

EXHIBIT NO. 1

10  
3-17-01

Docket Item # 7-B  
SPECIAL USE PERMIT #2000-0084  
BROOKDALE - CAMERON STATION

Planning Commission Meeting  
March 6, 2001

**ISSUE:** Consideration of a request for a special use permit for a transportation management plan (TMP) for a proposed senior housing and assisted living development into the existing Cameron Station TMP.

**APPLICANT:** Cameron Associates, LLC and KG Virginia-CS LLC  
by Erika L. Byrd, attorney

**LOCATION:** 400 Cameron Station Boulevard

**ZONE:** CDD-9/Coordinated Development District

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**PLANNING COMMISSION ACTION, MARCH 6, 2001:** On a motion by Ms. Fossum, seconded by Mr. Komoroske, the Planning Commission voted to recommend approval of the request, subject to compliance with all applicable codes, ordinances and the staff recommendations. The motion carried on a vote of 6 to 0 to 1, Mr. Dunn abstaining.

Reason: The Planning Commission agreed with the staff analysis.

Speakers:

Erika Byrd represented the application.

Roland Gonzalez, Cameron Station resident, spoke in support of the application, noting that the current traffic concerns have been addressed although some concerns about potential future traffic issues remain.

Victor Addison, Cameron Station resident, stated that the proposed use was acceptable but that the building was out of scale with the rest of Cameron Station.

Paul Barby, Cameron Station resident, indicated understanding of higher densities at time he purchased into community, but raised concerns about traffic issues.

Dick Walker, Cameron Station resident, spoke in support of the senior housing use.

Danny Weatherall, Cameron Station resident, spoke in support of the senior housing use.

Mike O'Malley, Cameron Station resident, indicated that his builder had not disclosed that higher density development would be located adjacent to his home and raised concerns about traffic impacts.

David Soloman, Cameron Station resident, spoke in support of project.

Frank Camarata, Cameron Station resident, raised concerns about the height of the building.

**PLANNING COMMISSION ACTION, FEBRUARY 6, 2001:** On a motion by Mr. Dunn, seconded by Ms. Fossum, the Planning Commission voted to defer request. The motion carried on a vote of 7 to 0.

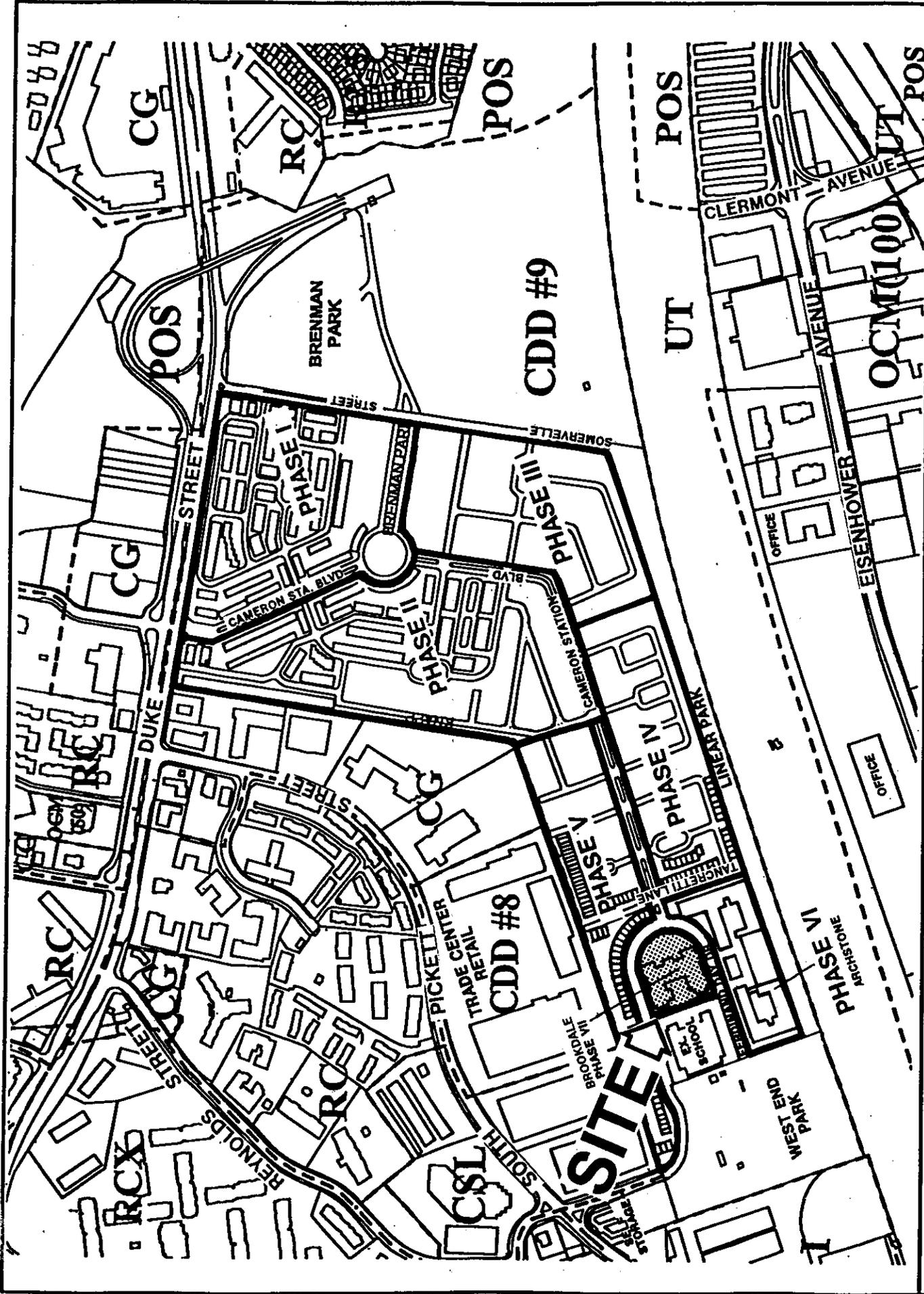
**Reason:** The Planning Commission was concerned about the number of unresolved issues noted by staff. In addition, the Commission expressed a desire to consider this phase together with the last phase of development, to better assess the impacts of development, including height, density and traffic. Some concern was expressed about the density and height of the proposed building, and about the potential traffic impacts of the final two phases on Cameron Station streets. The Commission asked for a work session on the final two phases of Cameron Station prior to having a hearing on the development applications.

**Speakers:**

Erika Byrd, attorney for the applicant.

**PLANNING COMMISSION ACTION, DECEMBER 5, 2000:** The Planning Commission noted the deferral of the request.

**Reason:** The applicant requested the deferral.



03/06/01

SUP #2000-0084

**SUMMARY**

The Cameron Station project is subject to a single, unified, TMP program; one of the key elements of the program is the provision of two shuttles to the metro station during peak morning and evening hours. As each phase of the Cameron Station Development has been approved, a TMP amendment has been processed to incorporate that phase into the TMP. This approach was taken so that unique TMP programs could be introduced for phases of Cameron Station which might benefit from special TMP programs. For this project, both Greenvest and Brookdale have requested that Brookdale be permitted to have a separate TMP program, including the provision of a separate shuttle.

We concur with the applicant that the nature of the Brookdale housing is significantly different from other housing on the site and that it is unlikely that any of their residents would utilize the peak hour shuttle provided at Cameron Station, although a few employees of Brookdale might (many employees also arrive at non-peak hours). Given this fact, and given that Brookdale needs a shuttle to provide services to its residents throughout the day for trips to doctors, shopping, recreation, etc., staff has acquiesced to a separate TMP program for Brookdale.

**STAFF RECOMMENDATION:**

Staff recommends **approval** of an amendment to the Cameron Station Transportation Management Plan special use permit to incorporate Phase VII, subject to all applicable codes and ordinances and the following conditions:

[**Bold/Underline** indicates new text.]

[~~Strikeout~~ indicates deleted text.]

1. A TMP Coordinator (TMPC) shall be designated for Cameron Station upon application for the initial building permit for the project. The name, address and telephone number of the TMP Coordinator shall be kept on file with the Office of Transit Services and Programs (OTS&P). The Coordinator shall maintain an on-site office in Cameron Station and shall be responsible for establishing and administering a Transportation Management Plan for the entire Cameron Station project, **except that a separate Transportation Management program shall be administered by KG Virginia-CS LLC and all subsequent owner(s)/operator(s) of Phase VII for the residents and employees of Phase VII pursuant to condition #15, below. Conditions #2 through #12 shall not apply to Phase VII, including both residential and retail uses in Phase I, II, III, IV, V as well as future phases.**
2. The applicant shall promote the use of transit, carpooling/ vanpooling and other components of the TMP with prospective tenants of the retail space, and prospective residents of the housing during marketing/leasing activities.

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BROOKDALE - CAMERON STATION

3. The applicant shall display and distribute information about transit, carpool/vanpool and other TMP programs and services to tenants, and residents of the project, including maintaining, on site, stocks of appropriate bus schedules and applications to the regional rideshare program.
4. The applicant shall administer a ride-sharing program, including assisting in the formation of two person car pools and car/vanpools of three or more persons, and registering pools of three or more persons with the Office of Transit Services and Programs.
5. Annual surveys shall be conducted to determine the number of employees and their place of residence, the number of residents and their place of employment, modes of transportation, arrival and departure times, willingness and ability to use carpooling and public transit, and such additional information as the City may require.
6. The applicant shall provide annual reports to OTS&P, including an assessment of the effects of TMP activities on carpooling, vanpooling, transit ridership and peak hour traffic, an accounting of receipts and disbursements of the TMP account; and a work program for the following year. The initial report shall be submitted 1 year following approval of a certificates of occupancy (CO) for at least 100 residential units. This report, and each subsequent report, shall identify, as of the end of the reporting period, the number of square feet of commercial floor area and the number of dwelling units occupied, the actual number of employees and residents occupying such space. (PC)
7. Quarterly reports on the receipts and disbursements of the TMP accounts shall be provided using the City's standardized reporting procedures.
8. The applicant shall administer the on site sale of discounted bus and rail fare media. The fare media to be sold will include, at a minimum, fare media for Metrorail, Metrobus, DASH and other public transportation system fare media requested by employees and/or OTS&P. The availability of these fare media will be prominently advertised. The transit media will be sold at a minimum 20% discount to the residents of the residential units and the employees of the retail and space unless otherwise approved by the Director of T&ES. Upon approval by the Director of T&ES, this requirement may be satisfied by an agreement by another party to sell such transit fare media at a location convenient to the applicant's project.
9. The applicant shall participate with other projects in the vicinity of the site and OTS&P in the mutually agreed upon cooperative planning and implementation of TMP programs and activities, including the provision of enhanced bus service.

