EXHIBIT NO. 1

9
3-17-01

Docket Item # 7-A
DEVELOPMENT SPECIAL USE PERMIT #2000-0030
BROOKDALE - CAMERON STATION (Phase VII)

Planning Commission Meeting
March 6, 2001

ISSUE: Consideration of a request for a development special use permit, with site plan, to construct a senior housing and assisted living high-rise facility.

APPLICANT: KG Virginia-CS LLC
by Erika L. Byrd, attorney

LOCATION: 400 Cameron Station Boulevard

ZONE: CDD-9/Coordinated Development District

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, with an amendment to condition #15 and the addition of conditions #46 and #47. The motion carried on a vote of 6 to 0 to 1, Mr. Dunn abstaining.

Reason: The Planning Commission agreed with the staff analysis, except they supported the provision of one freestanding sign for the building. The two new condition, related to improvements in the right-of-way, were added by agreement of the applicant and staff.

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 him home and raised concerns about traffic impacts.

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

FrankCamarata, 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.

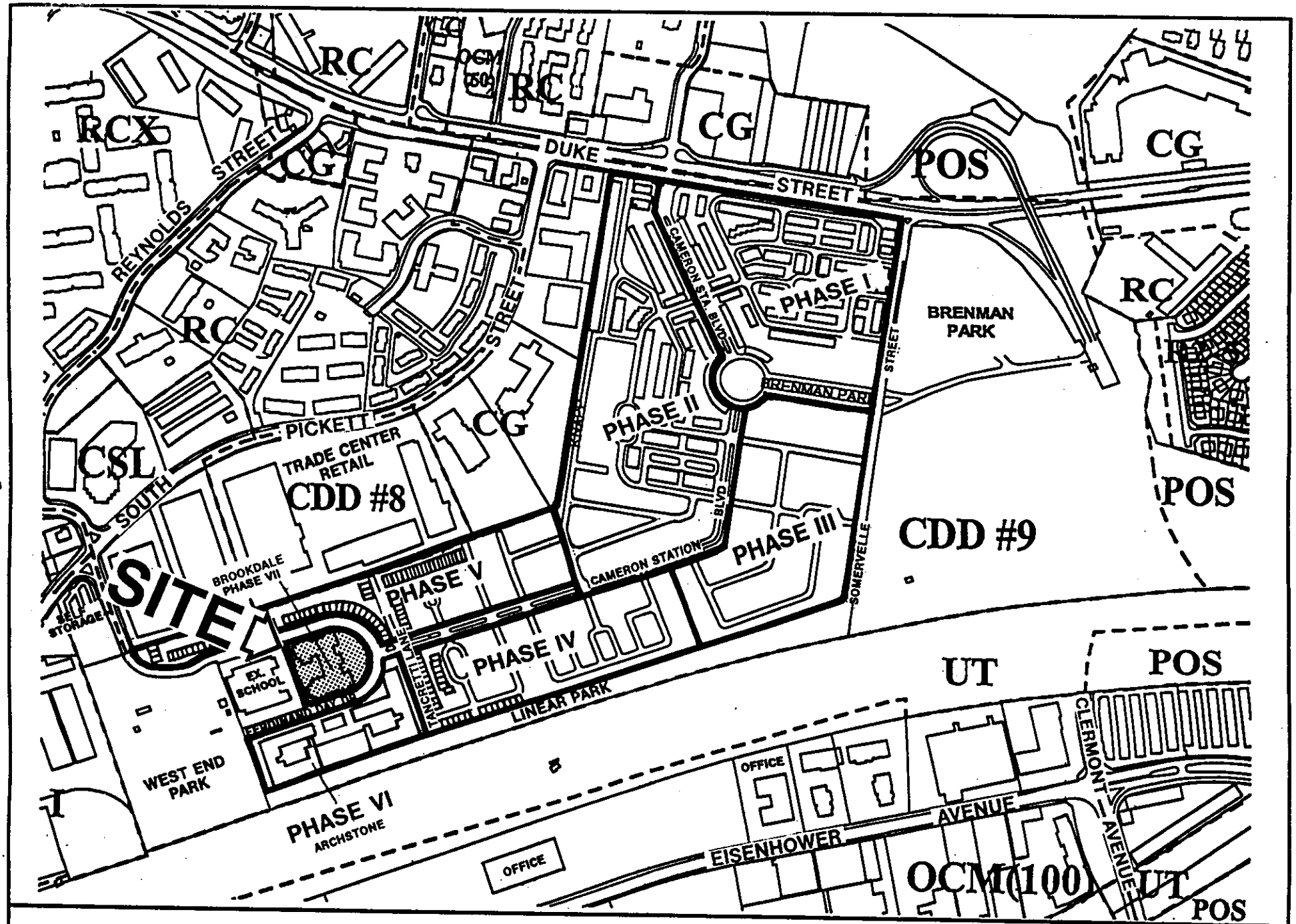
Reason: The Planning Commission was concerned about the number of unresolved issues noted by staff. In addition, the Commission expressed a desire to consider this phase together with the last phase of development, to better assess the impacts of development, including height, density and traffic. Some 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.



