

From: Kendra Jacobs
Sent: Thursday, January 04, 2018 4:01 PM
To: Kristen Walentisch
Subject: Fw: Special Use Permit # 2017-0005

For tonight...

Kendra M Jacobs
Planning and Zoning
703-746-6925

From: Henry Lowenstern <hlowenstern@gmail.com>
Sent: Thursday, January 4, 2018 3:28 PM
To: Kendra Jacobs
Cc: Kathy Anderson; Barbara D'Agostino; Laura Lawson; lhutter@goodwinhouse.org; Pierre shostal
Subject: Special Use Permit # 2017-0005

Dear Ms Jacobs--

Please convey the following comment to the commission at this evening's meeting. It concerns the public housing application of the Church of Resurrection.

Like others who live nearby, I am concerned about the traffic and parking problems that will be created by this project.

I suggest the following: (1) that the project be reduced in half, to about 50 apartment units and (2) that the new church building be incorporated into the apartment building. These steps will alleviate the expected traffic and parking problems that are certain to develop from the existing proposal.

--Henry Lowenstern
4800 Fillmore Ave., Apt. 755
Alexandria, VA 22311
703-845-3664



M. Catharine Puskar
(703) 528-4700 Ext. 5413
cpuskar@thelandlawyers.com
Fax: (703) 525-3197

**WALSH COLUCCI
LUBELEY & WALSH PC**

January 4, 2018

DSUP2016-0044
Additional Materials

Via E-Mail

Chair Mary Lyman
Alexandria Planning Commissioners
City Hall
301 King Street
Alexandria, Virginia 22314
mslyman@verizon.net

**Re: Docket Item #7
2280 N. Beauregard Street - Church of the Resurrection**

Dear Chair Lyman and Members of the Planning Commission:

As a follow up to our prior conversations, on behalf of Goodwin House Incorporated ("GHI"), I request that the Planning Commission take the following actions:

CDD #23 Chart and Conditions:

- Revise CDD #23 Chart and CDD Condition 11b to add only the Affordable Multifamily Residential and Church uses to the existing permitted uses in CDD #23, as requested by the Applicant.

DSUP Conditions:

- Deny the request for a six space parking reduction for the church. Add a condition requiring the church to either add parking spaces and/or reduce the number of seats in the church, accordingly.
- Revise conditions #41 and #42 to require the following:
 - That the Applicant implement the parking management plans upon issuance of the Certificate of Occupancy for the life of the project.
 - That the Applicant, in consultation with staff, be required to amend the parking management plan(s) as necessary in the event that negative impacts on the adjacent property and/or public rights-of-way are identified.
- Delete condition #44
- Delete the last sentence of Condition #60 and replace with "Install two sided signage in the vicinity of the mountable curb to limit access to/from GH's private drive to/from the Applicant's internal road and surface parking lot to Emergency Vehicles only. To the extent that other vehicles utilize this connection, the Applicant will provide additional barriers, beyond the mountable curb and signage, in consultation with P&Z, T&ES and the Fire Department.

ATTORNEYS AT LAW

703 528 4700 ■ WWW.THELANDLAWYERS.COM
2200 CLARENDON BLVD. ■ SUITE 1300 ■ ARLINGTON, VA 22201-3359

LOUDOUN 703 737 3633 ■ WOODBRIDGE 703 680 4664

- Add a condition limiting the hours of loading/unloading to between 9 am – 5 pm.

Yesterday we received additional materials from both Staff and the Applicant requesting revisions and additions to the conditions in the Staff report. As to those materials, we submit the following:

Staff memo and exhibit regarding shared roadway:

- To date, and despite GHI's support of the Applicant's former April 2016 Concept Plan, the Applicant has been unwilling to work with GHI to revise its plans to address concerns that have been consistently expressed, both verbally and in writing, and in November, 2016 demanded an answer as to whether GHI would be willing to share its roadway for access to the upper lot. Based on the materials presented at that time, the Board of GHI determined that it was unable to grant access based on a number of factors, including, but not limited to, a fiduciary duty to protect the safety and well-being of its current and future residents and to protect the best interests of GHI now and into the future, uncertainty regarding the proposed use associated with the surface lot now and into the future, and concern regarding the adequacy of parking associated with the proposed use.
- GHI has remained an active participant throughout the 2+ year process for the Applicant's proposal and has been, and remains, willing to review and discuss any alternative proposal put forward by the Applicant that addresses its concerns. Having to date received no such proposal from the Applicant, the position of GHI with respect to access to its private road remains as previously articulated by its Board.