10. That the applicant work with the City's Office of Transit Services and Programs and with WMATA and DASH to promote and, as appropriate, to improve bus services to and from the site.
11. The applicant shall fund, at an annual rate of 0.1254 per net occupied square foot of commercial space and at a rate equal to \$60.00 per occupied residential unit a transportation account to be used exclusively for the following TMP activities: 1) discounting the cost of transit fare media for on-site employees and residents; 2) operation of a shuttle bus service; 3) marketing and promotional materials to promote the TMP; or any other TMP activities as may be proposed by the applicant and approved by the Director of T&ES. Commencing on January 1, 1996, the annual rate shall be increased a rate equal to the rate of inflation for that year, unless a waiver is obtained from the Director of T&ES. As determined by the Director of T&ES, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for use in transit and/or ridesharing programs and activities.
12. That the applicant prepare, as part of its leasing, sales and homeowner's agreements, appropriate language to inform tenants and housing purchasers of the special use permit and conditions therein; such language to be reviewed and approved by the City Attorney's Office.
13. Modifications to approved TMP activities shall be permitted upon approval by the Director of T&ES, provided that any changes are consistent with the goals of the TMP.
14. The applicant shall prepare a revised Transportation Management Plan Summary, which summarizes the measures approved for the Cameron Station TMP, for approval by T&ES and P&Z prior to the release of the final site plan.
15. **The developer\Cameron Station Associates, LLC shall submit a comprehensive plan depicting the location, size and type of all shuttle/bus shelters to be located within Cameron Station prior to the release of the final site plan for Phase VII. The design, location and number of bus/shuttle shelters shall be approved to the satisfaction of the Directors of T&ES and P&Z. The developer\Cameron Station Associates, LLC. shall be responsible for the installation of the facilities and the Homeowners Association for Cameron Station shall be responsible for their ongoing maintenance.**

- 16 **For phase VII, KG Virginia -CS LLC and all subsequent owner(s)/operator(s) shall provide a handicap accessible van and driver for the use of all residents and employees of Phase VII. The van service and driver shall be fully operational prior to issuance of a use and occupancy permit. Annual reports outlining the van service and ridership shall be submitted to the Department of T&ES. The size and routes of the shuttle shall be to the satisfaction of the Director of T&ES. At a minimum the van service shall provide:**
- i. **Daily transportation to the Van Dorn street metro or other metro stops during peak morning (6:00 A.M. - 9:00 A.M.) and evening hours (3:00 P.M. - 6:00 P.M.) for employees and residents.**
  - ii. **Daily transportation for residents.**
  - iii. **A second van and/or larger van shall be provided if deemed necessary by the Directors of P&Z and T&ES.**
- b. **For phase VII, KG Virginia -CS LLC and all subsequent owner(s)/operators(s) shall administer the on-site sale of discounted bus and rail fare media to residents and employees. The fare media to be sold shall include, at a minimum, fare media for Metrorail, Metrobus, DASH and other public transportation system fare media requested by employees and/or OTS&P. The availability of these fare media will be prominently advertised. The transit media will be sold at a minimum 20% discount to all residents and employees. The discounted fare media shall be in addition to the shuttle services and/or other transportation services.**

**DISCUSSION:**

The applicants, Greenvest L.L.C. and Brookdale Living Communities, Inc., have applied for an amendment to the approved Transportation Management Plan (TMP) for Cameron Station to incorporate Phase VII of the development into the existing Transportation Management Plan for the development. The original TMP for Cameron Station was approved by City Council in 1996 (SUP#95-189) and has been amended to incorporate each subsequent phase of development, as required by the original TMP.

**Shuttle Service**

A major element of the Cameron Station TMP is provision of a shuttle service to the metro station. Greenvest proposed this shuttle as part of their initial TMP application (see attachment 1), and Greenvest and, in the future, the HOA, are required to provide a single shuttle commencing with the issuance of the 100<sup>th</sup> certificate of occupancy, and a second shuttle to be added when the 1000<sup>th</sup> CO is issued. Just under 750 COs have currently been issued for the project, and the applicant is currently providing one 27 seat handicap accessible van for the use of residents to and from the Van Dorn Metro Station.

The intent of the Cameron Station TMP was to provide one program for the entire development. Greenvest and Brookdale have requested that the elderly housing use be permitted to provide a separate shuttle. While the Brookdale shuttle will provide transportation for employees to and from the metro, the main purpose of the shuttle is to provide resident transportation for daily needs such as medical, shopping and recreation, which is not offered by the Cameron Station shuttle. Such a shuttle is a typical component of the services provided by Brookdale in their communities. Because of the need for the extended service, staff is supporting the provision of a separate shuttle for Phase VII, the elderly housing component.

**Bus Shelters:**

Staff has added a condition recommending that Greenvest provide a comprehensive bus shelter plan for Cameron Station to determine the location and placement of shelters within Cameron Station. The original Cameron Station approvals already require the developer to place shelters at appropriate locations within the development, but no planning or installation has occurred to date, except along Duke Street. The condition is placed within this approval to require the developer to move forward at this time with the planning and installation of shelters. Greenvest will be required to pay for the shelters and their installation; the HOA will be responsible for their ongoing maintenance.

**Staff Recommendation:**

Staff recommends **approval** of the amendment to incorporate Phase VII within the existing TMP with the conditions outlined within the staff report.

**STAFF:** Eileen P. Fogarty, Director, Department of Planning and Zoning;  
Kimberley Johnson, Chief, Development;  
Jeffrey C. Farner, Urban Planner

JF

# APPLICATION for SPECIAL USE PERMIT # 2000-0084

[must use black ink or type]

PROPERTY LOCATION: 400 CAMERON STATION BLVD.  
 Please see following page

TAX MAP REFERENCE: 68.01-02-04 Parcel C CDD  
 ZONE: (Coordinated  
Development District)

APPLICANT Name: KG Virginia - CS Owner, L.L.C.  
c/o Brookdale Living Communities, Inc.  
 Address: 330 North Wabash Ave., Suite 1400, Chicago, IL 60611  
attn: Eric Welsh

PROPERTY OWNER Name: Cameron Associates, L.L.C.

Address: 8614 Westwood Center Drive, Suite 900, Vienna, VA

PROPOSED USE: Approximately 260 unit senior housing development  
TMP

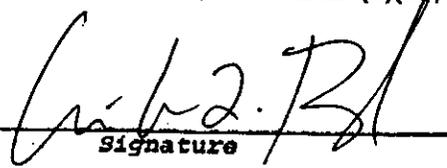
22182  
BROOKDALE  
HALLMARK of CAMERON STATION

THE UNDERSIGNED hereby applies for a Special Use Permit in accordance with the provisions of Article XI, Section 11-500 of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

THE UNDERSIGNED, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article XI, Section 11-301(B) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

THE UNDERSIGNED hereby attests that all of the information herein provided and specifically including all surveys, drawings, etc., required to be furnished by the applicant are true, correct and accurate to the best of their knowledge and belief. The applicant is hereby notified that any written materials, drawings or illustrations submitted in support of this application and any specific oral representations made to the Planning Commission or City Council in the course of public hearings on this application will be binding on the applicant unless those materials or representations are clearly stated to be non-binding or illustrative of general plans and intentions, subject to substantial revision, pursuant to Article XI, Section 11-207(A)(10), of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

Erika L. Byrd  
Print Name of Applicant or Agent

  
Signature

1750 Tysons Blvd., Suite 1800  
Mailing/Street Address

712-5480      712-5288  
Telephone #      Fax #

McLean, VA 22102  
City and State      Zip Code

6/22/2000  
Date

**DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY**

Application Received: \_\_\_\_\_ Date & Fee Paid: \_\_\_\_\_ \$ \_\_\_\_\_

ACTION - PLANNING COMMISSION: \_\_\_\_\_

ACTION - CITY COUNCIL: \_\_\_\_\_

SUP 2000-0084

**PROPERTY LOCATION:**

"ALL THAT certain tract or parcel of land, situate, lying and being in the City of Alexandria, Virginia, and known, numbered and designated as Parcel C on that certain plat entitled "PLAT PHASE FOUR, CAMERON STATION, CITY OF ALEXANDRIA, VIRGINIA," dated July 1999, drawn by Dewberry and Davis, Architects, Engineers, Planners, Surveyors, and duly recorded in the Clerk's Office of the Circuit Court of the City of Alexandria, Virginia, in Deed Book 1723, page 580.

Special Use Permit # 2000-0084

All applicants must complete this form. Supplemental forms are required for child care facilities, restaurants, automobile oriented uses and freestanding signs requiring special use permit approval.

1. The applicant is (check one)  the Owner  Contract Purchaser\*  
 Lessee or  Other: \_\_\_\_\_ of the subject property.

State the name, address and percent of ownership of any person or entity owning an interest in the applicant, unless the entity is a corporation or partnership in which case identify each owner of more than ten percent.

KG Virginia - CS Member, LLC is the sole member and manager of  
KG Virginia - CS Owner, LLC \*Brookdale Living Communities, Inc.  
 ("BLCI") has entered into a Purchase Agreement with Cameron Associates, L.L.C. Brookdale Living Communities, Inc., will assign its rights under the Purchase Agreement to KG Virginia - CS Owner, LLC at the closing. An affiliate of Brookdale Living Communities, Inc., will develop and manage the property.

If property owner or applicant is being represented by an authorized agent such as an attorney, realtor, or other person for which there is some form of compensation, does this agent or the business in which the agent is employed have a business license to operate in the City of Alexandria, Virginia?

- Yes. Provide proof of current City business license  
 No. The agent shall obtain a business license prior to filing application, if required by the City Code.

2. Submit a floor plan and a plot plan with parking layout of the proposed use. One copy of the plan is required for plans that are 8½" x 14" or smaller. Twenty-four copies are required for larger plans or if the plans cannot be easily reproduced. The planning director may waive requirements for plan submission upon receipt of a written request which adequately justifies a waiver. This requirement does not apply if a Site Plan Package is required.

Request a waiver of this provision, also, please see the Special Use Permit with Site Plan application filed concurrently with this application.

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**NARRATIVE DESCRIPTION**

- 3. The applicant shall describe below the nature of the request in detail so that the Planning Commission and City Council can understand the nature of the operation and the use, including such items as the nature of the activity, the number and type of patrons, the number of employees, the hours, how parking is to be provided for employees and patrons, and whether the use will generate any noise. (Attach additional sheets if necessary)

This is an application for a Transportation Management Plan  
Special Use Permit for Phase VII of the Cameron Station development  
plan. Please see the Special Use Permit with Site Plan  
application filed concurrently with this application.