DSUP #2000-0030 **03/06/01** N

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SUMMARY:

The applicant proposes to build a 261 unit, 120' tall elderly housing building on one of the two remaining sites at Cameron Station, Phase VII. The site for the elderly housing is one of the most prominent sites within the development, located in the horse-shoe shaped parcel at the terminus of the main boulevard within the project. The proposed building is entirely consistent with the conceptual plan approved for Cameron Station in 1995 by the city; the conceptual plan provides for increased densities toward the southwestern portion of the tract, with building heights envisioned up to 120 feet.

The applicant has worked extensively with staff on the design of the building and to resolve issues since their initial submission in August 2000. In response to staff concerns about the relationship of the taller building to the lower (typically 40-55') buildings around it, the applicant modified the design of the eleven story building to step-down the height of the building to eight stories to the north and south and seven stories to the west, where the building is adjacent to the new Samuel Tucker School. The applicant has also revised roof types and increased building setbacks to improve the design and the relationship of the building to surrounding development. Staff had recommended to the applicant that the building be set back an additional 5' on the north and south, in order provide more area for landscaping adjacent to the building, further enhancing the softening the relationship of the large building to the street and adjoining residences. The applicant studied this proposal and concluded that it was not feasible to provide additional setbacks without a major redesign of the building, building program and garage, including the loss of parking spaces. Therefore, staff has not included a recommendation for additional setbacks. However, we are recommending, and the applicant has agreed, to eliminate the proposed utilities from the southern portion of the building; this change provides additional space for landscaping between the building and the street on the south side.

Staff has also worked extensively with the applicant on the design of the landscaped plaza in front of the building, which will be at the terminus of the Boulevard to define a space appropriate for this visually important location. Staff has recommended and the applicant has agreed to allow public access to this open space.

The final key issue raised by this application is parking. The Cameron Station concept plan requires that all uses meet the city's zoning ordinance parking requirement, plus provide 15% visitor parking. This project does so, providing 0.5 spaces per unit plus 15% visitor. Staff reviewed this issue extensively, looking at the parking requirements for other Brookdale operations and for other elderly housing development in the city, and we concluded this level of parking should be sufficient. As an additional assurance, a condition of approval permits the director of T&ES to require valet parking within the garage if the director finds parking to be inadequate, either on a daily basis or for special events. This could potentially add 20-30 parking spaces within the lower level parking garage.

This Planning Commission considered and deferred this application at the February 6, 2001 meeting. Since that time, staff has continued to work with the applicant to resolve outstanding issues. The applicant has refined the design of the plaza, relocated utilities and addressed grading and landscaping issues, and staff has revised a number of proposed conditions (# 7, 8, 9, 11,21 and 36) to reflect these refinements. The only remaining issue for staff is the proposal to provide a freestanding sign, which we find inconsistent with the urban and unified character of Cameron Station; we support, instead, a building sign.