Applicant's letter submitted by Duncan Blair on January 3, 2018:

- To the extent that relief is afforded the Applicant for standard development requirements such as green building certification, undergrounding or developer contributions, GHI, the CDD conditions should reflect the fact that GHI will be afforded the same relief with the future phase of development on its property.
- GHI objects to any conditions being placed upon its property without its consent as it is not a party to the Applications and cannot be bound by conditions associated with another Applicant's development proposal.

Thank you for your thoughtful consideration of these matters.

WALSH, COLUCCI, LUBELEY & WALSH, P.C.



M. Catharine Puskar

Cc: Karl Moritz
Robert Kerns
Maya Contreras
Sara Brandt-Vorel

TALKING POINTS FOR USE AT JANUARY 4, 2017 CITY PLANNING COMMISSION
HEARING

RE: FACILITIES FOR CHILDREN AT PLANNED

AFFORDABLE HOUSING PROJECT AT CHURCH OF THE RESURRECTION

--My name is Pierre Shostal and I am a resident of Goodwin House Alexandria. I strongly favor the concept of affordable housing because of its potential contribution to a socially and economically healthy community. I also know that many Goodwin House residents care deeply about this proposal, but the harsh weather and illness have diminished attendance by our elderly population this evening.

--Well executed, this project can have a positive influence on my senior community. The interaction between our residents with younger adults and their children living next door can enrich the lives of all these generations. In fact, I understand that there is a growing nationwide trend to co-locate retirement populations near facilities with children.

--Another potential benefit of the project could be the opportunity for members of the GHA staff to find affordable housing very close to their place of work.

--I am convinced that a critical element in creating this kind of healthy environment is having adequate and SAFE play and recreational areas for the children and teenagers living in the proposed building.

--We have been told by the developer that children would be expected to use the building's interior courtyard. I doubt that this space would be adequate in size and configuration, especially in warm weather, and I would encourage the developer to examine additional options for play and recreational space. The developer has stated that this space would be about the size of a tennis court. As a long-time tennis player, I believe this would not meet the recreational needs of the building's young population.

--A related concern is the risk of children running out onto the road areas, for example in pursuit of a ball. As a grandparent, I am acutely aware of the dangers

this could cause. We have been told that the courtyard play area would be closed and children would not be able to run outside it. I would appreciate a clearer explanation of how this would work, especially for older children who might not want to be confined to the courtyard.

--Within the courtyard/play area, would there be separate sections for adults to use and children to play in? If not, having children and adults using the same space might pose hazards. What kind of equipment would be available to children so that they would be attracted to the play area?

--I noted on the AHC website that the developer offers educational and social programs at some of its Arlington locations. Will these types of programs be available at the proposed project? I recall that at one of our public meetings a representative from AHC referred to a planned community room. What will it be used for and will young children's and teenagers' activities be part of its programs?

--Finally, we would appreciate a clearer explanation than has been offered about how school buses would operate in the roadways between the two communities. Would there be anyone to direct traffic during times of peak use?

--It is because of the many questions about adequate space that the current building plans pose that I support my friend Laura Lawson's proposal to consolidate the planned church and the apartment building in one structure. Doing this would resolve most of the questions I have raised as well as concerns that other Goodwin House residents have.

--In conclusion, I believe we have an opportunity with this proposed building to improve the lives of residents in both communities. Ensuring safety and a healthy social environment for children and adults of all ages is a critical part of realizing the positive potential of this initiative.

--Thank you.

Natalie Rooney <nbrooney@gmail.com>

Thu 1/4/2018 5:43 PM

To: PlanComm <PlanComm@alexandriava.gov>;

Dear Members of the Planning Commission,

I am a resident at Goodwin House Alexandria, and in general I am very supportive of the plan to build Affordable Housing on the property occupied by the Church of the Resurrection.

However, I am very concerned about the safety concerns regarding traffic flow on Fillmore Ave. There will be vehicles coming to and from from the Goodwin House driveway, the Affordable Building/Church driveway and from the driveway to the apartments upon the hillside opposite the Church. In addition there will be two loading docks and an ambulance entrance, which is used on average once daily, occasional fire trucks, regular garbage collections and potential school bus stops.

At the present time approximately a dozen cars are parking on either side Fillmore Ave. just before the entrance/exit. As a first step in planning a more safe traffic plan it seems to me that no one should be allowed to park there.

It also seems to me that there needs to be a traffic plan in place before approval of this building project, for the safety of all those concerned. (Stop signs at each driveway and a small traffic circle seem worth considering.)

Thanks you for your consideration.

Sincerely,
Mrs. Natalie Rooney
4800 Fillmore Ave.
Apt. 443
Alexandria VA 22311

Testimony before the Planning Commission
In support of Item # 7
Master Plan Amendment #2017- 0008
2280 N. Beauregard Street - Church of the Resurrection

January 4, 2018

Madame Chairman and members of the Planning Commission, I am writing to urge your approval of the affordable housing development at Church of the Resurrection.