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Special Use Permit # 2000-0084

**USE CHARACTERISTICS**

4. The proposed special use permit request is for: *(check one)*

- a new use requiring a special use permit,
- a development special use permit,
- an expansion or change to an existing use without a special use permit,
- expansion or change to an existing use with a special use permit,
- other. Please describe: TMP

5. Please describe the capacity of the proposed use:

A. How many patrons, clients, pupils and other such users do you expect? Specify time period (i.e., day, hour, or shift).

N/A

B. How many employees, staff and other personnel do you expect? Specify time period (i.e., day, hour, or shift).

N/A

6. Please describe the proposed hours and days of operation of the proposed use:

Day:

Hours:

<u>N/A</u>	
_____	_____
_____	_____
_____	_____
_____	_____

7. Please describe any potential noise emanating from the proposed use:

A. Describe the noise levels anticipated from all mechanical equipment and patrons.

N/A

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B. How will the noise from patrons be controlled?

N/A

8. Describe any potential odors emanating from the proposed use and plans to control them:

N/A

9. Please provide information regarding trash and litter generated by the use:

A. What type of trash and garbage will be generated by the use?

N/A

B. How much trash and garbage will be generated by the use?

N/A

C. How often will trash be collected?

N/A

D. How will you prevent littering on the property, streets and nearby properties?

N/A

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10. Will any hazardous materials, as defined by the state or federal government, be handled, stored, or generated on the property?

Yes.  No.

If yes, provide the name, monthly quantity, and specific disposal method below:

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11. Will any organic compounds, for example paint, ink, lacquer thinner, or cleaning or degreasing solvent, be handled, stored, or generated on the property?

Yes.  No.

If yes, provide the name, monthly quantity, and specific disposal method below:

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12. What methods are proposed to ensure the safety of residents, employees and patrons?

None

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**ALCOHOL SALES**

13. Will the proposed use include the sale of beer, wine, or mixed drinks?

Yes.  No.

If yes, describe alcohol sales below, including if the ABC license will include on-premises and/or off-premises sales. Existing uses must describe their existing alcohol sales and/or service and identify any proposed changes in that aspect of the operation.

N/A

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Special Use Permit # 2000-0084

**PARKING AND ACCESS REQUIREMENTS**

14. Please provide information regarding the availability of off-street parking:

A. How many parking spaces are required for the proposed use pursuant to section 8-200 (A) of the zoning ordinance?

.5/dwelling unit See attachment A, item 15

B. How many parking spaces of each type are provided for the proposed use:

103 Standard spaces

88 Compact spaces

16 Handicapped accessible spaces.

1 Other. (Van)

202 total

C. Where is required parking located?  on-site  off-site (check one)

If the required parking will be located off-site, where will it be located:

\_\_\_\_\_

Pursuant to section 8-200 (C) of the zoning ordinance, commercial and industrial uses may provide off-site parking within 500 feet of the proposed use, provided that the off-site parking is located on land zoned for commercial or industrial uses. All other uses must provide parking on-site, except that off-street parking may be provided within 300 feet of the use with a special use permit.

D. If a reduction in the required parking is requested, pursuant to section 8-100 (A) (4) or (5) of the zoning ordinance, complete the PARKING REDUCTION SUPPLEMENTAL APPLICATION.

15. Please provide information regarding loading and unloading facilities for the use:

A. How many loading spaces are required for the use, per section 8-200 (B) of the zoning ordinance? None

B. How many loading spaces are available for the use? One

C. Where are off-street loading facilities located? in the rear of the building

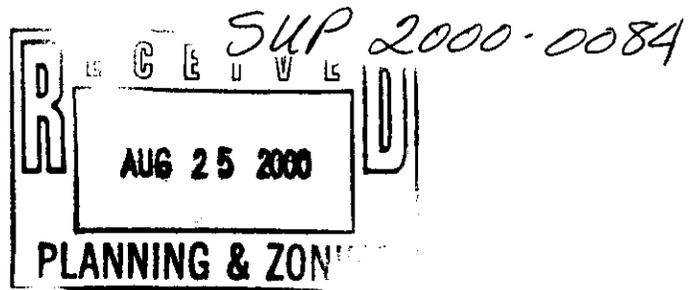
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McGuireWoods LLP  
1750 Tysons Boulevard  
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McGUIREWOODS



Erika L. Byrd, Esquire  
E-Mail Address: ebyrd@mcguirewoods.com

Direct Dial: (703) 712-5480  
Direct Fax: (703) 712-5288

August 25, 2000

**VIA FACSIMILE** (w/out attachments) and  
**VIA COURIER**

Mr. Jeff Farner  
City of Alexandria Office of Planning & Zoning  
301 King Street  
Room 3100  
P.O. Box 2100  
Alexandria, VA 22313

Re: Transportation Management Plan ("TMP") Amendment  
Application Filed by Brookdale Living Facilities

Dear Jeff,

Pursuant to our conversations, please allow this letter to serve as an amendment to the existing TMP Amendment Application filed on behalf of Brookdale Living Facilities ("Brookdale") for the proposed elderly housing development in Cameron Station. Specifically, Brookdale wishes to amend and be exempt from all TMP obligations for Cameron Station.

I have spoken to Betsy Massie of the City of Alexandria Office of Transit, Department of Transportation and Environmental Services ("T&ES"), whose memo dated 7/21/00 makes certain recommendations regarding the Brookdale application and Cameron Station TMP obligations. I have attached Ms. Massie's memo to this letter. Recommendations one and two contained in the memo are clearly the obligation of the developer of Cameron Station, i.e. Greenvest. These obligations are included in the terms and conditions of the TMP executed by and between the City of Alexandria and the developer of Cameron Station. If the City believes that any terms and conditions of the TMP are not being fulfilled, then the enforcement mechanism is not via Brookdale's application but through the legally binding, recorded TMP agreement. Ms. Massie's recommendations have been forwarded by Brookdale to the Cameron Station Homeowners Association for its review with our strong recommendation that any issues regarding the Cameron Station TMP be resolved between the Cameron Station Homeowners Association and the City. I believe that all parties recognize that Brookdale is not responsible for the first two recommendations included in Ms. Massie's memo.

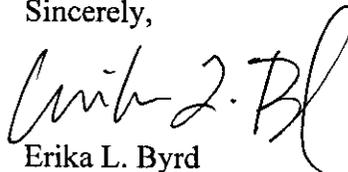
Mr. Jeff Farner  
August 25, 2000  
Page 2

The justifications for exempting Brookdale from the Cameron Station TMP are twofold. Brookdale, in response to comments from T&ES, performed a parking/traffic analysis (attached) which reveals that very low trip generation and low parking demand would occur as a result of the proposed elderly housing. The first justification for relief from TMP requirements will be further documented in the coming weeks by the production of a more extensive traffic/parking analysis currently being performed by Brookdale consultants. We fully anticipate the pending study will reveal that both parking demand and trip generation resulting from the proposed Brookdale facility will be extremely low and consistent with our initial findings. The Cameron Station TMP clearly contemplated traffic and mitigation measures designed for the typical or usual single family household. The two major thrusts of the Cameron Station TMP are for van and carpools for commuting purposes and also for the establishment of a shuttle bus service. The Brookdale facility is a retirement facility; people that would live at the Brookdale facility are not commuting to work and therefore, van and carpools would not be used by the residents of the proposed Brookdale facility. The trip generation figures that we have taken at other Brookdale facilities reflect an extremely low volume of ingoing and outgoing trips during the day, in fact, the peak trip generation time is mid-day. We fully anticipate that the counts and data being collected now will be consistent with the demand levels demonstrated in the attached report previously submitted to the City. As soon as the supplemental traffic/parking report is completed, it will be forwarded to all appropriate City agencies.

The second justification for exempting Brookdale from the Cameron Station TMP is the fact that the proposed facility would provide its own shuttle services for its residents. This shuttle service would operate daily and provide transportation for residents for such things as doctor visits, shopping trips, visits to the library, special outings, trips to the airport, etc. Because of the existence of Brookdale's internal shuttle service, the future Brookdale residents would not utilize the Cameron Station shuttle service and therefore, it is not necessary for the Brookdale facility to participate in the shuttle service for Cameron Station.

For the foregoing reasons and on behalf of the applicant, I respectfully request that the City of Alexandria amend the Cameron Station TMP to exempt the proposed Brookdale facility from the obligations contained therein. If you have any questions about this request or need additional information, please do not hesitate to call me at (703) 712-5480. We appreciate your time and attention to our pending applications.

Sincerely,



Erika L. Byrd

Enclosures

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Mr. Jeff Farner  
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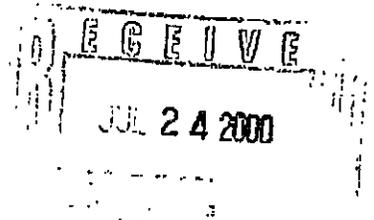
cc: Betsy Massie, Division Chief, Office of Transit, Department of Transportation and Environmental Services (via U.S. Mail)  
Eric Welsh, Director of Real Estate Development, Brookdale Living Communities, Inc. (via U.S. Mail)  
Brenda Beerman, Esquire, Assistant General Counsel, Brookdale Living Communities, Inc. (via U.S. Mail)  
John Vivoda, Director of Construction, Brookdale Living Communities, Inc. (via U.S. Mail)  
Jim Dusyzinsky, Senior Vice President, Greenvest L.C. (via U.S. Mail)  
Wendy Field, Esquire, Katten Muchin Zavis (via U.S. Mail)  
Tony Morse, Bowman Consulting Group (via U.S. Mail)  
Roland Baer, Perkins Eastman Architects (via U.S. Mail)

\\REALESTATE-ENV\BYRD\Ltr. to Jeff Farner (3)(#37930)\v. 1

SUP 2000-0084

City of Alexandria, Virginia

MEMORANDUM



DATE: JULY 21, 2000

TO: KIMBERLEY JOHNSON, DIVISION CHIEF/DEVELOPMENT, P&Z

FROM: BETSY MASSIE, DIVISION CHIEF/TRANSIT, T&ES *Betsy*

SUBJECT: TMP SUP #2000-0084 FOR HALLMARK AT CAMERON STATION AND  
TMP SUP #2000-0085 FOR ARCHSTONE CAMERON STATION

During a recent site visit to Cameron Station it was determined;

- 1) A shuttle service to Van Dorn Metro Station is being operated during morning and afternoon peak hours;
- 2) Transit information is available in the Cameron Station Homeowners Association's office;
- 3) The TMP fund (\$60 per unit) is not being collected, in fact the TMP fund is not mentioned in the Homeowners Covenant and therefore the Association can't collect the fee;
- 4) No provision has been made to pay for the Shuttle service after the two years that Greenvest has agreed to provide the Shuttle.
- 5) Discounted transit passes are not being sold.
- 6) Hallmark and Archstone will not be part of the Cameron Station Homeowners Association.