STAFF RECOMMENDATION:

Staff recommends **approval** subject to compliance with all applicable codes and ordinances and the following conditions:

1. The applicant shall provide a parking management plan which outlines mechanisms to maximize the use of the lower level parking garage by residents and employees and minimizes the use of on-street parking to the satisfaction of the Directors of P&Z and T&ES. The parking management plan shall be approved prior to the release of the final site plan. The applicant shall provide attendant and/or tandem parking within the lower level parking garage if deemed necessary by the Director of T&ES or P&Z to minimize any adverse impacts upon adjoining streets due to the parking demands of the facility. (P&Z)

2. Any controlled access to the parking garage shall not impede the use of the parking garage by residents, employees or visitors to the satisfaction of the Director of P&Z. Parking spaces shall not be assigned within the garage for employees or individual units. Employee parking shall occur within the lower level parking garage to the greatest extent possible. (P&Z)

3. No fewer than 152 parking spaces shall be provided. A minimum 102 parking spaces shall be provided within the lower level parking garage. Install "Visitor Parking Only" signs for the visitor parking spaces adjacent to the plaza. (P&Z)

4. The width of the one-way drive aisle shall be 20 ft., the surface for the entire front drive aisle and visitor parking adjacent to the plaza shall be decorative brick to the satisfaction of the Director of P&Z. (P&Z)

5. A public ingress/egress easement shall be granted for public vehicular and pedestrian access for Harold Secord Street and the front plaza. All easements and reservations shall be approved by the City Attorney prior to the release of the final site plan. (P&Z)

6. The door for the loading facility shall remain closed except when in use. The color of the door shall match the adjacent wall material and be integrated into the surrounding facade to minimize its presence. (P&Z)

7. The height of the wall for the ingress and egress for the parking garage shall be designed with materials similar to the building such as brick. A large portion of the wall shall be open with high quality fencing/railing. The wall and fence/railing shall be an overall average maximum height of 3.5 ft. above average-finished grade. (P&Z)

8. Subject to approval from applicable utility companies the transformer and utilities located on the southern portion of the building shall be relocated to the western portion of the site as generally depicted within Attachment No.1. The area previously occupied by the transformer , generator etc. shall be converted to open space, with landscaping and street trees In the event the applicable utility companies do not permit relocation of the utilities to the western portion of the site, all utilities shall be located within underground vaults in the locations depicted on the preliminary plan. If the applicable utility companies do not permit either option as described above, the applicant shall provide written verification of such denials and located to the satisfaction of the Director of P&Z. (P&Z)

9. The courtyard on the western portion of the property shall be approximately two feet above grade of the adjoining sidewalk on Harold Secord Street. Fencing or walls adjacent to the courtyard shall not exceed a maximum height of 3.5 ft. A large portion of any wall adjacent to the western courtyard shall be open with high quality fencing/railing. (P&Z)

10. A detail of all fences, walls and railings shall be provided with the final site plan. (P&Z)

11. The height of the plaza shall be a maximum 1-3 feet above the height of the adjoining sidewalks on Ferdinand Day Drive and Cameron Station Boulevard and the eastern portion of the plaza shall be constructed to appear as an open plaza to the satisfaction of the Director of P&Z. (P&Z)

12. The grading on the northern and southern portion of the site shall be a maximum twenty-five percent (25%) slope. (P&Z)

13. The parking garage vents shall be located and be of a size and type to minimize the impact on open space and visibility from adjoining streets to the satisfaction of the Director of P&Z. (P&Z)

14. Provide a minimum 8 ft. wide brick sidewalk adjacent to Cameron Station Boulevard and Ferdinand Day Drive, excluding encroachments such as bay windows, stoops, etc. Light poles shall not be located on the sidewalk whenever alternative locations exist. Provide a minimum 5 ft. wide brick sidewalk adjacent to Harold Secord Street. Align and connect proposed sidewalks along Ferdinand Drive and Cameron Station Boulevard with existing sidewalks at West End Elementary School. All sidewalks on the exterior and interior of the site shall be brick and shall meet City standards. (P&Z) (T&ES)