This development addresses a priority need in the City for housing that's affordable to low and moderate income families by creating 113 units of affordable housing near a major transit corridor. Since 2000, the City has lost over 18,000 units of older, affordable housing apartments and new development in that time has created less than 1,000 units.

Over the last two years the church and its nonprofit partner, AHC, have participated in extensive meetings with the community, in particular reaching out to its closest neighbor – the residents at Goodwin House. As a result of those meetings, the project undertook extensive modifications to address community concerns in addition to meeting the terms and conditions of development for the Beauregard small area plan.

In a city that is so constrained by land that is available for development, we should do all we can to support this unique partnership that combines a faith community's resources with an experienced, well-regarded developer of affordable housing. Together with a critical investment from the City, we will begin to chip away at the deficit of housing for hardworking households who work in the City, but cannot afford to live here.

Michelle Krockner
301 Clifford Avenue

Jan. 1, 2018

Chairperson Mary Lyman and members of the Alexandria City Planning Commission

Subject: DSUP 2016-0044 - Resurrection Church/AHC Project to Develop Affordable Housing and a New Church

Comments by James Hoben and Sheila Hoben - Residents of Goodwin House Alexandria

We strongly support approval of the requested SUP by Resurrection Church and AHC (developers of affordable housing in Alexandria, Arlington and many other cities).

By way of introduction, I, James Hoben, served as an Alexandria Planning Commissioner from 1980 to 1990; hence, I'm familiar with your challenges to assure quality developments, including affordable housing in the City. Second, Nancy Carson of Christ Episcopal Church and I, then working for Westminster Presbyterian Church, created and co-chaired Alexandria Housing Action. Housing Action was an affordable housing advocacy group composed of representatives from the Chamber, businesses, interest groups such as nurses, teachers, police unions, many churches and many citizens. Working with the City, from approximately 2003 to 2010, the City created the Alexandria Housing Development Corporation, approved a major bond issuance that secured over 400 rental units as long-term affordable housing and adopted the City's Affordable Housing Plan with target goals.

Regarding the proposed project/SUP, the applicants have made many improvements to their original plans to assure a high-quality project that partially fulfills Alexandria's urgent needs for affordable housing.

The architectural and landscaping elements are greatly improved. Some minor improvements might emerge during the hearing. We are aware that items that add significant costs could under-mine Resurrection's and the City's affordable housing goals.

Our remaining concerns are as follows: (also we believe these may be voiced by other GHA residents).

1. Adequacy of parking for the project residents,
2. Possible traffic accidents and congestion at the intersection of Fillmore Ave. and Beauregard St., and,
3. Safe accommodation of the projected number of children to reside in the project.

1. The project proposal meets the City's parking requirements for affordable housing. We understand that the City cannot reject the proposal if the parking standards are met. However, it would be helpful to all those concerned for the applicants to share **actual data** from AHC's projects in Alexandria, Arlington or similar projects in other cities that show that the proposed on-site 85 spaces for residents will likely meet resident parking needs. If parking data from

existing, equivalent affordable housing projects suggest that there could be problems, a SUP condition might be added to require, one year after the project reaches full occupancy, that a parking impact report be completed by the City Department of Transportation and Environmental Services (T&ES) and the project developer with recommendations for parking improvements.

2. Regarding probable traffic accidents and congestion, it is important to carefully review the existing Department of TES assessment. If a concern remains about a pending increase in accidents and congestion, a second SUP provision could be added similar to that regarding parking adequacy. It might read that shortly after full occupancy, but not longer than one year thereafter, TES shall conduct a comparative evaluation of accidents before and after full occupancy and recommend to Council appropriate remedies.

3. Though it may not be a City review requirement, no data has been shared on the likely number of children that may live in the proposed project and whether and how child day-care and recreation areas might be provided. Of special concern are the provisions which would guarantee that children playing outside will be safe from near-by traffic. This issue is important to a well-run housing project and to a positive relationship with the neighboring Goodwin House Alexandria.

As a matter of record, we and many other GHA residents believe that some of our GHA and GHBC support staff might well qualify and wish to be considered as potential project tenants. We are aware that occupancy is open to all qualifying persons, but we are personally ready to assist qualified GHA staff with submitting applications. If staff, who today must travel long distances to work, could live closer to their work, there would be great benefits to all Alexandrians.

Alexandria's commitment to assisting with the funding for the proposed project and subsequent approval of the requested SUP is a positive step toward this City's commitment to providing desperately needed affordable housing for lower income working individuals and families who serve all of Alexandrians. We request your approval of the project.

Thank you,

James and Sheila Hoben
4800 Fillmore Ave., Apt. 1051
Alexandria, VA 22311
703 836-0949