In light of the above facts, I am recommending that the TMPs for both Hallmark and Archstone not be approved until the following actions occur:

- 1) A plan is submitted to the satisfaction of the Director of Transportation and Environmental Services that outlines how the TMP fund will be collected, including any agreements that the homeowners have to sign.
- 2) A plan is submitted to the satisfaction of the Director of Transportation and Environmental Services which details the continuation of the Shuttle service.
- 3) A plan is submitted to the satisfaction of the Director of Transportation and Environmental Services which outlines how the Hallmark and Archstone properties would be part of the TMP, have access to the shuttle, contribute to the TMP fund, display literature, sell transit media, etc.

cc: Rich Baier, P.E., Director, Transportation and Environmental Services  
 Tanya Husick, Transportation Planner, Transit, T&ES  
 Geoff Byrd, Site Plan Coordinator, T&ES  
 Jeffrey Farmer, Urban Planner, Planning & Zoning

  
B R O O K D A L E

July 28, 2000

**VIA FACSIMILE**

Ms. Kimberley Johnson  
Chief, Development Division  
City of Alexandria  
City Hall  
301 King Street, room 2100  
Alexandria, Virginia 22314

RE: Traffic Study  
Hallmark at Cameron Station  
Brookdale Living Communities

Dear Kimberley:

Attached for your information is the Traffic Study Brookdale commissioned at your request.

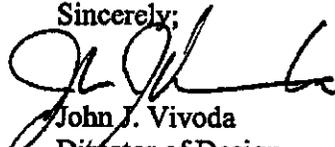
Some items of note:

- The maximum parking spaces utilized never exceed 40% of the total number of units which includes visitors and employees;
- The 6:00 am parked vehicle count is below 30% of the total units which, in theory, is the tenant vehicle count.

We hope this additional information is helpful. Please forward a copy of this report to the Traffic Department with any additional comment you may have.

If you have any questions or require additional information, please advise.

Sincerely:

  
John J. Vivoda  
Director of Design

Cc: Susanne Salva w/att  
Jeff Farner, City of Alexandria  
Eric Walesh w/att  
Erika Byrd w/att  
Roland Baer, PEA w/att

Brookdale Living Communities, Inc., 330 North Wabash Avenue, Suite 1400, Chicago, IL 60611  
Tel: 312.977.3700 Fax: 312.977.3701  
www.brookdalcliving.com

**KENIG, LINDGREN, O'HARA, ABOONA, INC.**

9575 W. Higgins Road • Suite 400  
Rosemont, Illinois 60018

(847) 518-9990 • Fax (847) 518-9987  
email: kloa@kloainc.com

**MEMORANDUM TO:** John Vivoda  
Brookdale Living Communities, Inc.

**FROM:** Michael A. Werthmann, P.E.

**DATE:** July 27, 2000

**SUBJECT:** Traffic and Parking Generation Study  
Independent Living Facilities

This memorandum summarizes the results of a traffic and parking generation study of senior independent living facilities conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.). The purpose of the study was to survey the traffic and parking generation characteristics of two senior independent living facilities.

**Existing Surveys**

KLOA, Inc. conducted the traffic and parking surveys at the following two independent living facilities located within the Chicago area:

- *The Devonshire of Lisle*, which is a 321-unit facility located in Lisle, Illinois. Currently, 314 of the 321 units are occupied at this facility.
- *The Heritage of Des Plaines*, which is a 255-unit facility located in Des Plaines, Illinois. Currently, 236 of the 255 units are occupied at this facility.

The traffic surveys were conducted from 6:00 A.M. to 6:00 P.M. on a weekday and consisted of counting the number of vehicles entering and exiting each of the facilities. Likewise, the parking surveys were conducted every hour from 6:00 A.M. to 6:00 P.M. on a weekday. No weekday late evening (6:00 to 12:00 P.M.) or weekend traffic or parking surveys were conducted as part of this study.

It should be noted that an expansion is currently under construction at the Devonshire of Lisle. As such, the surveys conducted at this facility include construction traffic. Therefore, the parking and traffic surveys at this facility are higher than would normally or typically be expected. Further, it should be noted that the Devonshire of Lisle has 60 individual garages of which 20 are currently leased. Since we did not have access to the parking garages, it was assumed that the 20 leased spaces were occupied during the parking survey.

Tables 1 and 2 illustrate the hourly results of the traffic and parking surveys for each facility, including the calculated trip rate (trips per occupied unit) and parking rate (parked vehicles per occupied unit). In addition, Table 1 also illustrates the highest or peak hour of traffic occurring during the morning (6:00 to 9:00 A.M.) and evening (3:00 to 6:00 P.M.) commuter peak periods as well as the midday peak period (9:00 A.M. to 3:00 P.M.).

**KLOA, Inc.** Transportation and Parking Planning Consultants

Table 1  
TRAFFIC SURVEYS - HOURLY RESULTS

Time	Devonshire of Lisle						Heritage of Des Plaines					
	Inbound		Outbound		Total		Inbound		Outbound		Total	
	Trips	Rate <sup>1</sup>	Trips	Rate <sup>1</sup>	Trips	Rate <sup>1</sup>	Trips	Rate <sup>1</sup>	Trips	Rate <sup>1</sup>	Trips	Rate <sup>1</sup>
6:00 - 7:00 A.M.	23	0.073	7	0.022	30	0.096	13	0.055	7	0.030	20	0.085
7:00 - 8:00 A.M.	20	0.064	5	0.016	25	0.080	17	0.072	5	0.021	22	0.093
8:00 - 9:00 A.M.	23	0.073	10	0.032	33	0.105	24	0.102	17	0.072	41	0.174
9:00 - 10:00 A.M.	19	0.061	22	0.070	41	0.131	25	0.106	21	0.089	46	0.195
10:00 - 11:00 A.M.	19	0.061	20	0.064	39	0.124	28	0.119	36	0.153	64	0.271
11:00 - 12:00 P.M.	30	0.096	44	0.140	74	0.236	28	0.119	26	0.110	54	0.229
12:00 - 1:00 P.M.	33	0.105	31	0.099	64	0.204	24	0.102	26	0.110	50	0.212
1:00 - 2:00 P.M.	33	0.105	31	0.099	64	0.204	35	0.148	42	0.178	77	0.326
2:00 - 3:00 P.M.	33	0.105	27	0.086	60	0.191	23	0.097	23	0.097	46	0.195
3:00 - 4:00 P.M.	20	0.064	35	0.111	55	0.175	23	0.097	18	0.076	41	0.174
4:00 - 5:00 P.M.	15	0.048	23	0.073	38	0.121	9	0.038	12	0.051	21	0.089
5:00 - 6:00 P.M.	12	0.038	18	0.057	30	0.096	14	0.059	15	0.064	29	0.123
Morning Peak Hour <sup>2</sup>	26	0.083	9	0.029	35	0.111	24	0.102	17	0.072	41	0.174
Midday Peak Hour <sup>3</sup>	37	0.118	52	0.166	89	0.283	35	0.148	42	0.178	77	0.326
Evening Peak Hour <sup>4</sup>	21	0.067	28	0.089	49	0.156	19	0.081	21	0.089	40	0.169

1. Rate = Trips per occupied units.  
 2. The highest or peak hour of traffic occurring during the morning commuter peak period, which occurs between 6:00 and 9:00 A.M.  
 3. The highest or peak hour of traffic occurring during the midday peak period, which occurs between 9:00 A.M. and 3:00 P.M.  
 4. The highest or peak hour of traffic occurring during the evening commuter peak period, which occurs between 3:00 and 6:00 P.M.

Table 1  
PARKING SURVEYS

Time	Devonshire of Lisle		Heritage of Des Plaines	
	Parked Vehicles	Parking Rate <sup>1</sup>	Parked Vehicles	Parking Rate <sup>1</sup>
6:00 A.M.	92	0.293	60	0.254
7:00	101	0.322	64	0.271
8:00	103	0.328	76	0.322
9:00	119	0.379	77	0.326
10:00	117	0.373	73	0.309
11:00	120	0.382	74	0.314
12:00 P.M.	125	0.398	82	0.347
1:00	117	0.373	83	0.352
2:00	113	0.360	82	0.347
3:00	112	0.357	84	0.356
4:00	108	0.344	84	0.356
5:00	95	0.303	80	0.339

1. Rate = Parked vehicles per occupied units.

**Results of Traffic and Parking Surveys**

From Table 1 it can be seen that the senior independent living facilities do not generate a significant volume of traffic during any hour on a weekday. More importantly, these facilities generate a very minimal hourly volume of traffic during the morning (6:00 to 9:00 A.M.) and evening (3:00 to 6:00 P.M.) commuter peak periods, when traffic on the roadway system is generally at its highest levels. During the morning commuter peak period (6:00 to 9:00 P.M.) the surveys indicate that the two senior independent living facilities generated between 0.111 and 0.174 trips per occupied unit. During the evening commuter peak period the surveys indicate that the two senior independent living facilities generated between 0.111 and 0.174 trips per occupied unit. It should be noted that the results of the surveys are consistent with the rates provided in the *Trip Generation Manual*, 6<sup>th</sup> Edition, published by the Institute of Transportation Engineers (ITE). A copy of the ITE rates are provided in the Appendix. The highest hour of traffic at the two senior independent living facilities occurred between noon and 2:00 P.M. with a trip generation rate of between 0.283 and 0.326 trips per occupied unit.

8

The results of the parking surveys showed that the peak weekday parking demand for senior independent living facilities is between 0.350 and 0.400 parking spaces per occupied unit. This peak parking demand occurred in the early afternoon (noon and 4:00 P.M.), which coincides with the peak trip rates of the two facilities.

SUP 2000-0084

# Appendix

## Land Use: 252 Congregate Care Facility

### Description

Congregate care facilities typically consist of one or more multiunit buildings designed for elderly living. They may also contain dining rooms, medical facilities, and recreational facilities.

### Additional Data

Vehicle ownership levels, in general, are very low at congregate care facilities.

The sites were surveyed in 1981 in Portland, Oregon.