15. **CONDITION AMENDED BY PLANNING COMMISSION:** Freestanding signs other than traffic/directional signs **and one site entrance sign not to exceed sixteen square feet in area** shall be prohibited. Signage shall be limited to the minimum necessary to identify the building and shall be limited to one side of the building to the satisfaction of the Director of P&Z. (P&Z)

16. The final design of the building shall, at a minimum be generally equivalent in materials, quality and detail to the illustrative rendering and elevation drawings submitted with the preliminary plan including:
    a. Precast concrete on all lower levels, with masonry on all remaining portions of each facade.
    b. Variations in brick color.
    c. Vinyl clad windows with precast concrete lintels.
    d. Decorative metal railings.
    e. Decorative brick coursing.
    f. Fiber cement shingle roof.
    g. Standing seam metal roof.
    h. Metal balustrade. (P&Z)

17. The entry feature surrounding the Porte Cochere shall be increased in scale to be a more appropriate proportion for the size and mass of the building, including the use of additional architectural elements. (P&Z)

18. The applicant shall be allowed to make minor adjustments to the building location if the changes do not result in the loss of parking, open space or an increase in building height or floor area ratio. (P&Z)

19. A temporary structure for construction or sales personnel shall be permitted and the period of such structures shall be subject to the approval of the Director of P&Z. The trailer shall be removed prior to the issuance of the certificate of occupancy permit. (P&Z)

20. Provision of nursing home services or an increase in the number of assisted living units by more than (10) shall require a subsequent special use permit with all applicable approvals. (P&Z)

21. Locate all underground utilities and utility structures under proposed streets or away from proposed landscaped areas to the extent feasible, to minimize any impact on the root systems of the proposed landscaping, to the satisfaction of the Director of T&ES and P&Z. (P&Z)

22. Any inconsistencies between the various drawing submitted by the applicant shall be reconciled to the satisfaction of the Director of P&Z and T&ES. (P&Z)

23. The applicant shall attach a copy of the final released site plan to each building permit document application and be responsible for insuring that the building permit drawings are consistent and in compliance with the final released site plan prior to review and approval of the building permit by the Departments of P&Z and T&ES. (P&Z)

24. A revised landscape plan shall be provided with the final site plan to the satisfaction of the Directors of P&Z and RP&CA. At a minimum the plan shall provide: (P&Z)
    a. A sculpture or water feature within the plaza to provide a focal element that is an appropriate size for the space of the plaza.
    b. Street trees shall be a minimum 4" caliper along Cameron Station Boulevard and Ferdinand Day Drive no more than 35 ft. on center. Street trees such as Red Maple shall be provided adjacent to Harold Secord Street that comply with the minimum spacing and size requirements of the landscape guidelines.
    c. An automatic sprinkler system for all landscaping and open space within the project site.
    d. Landscaping to screen the underground vault adjacent to Cameron Station Boulevard.
    e. Additional amenities such as special paving surfaces, materials, benches, trash receptacles etc. shall be provided within the front plaza and rear courtyard to encourage their use.
    f. A row of trees (ex. London Plane) adjacent to the front drive aisle.
    g. Ornamental trees or planting adjacent to the entrance of the building.
    h. A trellis or similar structure within the rear courtyard adjacent to the building or centrally located structure to provide a gathering area for residents and guests. (P&Z)
    i. All materials specifications shall be in accordance with the industry standard for grading plant material-The American Standard for Nursery Stock (ANSI Z60.1). (P&Z)

25. As trees mature they are to be limbed up to a minimum of 6 feet. Do not plant trees under or near light poles. (Police)

26. Place underground utilities and utility structures under proposed streets or away from proposed landscaped areas to the extent feasible, to minimize any impact on the root systems of the proposed landscaping, to the satisfaction of the Director of T&ES and the City Arborist. (P&Z)

27. The character, location and type of such street furnishings on the final site plan (including but not limited to: benches, lights, trash receptacles, bike racks) and signs or sign systems. Streetscape and site furnishings shall be consistent with that approved and provided in other Phases of Cameron Station. (P&Z)

28. Show all utility structures, including transformers, on the final development plan. All utility structures (except fire hydrants) shall be clustered where possible and located so as not to be visible from a public right-of-way or property. When such a location is not feasible, such structures shall be located behind the front building line and screened to the satisfaction of the Director of P&Z. (P&Z)

29. The applicant shall be permitted to make minor adjustments to lot lines and/or building foot prints to accommodate the final design of buildings, to the satisfaction of the Directors of Planning and Zoning and Transportation and Environmental Services. (P&Z)

30. The applicant shall attach a copy of the released final development plan to each building permit document application and be responsible for insuring that the building permit drawings are consistent and in compliance with the released final development plan prior to review and approval of the building permit by the Departments of Planning and Zoning and Transportation and Environmental Services. (P&Z)

31. The applicant shall submit a final "as-built" plan for this phase prior to applying for certificate of occupancy permit for any of the last five dwelling units in this phase. (P&Z)

32. Show existing and proposed street lights and site lights. Indicate the type of fixture, and show mounting height, and strength of fixture in Lumens or Watts. Provide manufacturer's specifications for the fixtures. Provide lighting calculations to verify that lighting meets City Standards. (T&ES)

33. All site and building mounted light fixtures shall be shielded to direct light downward and eliminate glare. (P&Z)

34. In the event that Section 5-1-2(12b) of the City Code is amended to designate multi-family dwellings in general, or multi-family dwellings when so provided by SUP, as required user property, then refuse collection shall be provided by the City. (T&ES)

35. All private streets and alleys must comply with the City's Minimum Standards for Private Streets and Alleys. Provide brick pavers or stamped asphalt pedestrian crossings across all on-site entrances on Ferdinand Day Drive and Cameron Station Boulevard. (T&ES)

36. Provide all pedestrian and traffic signage to the satisfaction of the Director of T&ES.(T&ES)

37. Maximum distance between sanitary manholes shall be 300 feet. (T&ES)

38. Prior to the release of the final site plan, provide a Traffic Control Plan detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging. (T&ES)

39. The developer or its agent shall furnish each prospective buyer with a statement disclosing the prior history of the Cameron Station site including previous environmental conditions and about the on-going remediation to the satisfaction of the Directors of T&ES and P&Z. (Health)

40. Provide a menu or list of foods to be handled at the facility to the Health Department. Certified food managers shall be on duty during all hours of operation. (Health)

41. Only gas fireplaces are permitted to reduce air pollution and odors. (Health)

42. The applicant shall consult with the Crime Prevention Unit of the Alexandria Police Department regarding locking hardware and alarms for the homes and condominium building. This is to be completed prior to the commencement of construction. (Police)

43. The applicant is to consult with the Crime Prevention Unit of the Alexandria Police Department regarding security and locking hardware of the proposed building or construction trailers. This is to be completed prior to the beginning of construction. (Police)

44. Garage areas for the parking garage should have controlled access. Walls and ceilings of the parking garage shall be painted white. If the on-site security staff is provided when the buildings and garage are occupied emergency buttons shall be provided. If the site is not going to be staffed with security personnel when buildings and garages are occupied then emergency buttons are not recommended. (Police)

45. The applicant shall provide a contribution of $0.50/gross square foot of building to the City's Housing Trust Fund, with a credit given to the Developer for the net cost of relocating Carpenter's Shelter and the Food Bank (net cost = total cost - value to developer of the land freed for development). Alternatively, at least 10% of the housing constructed shall be affordable, subject to the following provisions:

    a. the developer shall provide 10% of the total units as affordable set-aside units for households with incomes not exceeding the Virginia Housing Development Authority (VHDA) income guidelines through purchase price discounts, if necessary. Sales prices must not exceed the maximum sales prices under VHDA's Single Family First Mortgage Program. Some of the units shall be affordable to households with incomes at or below the limit for two or fewer persons.