### Source Number

155

AW

## Congregate Care Facility (252)

**Average Vehicle Trip Ends vs: Occupied Dwelling Units**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 7 and 9 a.m.**

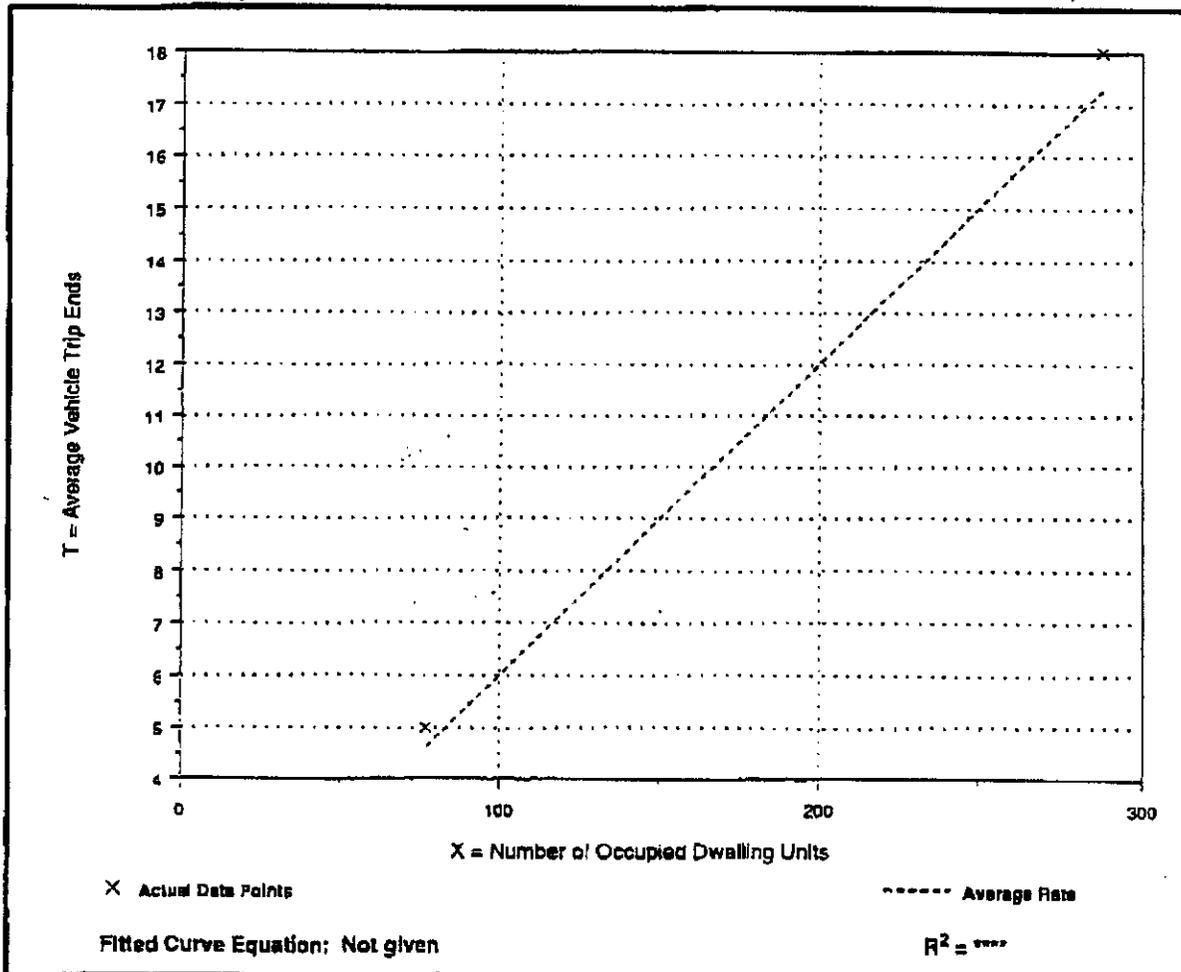
Number of Studies: 2  
 Avg. Num. of Occupied Dwelling Units: 183  
 Directional Distribution: 61% entering, 39% exiting

### Trip Generation per Occupied Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.06	0.06 - 0.06	-

### Data Plot and Equation

*Caution - Use Carefully - Small Sample Size*



## Congregate Care Facility (252)

Average Vehicle Trip Ends vs: Occupied Dwelling Units  
On a: Weekday,  
Peak Hour of Adjacent Street Traffic,  
One Hour Between 4 and 6 p.m.

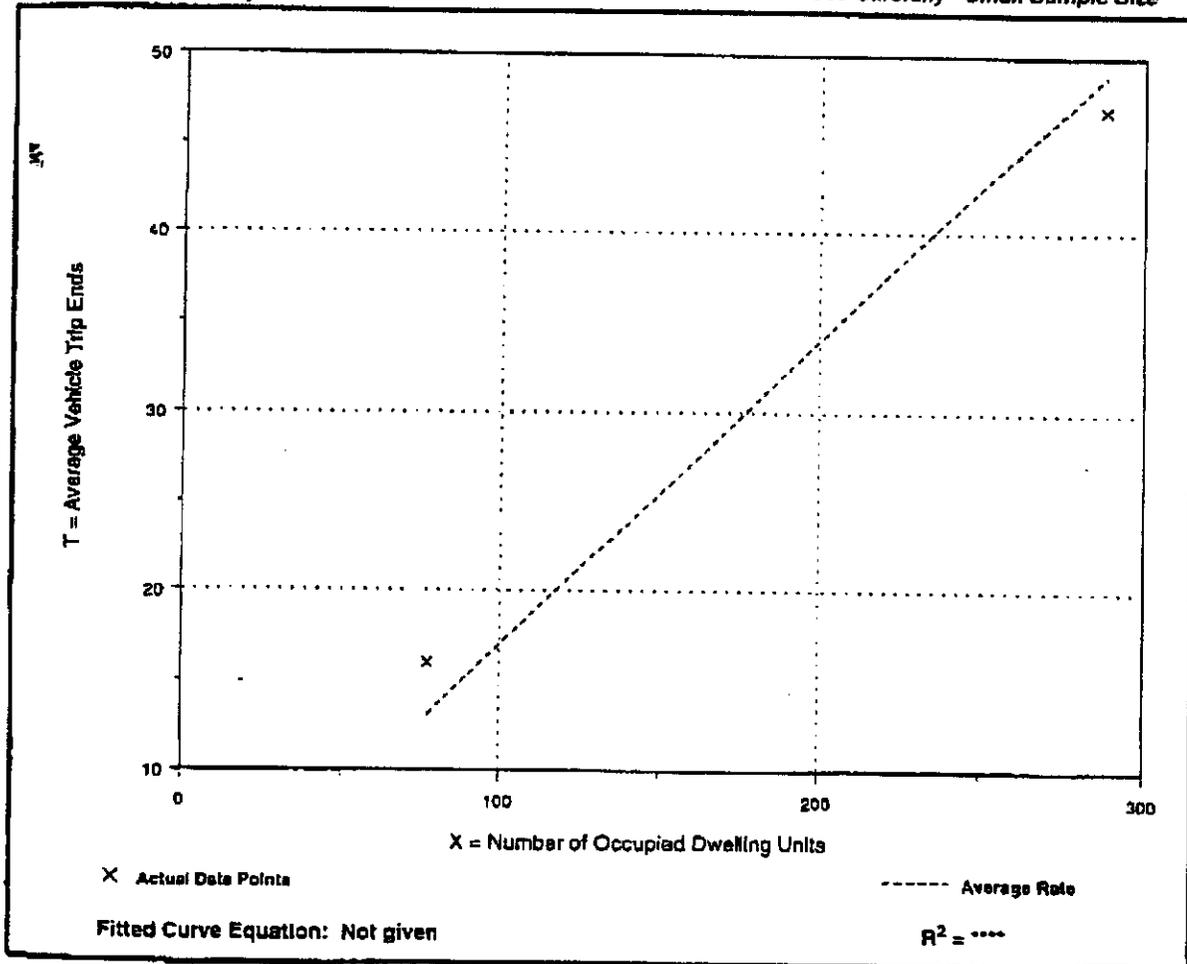
Number of Studies: 2  
Avg. Num. of Occupied Dwelling Units: 183  
Directional Distribution: 56% entering, 44% exiting

### Trip Generation per Occupied Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.17	0.16 - 0.21	.

### Data Plot and Equation

*Caution - Use Carefully - Small Sample Size*



Mr. D. Euille

Attach to Cam  
Station Cases.

From: Schuppert, Susan [susan.schuppert@usop.com]  
 Sent: Tuesday, November 14, 2000 9:09 AM  
 To: 'marotalx@aol.com'; 'billclev@home.com'; 'vote4eberwein@aol.com';  
 'wmeuille@wdeuille.com'; 'delpepper@aol.com'; 'dsepck@aol.com'; 'council-  
 woodson@home.com'  
 Cc: 'mrobertson@aofurn.com'; 'Mindy\_Lyle@clarkus.com'  
 Subject: Opposition to Cameron Station Permits

Dear Council and Planning Commission of Alexandria:

I am strongly opposed to the following permits issued to developers in the Cameron Station neighborhood:

Development Special Use Permit #2000-0032 58.04 — CAMERON STATION - PHX  
 Development Special Use Permit #2000-0030 68.01 — CAMERON STATION - HALLMARK  
 Development Special Use Permit #2000-0084 68.01 — CAMERON STATION - HALLMARK  
 Special Use Permit #2000-0031 68.01 — CAMERON STATION - ARCHSTONE  
 Special Use Permit #2000-0085 68..01 — CAMERON STATION - ARCHSTONE

Cameron Station already has its share of traffic concerns and parking shortages all because of the excess density of the project and required ingress and egress to the new elementary school. The addition of the rental apartments and parking structure will create an unlivable situation for those of us who invested (in good faith) in these town homes over 18 months ago. It is clear to many of us now that the council and developers did not disclose plans that would have made many of us decide to live elsewhere. It is grossly unfair to us to spring this project on the neighborhood and further deteriorate the original plan.

Besides this unfair treatment of Cameron Station residents, the new project was designed using neo-traditional design and the new urbanism. This design standard is based on the project being located at a metro, convergence of bus lines, or other transportation center. It also is based on residents being able to walk to grocery stores, dry cleaners, etc. The walking distance for all of these services and to a transportation center is considered to be ¼ mile. This is not the case in Cameron station. All activity is dependent on vehicles. For this reason, the 1.7 spaces allowed in the apartment complex is not sufficient. Cameron Station has two spaces per unit and in some cases 4 with 15% extra visitor parking. There is a critical shortage now, and the additional burden of this project would make it unlivable.

I am sure that you recognize that the residents of Cameron Station vote and pay taxes. We appreciate some of the decisions you have made to protect our neighborhood, such as the defeat of plans to develop the Eisenhower Extension to stage cement for the I-95 and Wilson Bridge project. It is my hope that you will take similar action and stop these permits. Please think carefully about what you and Cameron Station's growing list of developers continue to ask our neighborhood to tolerate.

Sincerely,

Susan Schuppert  
276 Murtha Street  
Alexandria, VA 22304

P.C. 3/6/01

#7-A DSUP 2000-0030 }  
#7-B SUP 2000-0084 } BROOKDALE

**Joseph S. Bennett**

5022B Barbour Drive  
Alexandria, VA 22304

Phone 703-567-0153  
Email jbs900@yahoo.com

#11-A DSUP 2000-0031 }  
#11-B SUP 2000-0085 } ARCHSTONE

February 02, 2001

Planning Commission  
301 King Street, Room 2100  
Alexandria, VA 22314

FEB - 6 2001

Dear Commissioners:

I ask that you defer action on docket items #4-A and #4-B, at the February 6 Commission meeting, concerning HALLMARK-CAMERON STATION (Phase VII), and consider these in tandem with the docket items concerning ARCHSTONE-CAMERON STATION (Phase VI), expected to be on the docket for the March 6 Commission meeting. These two projects, the last two phases of the Cameron Station development, are inextricably related in terms of traffic management in this the most densely populated, most road constricted area of Cameron Station. I think it wise and prudent to give City staff, the Planning Commission and the public the opportunity to review and resolve what may be a serious traffic management issue. Hopefully, when traffic management impacts of these two projects are viewed in tandem, there will not be any major concerns on traffic flow in and out of Cameron Station. However, we will not know unless they are in fact viewed together. Please consider that:

1. The horseshoe road, which will be the roadway of access and egress to both these projects is a two lane roadway, which also carries traffic for Tucker School (650 students and staff, all of whom arrive and depart by vehicle) and the Ryland townhomes currently being built on the horseshoe. In addition, traffic from elsewhere in Cameron Station enters the horseshoe from a four lane divided roadway, further adding additional road traffic. Increasingly, Cameron Station is being used as a "cut through" by motorists who wish to avoid rush hour traffic on Duke Street and Van Dorn Street and who are discovering the time they can save by cutting through. This cut through traffic also uses this horseshoe.
2. Residents living in these two projects, as best I can determine, will have to depend exclusively on the horseshoe road for traffic flow, wherein the residents in Phases 1, 2 and 3 can use the City streets of Sommersville, Brenman Parkway, and the four lane divided section of Cameron Station Blvd. Residents in Phases 4 and 5 can use the four lane Cameron Station Blvd. Also remember that this four lane boulevard empties into the two lane horseshoe.
3. Currently one third of the total Cameron Station development is now occupied with residents, leaving another two thirds yet to be occupied, including these two projects. Already I have heard residents complain of traffic flow in the morning rush hour in the horseshoe area and the development is only one third occupied, and there are yet more commuters to learn of cut through possibilities through Cameron Station.
4. One of the routes under consideration for the Eisenhower Connector (the new road to link Eisenhower with Duke), would go west of Tucker School, connecting with Edsall Road and South Pickett Street, just outside the southwest exit (or entrance) to Cameron Station. The Commission, Staff and the public need to have some estimate of what the potential impact on traffic within Cameron Station would be if this option is the one the City Council chooses.

For the reasons stated above, I recommend that the Planning Commission defer action on docket items #4-A and #4-B until the Archstone project is also considered. Thank you very much for your consideration.

Sincerely,



Joseph S. Bennett

#7-A DSUP 2000-0030  
7-B SUP 2000-0084  
BROOKDALE - CAMERON STATION

City of Alexandria, Virginia

MEMORANDUM

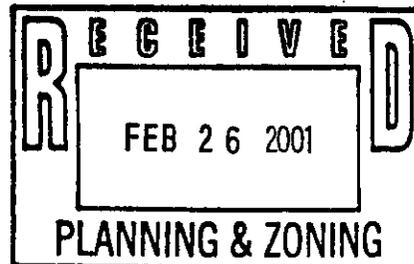
DATE: FEBRUARY 26, 2001  
TO: JEFF FARNER, P&Z  
FROM: SUZANNE SALVA, T&ES *SS*  
SUBJECT: BROOKDALE SENIOR HOUSING AT CAMERON STATION  
PRELIMINARY, DSP#2000-0030

---

T&ES requests an additional recommendation be included in the referenced site plan to ensure future improvements to pedestrian and traffic safety adjacent to this site in Cameron Station:

“Provide and install conduit for future traffic and pedestrian signal at intersection of Cameron Station Boulevard and Harold Secord Drive, to the satisfaction of the Director of T&ES.”

cc: GEOFF BYRD, T&ES  
EMILY BAKER, T&ES



Good Morning Mr. Mayor and Ladies and Gentleman of the Council,

My Name is Edward Charity, Jr.

I, along with my wife LaVeta and 9 year old daughter LaNia, have been residents of Alexandria's West End for 13 years.

During those years we lived in a high-rise condominium on North Beauregard St., a single-family house on Taney Avenue, and currently reside in Phase I of the Cameron Station Community. We appreciate the variety of housing options available within the city. We were one of the first families of the community, having settled and occupied our home on December 23, 1998.

I am here representing my family in support of the proposed development known as Brookedale – Cameron Station. We believe the inclusion of senior and assisted living housing would be of great benefit to the community. We also believe the developer has met all reasonable requirements set forth by the community and the planning commission.

We were, as were most of our immediate neighbor's, well aware of the stated and implied goal of both the city and the developer to provide a variety of housing alternatives within the community. We believe the proposed development helps to meet this goal. As a result, we recommend you adopt the planning commission's recommendation for approval.

There are some within the community that will ask you to defer consideration of these requests until similar requests are formally received concerning the proposed "Archstone" rental apartments immediately adjacent to the brookedale development. While we sympathize with their concerns, the concept of senior and assisted housing was always a part of the original master plan for Cameron Station, and should not be coupled with the proposed change from town houses to rental apartments associated with the Archstone development.

We do ask that the Archstone development receive intense scrutiny once it is formally presented. The change from individually owned town houses to rental apartments is significant and the developer should be required to make a compelling case for why the change should be granted. In concept, we do not object to the type of rental apartments proposed by the developer, but do have concerns about such a significant change from original plans. As residents of Phase I, the Archstone development will have a significantly less impact on us than it will on the residents of the final phases. Their concerns should be taken into account.

Thank you for hearing our concerns. We look forward to communicating our concerns on other issues affecting Cameron Station in particular and the West End in general. Some of these issues include on-going traffic congestion on Duke Street, the Eisenhower – Duke Connector, and the so-called "Multi-Generation" center at Cameron Station.

9410  
3-17-01

**Cameron Station Civic Association**

PO Box 22560  
Alexandria, VA 22304  
Telephone 703-370-2319

March 16, 2001

Mayor and City Council  
City of Alexandria  
301 King Street  
Alexandria, VA 22314

RE: DOCKET ITEMS # 9 AND #10 - BROOKDALE -CAMERON STATION (PHASE VII)

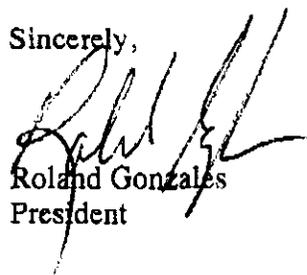
Dear Mayor and City Council:

The initial issues that we had concerning traffic and parking related to this application have been addressed to our satisfaction. We had productive meetings with the applicant, applicant's attorney and developer, and with City staff, that assured us that the existing roadways in Cameron Station are more than adequate to handle the added traffic of this project and for the remaining phase VI project, Archstone Apartments. Parking plans for the Archstone Apartments are still being developed, thus still require review by the community and Planning Commission.

The Planning Commission addressed our concerns in its February and March Commission meetings and in the work session it held before the March meeting that addressed Cameron Station issues. We believe the process worked well to bring about a higher quality product.

The staffs of the Department of Planning and Zoning and Department of Transportation and Environmental Services deserve our special thanks, as do the members of the Planning Commission, for all the good work they do.

Sincerely,



Roland Gonzales  
President

*James P. Ryan*  
5021 Murtha Street  
Alexandria, VA 22304  
(703) 567-2962

9910  
-----  
3-17-01

March 16, 2001

Mayor Kerry J. Donley  
Councilwoman Redella S. Pepper  
Councilman David G. Speck  
Councilman William D. Eulle  
Councilwoman Joyce Woodson  
Vice Mayor William C. Cleveland  
Councilwoman Claire M. Eberwein  
Ignacio Pessoa, City Attorney  
Phil Sunderland, City Manager  
301 King Street  
Alexandria, VA 22304

Re: Brookdale @ Cameron Station - DSUP # 2000-0030 & DSUP 2000-0084

Dear Mr. Mayor, Members of City Council, and Mr. Sunderland:

We write to bring to your attention a potential problem concerning the application for the Brookdale senior facility that you will vote on this Saturday. Simply put, Brookdale and the City of Alexandria have backed themselves into a corner from which there is no escape except at great expense to the residents of Cameron Station.

Brookdale's senior facility application was approved by the Planning Commission based on certain assumptions, one of those being that the facility, although it accepts residents as young as 62, will be home to residents primarily in their 70's and 80's. The problem arises when Brookdale seeks to rent to younger residents, either those fifty-five (55) and above, thus maintaining its senior facility status, or possibly to those even younger than fifty-five. In either situation, the amount of parking required would increase significantly.

Unfortunately, there is no more parking available. As it is, the application for the special use permit ("SUP") counts 16 public parking spaces on Cameron Station Boulevard in order to meet the required number of spaces mandated by the Transportation Management Plan for Cameron Station. Due to the shortage of parking in Cameron Station and the fact that these 16 spaces will be in front of townhouses, these 16 spaces will effectively be unavailable to Brookdale.

It is uncertain as to whether Brookdale would be required to apply for another SUP to be able to rent to residents younger than its current minimum age of sixty-two. However, in the event a SUP is required, I speculate that the Planning Commission could not deny an application seeking to rent to residents between fifty-five and sixty-two because of discrimination concerns. Commissioner Stewart Dunn, in fact, raised this issue to Brookdale whose attorney was unable to provide any assurances Brookdale would not make such a move.

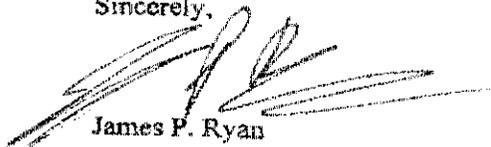
MAR 16 2001 11:41 FR

TO 912022938404 P.02/02

In addition, Federal law does not allow discrimination of people as young as fifty-five at facilities such as Brookdale. In the event Brookdale wishes to rent to younger residents of fifty-five and over, I don't see how Alexandria could deny a SUP without running afoul of the laws against discrimination in the post-55 age range. If this is in fact true, where are the new younger residents (those between 55 and their 70's) going to park their cars? Moreover, although Brookdale argues their model is to have residents in the 75-85-age range, Brookdale never addressed the issue raised here

We raised our concerns regarding the number of parking spaces at Brookdale's proposed facility in a memo sent to the Planning Commission prior to their approval of the SUP (a copy of which is attached). We do not thoughtlessly question the decision of the Planning Commission and have the greatest respect for their voluntary contribution to the community. However, as the Commission itself noted, Cameron Station is experiencing problems associated with the fact that early decisions were made in haste. Commissioner Donna Fossum suggested an element of unfairness to Brookdale in deferring the decision; however, has anyone considered the unfairness to the residents of Cameron Station who must live with the decision of the Planning Commission for years to come?

Sincerely,



James P. Ryan



Mindy Lyle



Michael O'Malley

James P. Ryan  
5021 Murtha Street  
Alexandria, VA 22304  
(703) 567-2962

9410  
-----  
3-17-01

February 14, 2001

Eileen Fogarty, Director  
Alexandria Planning Commission  
301 King Street  
Alexandria, VA 22304

Re: DSUP # 2000-0030 & DSUP 2000-0084

Dear Ms. Fogarty and Commissioners:

At a recent meeting with representatives of Brookdale and Greenvest, Brookdale provided a copy of a memorandum dated September 18, 2000 from Wells & Associates, LLC that contains the results of a traffic assessment study supporting its proposal for a senior housing facility. (Hereinafter the "Traffic Memo".) The report, as one would expect, concludes traffic and parking in Cameron Station will not be impacted by the senior facility. However, as will be outlined below, the report fails to explain certain relevant pieces of information and fails to address data that weighs against the proposal. Also addressed below are issues of concern stemming from a review of the Planning Commission Staff Reports for the above referenced proposals.

At page 5 of the Traffic Memo, the paragraph under the heading "Parking Provided" indicates the 151 parking spaces are "on-site". However, this is contrary to information provided in the Staff Report for DSUP #2000-0030, at page 12, which indicates that 16 of the 151 spaces consists of parallel, on-street (not on-site) parking and 22 spaces are derived from parking adjacent to Harold Secord Street. It is unclear whether the Harold Secord spaces are on-street parking or simply in a parking lot behind the proposed building. Moreover, as the staff noted at page 15, the 16 spaces based upon the parallel street parking "may not be available at all times." Given the extremely contentious issue of parking Cameron Station already faces at the stage of only approximately one-third (1/3) of build-out, it is a safe to assume the street spaces will not be available. The last sentence of the next paragraph in the Traffic Memo does clarify that 16 of the spaces are allocated to locations on the streets that bound the facility, however, it doesn't reconcile the fact as noted above that the spaces will generally be unavailable.

In a section titled "National Experience", the Traffic Memo, at page 8, states that according to a study by the American Senior Housing Association, "senior living residences" require .22 parking spaces per unit to meet peak parking demand. First, the quoted report figure is not for "senior living residences" but was derived from a report titled "*Assisted Living Residences: A study of Traffic & Parking Implications*" (emphasis added), which, logically, require fewer parking spaces. The facility proposed by Brookdale is not an assisted living residence, but an *independent* senior housing facility with only a small percentage of units

dedicated to assisted living. Undoubtedly, more of the senior facility residents will have automobiles than the residents of assisted living facilities that were the subject of the report. Moreover, the Traffic Memo states this figure applies to peak "parking demand", however, the report from which the information was derived clearly states that "assisted living residences require 0.22 parking spaces during peak weekday driving hours." The report clarifies in a footnote that peak driving hours are between 7:00 a.m. and 3:00 p.m. It appears the Traffic Memo misapplies or distorts the data from the report. Viewed in the context of the parking and traffic at the facility itself, this information or lack thereof is not significant. However, the Traffic Report and its conclusions must be analyzed in light of the entire development, including the fact that the facility will be adjacent to an elementary school that has its own unique "peak" traffic and parking hours.

The Traffic Memo also discussed trip generation using information from the same report, thus the same distinction between "assisted living residence" and "senior residence" must be made for those figures as well. Also, recall from the above paragraph that the Brookdale facility will probably not have the 16 Cameron Station Boulevard spaces available thus effectively reducing the parking ratios available to it. This is examined in more detail below.

In the next section, "Local Experience", the Traffic Memo glosses over data derived from local facilities. Wells & Associates conducted traffic counts at three Sunrise facilities in Arlington and reviewed data for Brighton Gardens, also in Arlington. However, only the data for the Sunrise facility counts was provided. What did the Brighton Gardens data reveal? Given that the Brighton facility is in close proximity to the proposed facility, the information it provides is quite relevant.

The Sunrise counts revealed that parking space occupancy ranged from 77% to 121%, which means the facilities were over capacity at times. Although the report points out that the average spaces provided per unit was .37, it doesn't address the fact that the Staff Report recommends that Brookdale be allowed to use only 50 spaces for resident parking. It stands to reason that a senior facility, with a more active resident base as opposed to an assisted living facility, would require more, not less, parking for residents. Trip generation information was not provided for the Sunrise facilities so it is impossible to determine how that compares to Brookdale estimates. Why was this information not provided?

The Traffic Memo, at page 17, also references the zoning ordinance requirements relating to parking for four other local municipalities. It indicates the ordinances require a range of 36 to 99 spaces for facilities such as Brookdale. This assumes the zoning ordinances are applied to a similar 261-unit independent living facility. The inference is that Alexandria's ordinance requires significantly more than what other municipalities determined to be adequate. However, based on the calculation discussed in the next paragraph, which results in a parking figure of 135 spaces, that section actually demonstrates that the requirements of the other municipalities are simply woefully inadequate, not that Alexandria's requirements unusually high.

Turning to the Staff Report for DSUP #2000-0030, it appears some figures might have been miscalculated. Under the heading of Parking, Brookdale estimated there will be 300 residents and that approximately 25% of the residents will own vehicles. According to these

estimates, there will be 75 resident vehicles. One of the Staff conditions is that Brookdale limit residents to 50 parking spaces. Therefore, the facility has yet to break ground and it appears to already be over capacity. Add to the 75 vehicles, the 30 employees Brookdale expects during its first shift and the 15 visitor parking spaces for a sum of 120 parking spaces that will be required. Subtract from the 151 spaces Brookdale proposes, the 16 street spaces that will, in all likelihood, not be available for a total of 135 spaces. The resulting margin is 15 spaces. This could quickly diminish if, as the Staff Report points out is a possibility, the age of residents at Brookdale's Cameron Station facility is younger than the average for Brookdale's facilities.

Getting back to the Traffic Memo, it next discusses trip generation and the impact of the senior facility on Cameron Station traffic. On page 28 of the Traffic Memo, under "Site Trip Generation", it estimates that Cameron Station will generate 10,178 trips per day. An extremely important issue here is whether that figure includes the cut-through traffic that T&ES acknowledged would be present on Cameron Station Boulevard. This issue cannot be ignored, especially in light of the fact that the road through Ben Brenman Park can now be accessed directly from Duke Street heading west, via the overpass, which allows drivers to bypass a significant number of traffic lights when using Cameron Station Boulevard as a short-cut.

Moreover, although of less importance, the same section of the Traffic Memo incorrectly states that phases I thru VI will consist of 1885 units. Phases I thru V alone will consist of 1604 units (according to the Staff Report) and Phase VI will consist of somewhere between 350 and 500 units. Therefore, at a minimum there will be 1954 units, exclusive of the senior facility. However, the main issue is not the discrepancy noted but the lack of analysis of the impact of Phase VI, the Archstone apartment project, on traffic and trip generation estimates. Although the report heading was "Site Trip Generation", it is imperative that an analysis of other Cameron Station traffic on the facility as well as the impact of the facility traffic on other Cameron Station traffic be considered.

On page 4, under the heading "Accidents", the Traffic Memo discusses accidents, or the current lack thereof, at the intersection of Cameron Station Boulevard and Harold Secord Drive. However, it fails to address accidents or even evaluate or recognize the potential for accidents for Ferdinand Day Drive, which apparently borders the facility on the south. Given that this is the location for the Archstone apartment project that contemplates a significant number of units, between 350 and 500, it is simply negligent to report on accident potential without including an analysis of Ferdinand Day Drive. Given their configuration and the current hazardous nature of the Cameron Station Boulevard/Ferdinand Day Drive intersection, it is imperative this information be included and not ignored.

Separate from the Traffic Memo, a review of the elevation drawings provided as attachments to DSUP # 2000-0030 reveals the height of the building will actually be over 126 feet, not including the "standing seam metal roof" for which no measurement was provided, although I estimate that puts the height at well over 130 feet. Moreover, that height is measured from the first floor level, not from the parking lot or street level. Again, no measurements were provided but this would appear to add another 5 to 7 feet. Therefore, the actual height of the building as viewed from the street is well over the 120 feet indicated on the drawings and in the report, possibly approaching 140 feet from street level. Granted, this may well be the industry

standard with regard to building measurements, but the point is that when one stands on the street, the eye will see 130+ feet of building (approximately 13 stories), not 120 feet. Referring to the facility as an 11-story structure is somewhat deceiving to the non-engineer observer or resident.

As a result of the Planning Commission meeting, it has come to my attention that the parking garage plan is speculative in that it has not been confirmed, as acknowledged by the applicant, that the parking garage can be built so close to the water table. My understanding is the applicant proposes to raise the level of the building approximately three feet to help alleviate this issue but it is unknown whether this is based on engineering studies or "educated guess" conjecture. As noted above, the building is already approximately 13 stories high and provides for less parking "overage" than the reports envision. What happens if the parking garage must be redesigned with a resulting loss of parking spaces? Is this a "minor" change the applicant will get approved without community input? If moving the Holmes Run pedestrian bridge 100 feet down stream is an administrative change, it strikes fear in me to think what a "minor" change is to an 11 (or 13) story high rise.

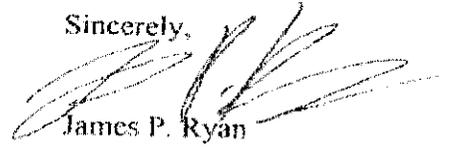
Although I hesitate to raise the next last point, I feel it should not go without mentioning. Brookdale's attorney stated at one point that she and other representatives of the applicant met with Cameron Station residents and that the issues had been addressed. Although the issues were discussed, I wish to clarify any unintended inference, implication or misunderstanding that the issues were resolved. Brookdale and the developer recognized some of the issues as being valid concerns while other issues remained unresolved. One issue of concern was the age of residents of the facility. We requested assurances that Brookdale would not lower its minimum age requirement of 62 and would not attempt to turn the facility into both senior living and regular apartments in the event there was a sufficient demand for the "senior" apartments. It was clear there was no intent to provide an assurance that Brookdale would not accept residents younger than 62 or attempt to designate the facility for use non-age restricted apartments. The developer simply stated that Brookdale would be required to seek an SUP to achieve this. However, the point was the desire to avoid having to get involved with another SUP debate, not the "assurance" that the SUP process will allow residents' concerns to be heard. Another issue was construction noise, traffic and related factors. A major concern was the pile driving and the damage and disruption to the new townhouses. The parties agreed a pre-construction review of the townhouses would be required but no discussion took place as to the extent of the pre-construction review, the extent of Brookdale's liability for damage or how to differentiate between pile driving damage and normal "settlement" and how to resolve such disputes. It was not until after the Planning Commission meeting that Brookdale announced they would explore the use of auger pile driving to reduce the damage and disruption of standard pile driving.

Finally, the issue of traffic was raised with regard to Brookdale's relation to the community and the fact that the Brookdale facility was being considered before the proposal for the Archstone apartments. The initial response was that Brookdale would not generate enough traffic to warrant further analysis of its impact on traffic. Brookdale and the developer finally recognized further analysis of traffic would be warranted, however, they refused to voluntarily defer consideration of the facility until the March Planning Commission hearing when additional information on the Archstone apartments and traffic in general would be available. Since

deferral was the main goal of the traffic discussion, this issue, although reluctantly recognized by the developer, was not addressed. Although I'm sure Ms. Byrd did not intend to mislead the Planning Commission, staff or Ms. Fogarty, I felt it was necessary to clarify the outcome of the meeting since clarification was not possible in light of the vote to defer.

Thank you for your attention and review of this unintentionally lengthy letter.

Sincerely,

A handwritten signature in black ink, appearing to read 'James P. Ryan', with a stylized flourish extending to the right.

James P. Ryan

9810  
3-17-01

**City of Alexandria Website Contact Us - EMail for Sandy Murphy  
(sandy.murphy@ci.alexandria.va.us)**

Time: [Thu Mar 15, 2001 10:14:49] IP Address: [158.71.24.176]

**First Name:** Peter  
**Last Name:** Thompson  
**Street Address:** P.O. Box 150307  
**City:** Alexandria  
**State:** VA  
**Zip:** 22315  
**Email Address:** rpaco@juno.net  
**Comments:** March 16, 2001

Alexandria City Council Members  
Alexandria, Virginia

Dear Council Members,

As a matter of introduction, my name is Peter Thompson. I am writing on behalf of my wife and myself with regard to Development Special Use Permits #2000-0030 and 2000-0084 i.e., the proposed Adult Living High-Rise in Cameron Station. These actions are scheduled to come before the Council on March 17, 2001. As my wife and I will be unable to attend the hearing, we wanted to express our feelings to you in writing.

My wife and I have a contract on a Ryland Condominium/Townhome located at 407 Cameron Station Blvd., directly across the street from the proposed high-rise. Our scheduled move in date is mid June.

My wife and I would like to express the following concerns you regarding this project:

Ø The height of the building - We feel we were misled by the Cameron Station developer in regards to this issue. Although we were told that multi-family buildings would be built and that approval was given for buildings as high as 120', we were told verbally that all buildings within the community would be at a consistent height and at a maximum of some five to six stories high, much like the Carr Condominiums that have been built and are being built. With this understanding, we put a contract on a Ryland home directly across the street from the now proposed high-rise. We felt that a building similar in size to our home would be across the street. Had we known we would be looking out our front window at an 11-story building, we would never have signed the purchase agreement.

building, it is our belief that the building will cut off all sun from our home. We had counted on a sun-filled house. If passed as proposed, it appears we can look forward to a house shadowed by an 11-story building.

Ø Traffic - We feel the traffic associated with the proposed building will be in excess of that set forth in the traffic plan. This, in addition to the fact that Cameron Station Blvd goes from two lanes into one at the horseshoe, will make for an increased volume in traffic that can not be handled. Add in school traffic and we foresee terrible problems. In relation to that, we anticipate that ambulances will have to come to the building on a regular basis. Can we look forward to hearing sirens on a constant basis, especially in the middle of the night?

Ø The proposal indicates that some 12-15 moves a month are expected. That is about a move every other day. How would you like to have a moving van come down your street every two days? What happens if the apartments are built? How about a moving van, or two, every day!

Ø The plan calls for assisted living arrangements. It was our understanding, and by looking at the proposal, the opinion of others, that no assisted living apartments would be included in the development.

Ø Pile Driving - As addressed in the proposal, pile driving will be needed on this project. How will children in the school be expected to concentrate on their studies listening to pile drivers all day? How will residents children and pets react to this noise? It can, and probably will, damage our townhome across the street. What insurance do we have, from the builder, that they will address claims against them for damage? We feel a bond should be required to cover potential damage claims.

Ø We believe the builder should be required to power-wash the adjoining residences after a construction is completed. One can only imagine the dust and dirt that will be generated from such a project.

Again, as we have said, we feel a senior living community would be a great idea, just not on the scale that is being proposed. We believe consideration should be given to a building similar in size to the Sunrise Senior Center on Duke Street.

We appreciate your listening to our concerns and we anticipate that you will take them into account when this issue comes before the Council on

Saturday. Thank you.

Sincerely,

Peter Thompson  
P.O. Box 150307  
Alexandria, VA 22315

# SPEAKER'S FORM

**PLEASE COMPLETE THIS FORM AND GIVE IT TO THE CITY CLERK  
BEFORE YOU SPEAK ON A DOCKET ITEM.**

1 ✓  
9 & 10  
3-17-01

DOCKET ITEM NO. 9 & 10

PLEASE ANNOUNCE THE INFORMATION SPECIFIED BELOW PRIOR TO SPEAKING.

1. NAME: Erika L. Byrd
2. ADDRESS: 4714 20<sup>th</sup> Pl. N.
3. WHOM DO YOU REPRESENT, IF OTHER THAN YOURSELF? Brookdale - Cameron Station (Phase VII)
4. WHAT IS YOUR POSITION ON THE ITEM?  
FOR:  AGAINST: \_\_\_\_\_ OTHER: \_\_\_\_\_
5. NATURE OF YOUR INTEREST IN ITEM (PROPERTY OWNER, ATTORNEY, LOBBYIST, CIVIC INTEREST, ETC.):  
attorney
6. ARE YOU RECEIVING COMPENSATION FOR THIS APPEARANCE BEFORE COUNCIL? YES  NO \_\_\_\_\_

This form shall be kept as a part of the Permanent Record in those instances where financial interest or compensation is indicated by the speaker.

A maximum of 5 minutes will be allowed for your presentation. If you have a prepared statement, please leave a copy with the City Clerk.

Additional time, not to exceed 15 minutes, may be obtained with the consent of the majority of the Council present, provided that notice requesting additional time with reasons stated is filed with the City Clerk in writing before 5:00 p.m. of the day preceding the meeting.

The public normally may speak on docket items only at Public Hearing Meetings, and not at Regular Meetings. Public Hearing Meetings are usually held on the Saturday following the second Tuesday in each month; Regular Meetings are regularly held on the Second and Fourth Tuesdays in each month. The rule with respect to when a person may speak to a docket item can be waived by a majority vote of Council members present, but such a waiver is not normal practice. When a speaker is recognized, the rules of procedures for speakers at public hearing meetings shall apply.

In addition, the public may speak on matters which are not on the docket during the Public Discussion Period at Public Hearing Meetings. The Mayor may grant permission to a person, who is unable to participate in public discussion at a Public Hearing Meeting for medical, religious, family emergency or other similarly substantial reasons, to speak at a regular meeting. When such permission is granted, the rules of procedures for public discussion at public hearing meetings shall apply.

### Guidelines for the Public Discussion Period

- All speaker request forms for the public discussion period must be submitted by the time the item is called by the City Clerk.
- No speaker will be allowed more than 5 minutes, and that time may be reduced by the Mayor or presiding member.
- If more than 6 speakers are signed up or if more speakers are signed up than would be allotted for in 30 minutes, the Mayor will organize speaker requests by subject or position, and allocate appropriate times, trying to ensure that speakers on unrelated subjects will also be allowed to speak during the 30-minute public discussion period.
- If speakers seeking to address Council on the same subject cannot agree on a particular order or method that they would like the speakers to be called, the speakers shall be called in the chronological order of their request forms' submission.
- Any speakers not called during the public discussion period will have the option to speak at the conclusion of the meeting, after all docketed items have been heard.

JF

# APPLICATION for SPECIAL USE PERMIT # 2000-0084

[must use black ink or type]

PROPERTY LOCATION: 400 CAMERON STATION BLVD.  
 TAX MAP REFERENCE: 68.01-02-04 Parcel C CDD ZONE: (Coordinated Development District)  
 APPLICANT Name: CAMERON ASSOCIATES, LLC and KG Virginia - CS Owner, L.L.C.  
 Address: c/o Brookdale Living Communities, Inc. 330 North Wabash Ave., Suite 1400, Chicago, IL 60611  
 PROPERTY OWNER Name: attn: Eric Welsh Cameron Associates, L.L.C.  
 Address: 8614 Westwood Center Drive, Suite 900, Vienna, VA 22182  
 PROPOSED USE: Approximately 260 unit senior housing development  
TMP

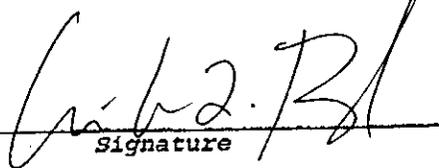
BROOKDALE HALLMARK of CAMERON STATION

THE UNDERSIGNED hereby applies for a Special Use Permit in accordance with the provisions of Article XI, Section 11-500 of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

THE UNDERSIGNED, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article XI, Section 11-301(B) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

THE UNDERSIGNED hereby attests that all of the information herein provided and specifically including all surveys, drawings, etc., required to be furnished by the applicant are true, correct and accurate to the best of their knowledge and belief. The applicant is hereby notified that any written materials, drawings or illustrations submitted in support of this application and any specific oral representations made to the Planning Commission or City Council in the course of public hearings on this application will be binding on the applicant unless those materials or representations are clearly stated to be non-binding or illustrative of general plans and intentions, subject to substantial revision, pursuant to Article XI, Section 11-207(A)(10) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

Erika L. Byrd  
Print Name of Applicant or Agent

  
Signature

1750 Tysons Blvd., Suite 1800  
Mailing/Street Address

712-5480      712-5288  
Telephone #      Fax #

McLean, VA 22102  
City and State      Zip Code

6/22/2000  
Date

**DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY**

Application Received: \_\_\_\_\_ Date & Fee Paid: \_\_\_\_\_ \$ \_\_\_\_\_

ACTION - PLANNING COMMISSION: 02/06/01 DEFERRED 7-0  
3-6-2001 RECOMMEND APPROVAL 6-0-1

ACTION - CITY COUNCIL: 3/17/01PH -- CC approved the Planning Commission recommendation.