b. Whatever incentives are offered to any potential home buyers will also be offered to households that meet VHDA income guidelines;

c. Long-term affordability shall be provided either through deed restrictions or by repayment by the purchaser to the City of an amount equal to the reduction in sales prices, as determined by the City Manager;

d. These units must be affordable to and sold to households that meet the VHDA income guidelines.

If some portion of the 10% units are provided, the applicant shall contribute a prorated share of the $.50 per gross square foot amount to the Housing Trust Fund (with the developer given the Carpenter's Shelter and Food Bank credit). (Office of Housing) (P&Z)

46. **CONDITION ADDED BY PLANNING COMMISSION: The applicant shall contribute 10,000 to a fund that shall be established and maintained by the city to implement traffic calming mechanisms within Cameron Station. This contribution shall be made to the City within two months of approval of this application by the City Council. (PC)**

47. **CONDITION ADDED BY PLANNING COMMISSION: 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. (PC)**

Special use permits and modifications requested by the applicant and recommended by staff:

1. Special use permit for a CDD preliminary development plan to construct a senior housing and assisted living facility.

Staff Note: In accordance with section 11-506(c) of the zoning ordinance, construction or operation shall be commenced and diligently and substantially pursued within 18 months of the date of granting of a special use permit by City Council or the special use permit shall become void.

BACKGROUND:

The applicant, Brookdale, Inc., is requesting approval of a development special use permit with site plan to construct a 261-unit senior housing/assisted living facility within Cameron Station. Based upon the number and size of the units, there will be approximately 300 residents. The proposed development (Phase VII) will occupy a 2.4 acre site located just east of the new Samuel Tucker Elementary School, within the area bounded by Cameron Station Boulevard to the north, Harold Secord Drive to the west, and Ferdinand Day Drive to the south. An amendment to the Cameron Station Transportation Management Plan to incorporate this phase of development into the TMP program for Cameron Station, is being processed concurrently with this development application (SUP200-84).

The proposed development is one of the two final phases of development at Cameron Station. The other final phase (VI), is located just south of the proposed elderly housing building and is proposed to be developed by Archstone for four-story apartment buildings. The Archstone proposal is currently being reviewed and processed by staff and is expected to be docketed for public hearing by the Planning Commission and City Council in March 2001.

CAMERON STATION DEVELOPMENT SUMMARY							
Phase	Approved					Proposed	TOTAL
	I	II	III	IV	V	VII	
Land Area (Acres)	20.52	24.02	14.11	11.52	11.80	2.44	84.41
Total Number of Units	341	541	317	214	191	261	1,865
Single Family	15	6	0	0	11	0	32
Townhouse	169	153	207	178	120	0	827
Back/Back Townhouse	4	54	0	36	0	0	94
Stacked Townhouse	40	52	0	0	60	0	152
Multifamily	113	276	110	0	0	0	499
Multifamily/Elderly	0	0	0	0	0	261	261
Density (Units/Acre)	16.62	22.52	22.47	18.58	16.19	107.0	22.09
Gross Floor Area (Square Feet)	819,914	910,513	777,817	648,311	451,700	388,700	3,178,774
Net Floor Area (Square Feet)	726,978	799,658	684,237	583,480	406,530	369,300	3,570,183
Floor Area Ratio	0.81	0.87	1.27	1.29	0.77	3.66	.97
Open Space (Acres & Percent)	6.0 (29.2%)	6.98 (29%)	3.94 (27.9%)	2.31 (20%)	3.42 (29.9%)	0.85 (35%)	23.5 (27.8)

Proposed Development:

The applicant proposes to construct a 261-unit senior housing facility that will be comprised of independent senior housing and assisted living units; the applicant is not proposing nursing home units or services. The U-shaped building will be oriented towards Cameron Station Boulevard and will be located above a single level of subsurface structured parking. The entrance to the lower level parking garage will be via a one-way entrance drive aisle from Cameron Station Boulevard that will provide access to a one-way radial entrance to the parking structure. The exit for the parking garage also will be served by the one-way drive aisle. The majority of the parking spaces (67%) are provided within the lower level parking garage, 12 surface spaces are also proposed adjacent to the plaza, 16 parallel are on-street spaces and 22 spaces are adjacent to Harold Secord Street.

The central portion of the building will be eleven levels and will step down to eight levels at the northern and southern portions of the building. The main entrance to the building is located on the eastern portion of the building, which will also include an approximately 14,000 sq.ft. plaza. All of the proposed open space (35%) will be at ground level. In addition two 1,000 sq.ft. roof-top terraces are proposed that are not included within the open space calculations.

The average size of the units will vary based upon whether the units are assisted living or independent senior housing:

	Assisted Living	Independent Living
Studio	400 sq.ft.	450 sq.ft.
One-Bedroom	525 sq.ft.	750 sq.ft.
Two-bedroom	NA	1,150 sq.ft.

The facility will be comprised of approximately 80% independent living and 20% assisted living rental units. The average monthly rent will range from approximately $2,000 - $4,000/month based upon the size and level of service provided for each unit. The average age of resident within the 23 Brookdale facilities nationwide is 75-80. According to the applicant the facility will provide a shuttle service, indoor pool, library, health club facilities and dining facilities for the use of residents.

Zoning

The subject property is zoned CDD#9/Coordinated Development District. Development on the site is governed by a concept plan for Cameron Station approved by the City. A summary of the zoning characteristics of the proposed development is provided in the table below:

HALLMARK @CAMERON STATION

Property Address:	400 Cameron Station Boulevard
Total Site Area:	106,165 sq.ft.(2.44 Ac.)
Zone:	CDD/Coordinated Development District # 9
Current Use:	Vacant
Proposed Use:	Multi-Family (Senior Housing and Assisted Living)

	Permitted/Required	Proposed
Floor Area	N/A	388,700 gross square feet 369,300 net square feet
FAR	N/A	3.47
No. of Dwellings	2,510 total - 1,604 phases I-IV - 65 (estimated school credit) 841 remaining	261 proposed
Density	27 du/acre (overall)	22.09 du/acre (overall) 107 du/acre (Phase VII)
Height	120 feet.	120 feet
Open Space	no specific requirement in ordinance, but 20%-30% proposed and required in earlier phases	35% (0.85 acres)
Parking	131 spaces (.5 sp/ unit) Plus 15% (20 spaces) visitor parking required by concept plan approval)	131 21 visitor spaces proposed
	Total 151 spaces	152 spaces

STAFF ANALYSIS:

Staff is supportive of the overall concept and design of the project and believe the proposed use is an appropriate one for the property and is consistent with the approved concept plan for Cameron Station. Staff has worked with the applicant over the last several months to refine the design of the building and to address parking, transportation and streetscape issues, as discussed in more detail below.

Building Location, Height, Massing and Design

The design of this building is of particular importance because, at 120 feet, it will be the tallest building within Cameron Station and because it is sited at one of the most visually prominent sites within Cameron Station, at the terminus of the main portion of Cameron Station Boulevard, within the "horseshoe" formed by the intersection of Cameron Station Boulevard and Ferdinand Day Drive.

Staff supports the placement of this, the tallest building, at the prominent location; the siting is consistent with an urban design approach which places significant buildings at the terminus of prominent streets. Staff believes the building's mass, setbacks, plaza, and landscaping have been successfully designed as interrelated elements that create a sense of spatial and locational hierarchy, providing an appropriate focal element for this prominent location and effectively transitioning to the lower scale buildings in the remainder of the development.

The building is sited with its front door facing the terminus of the main portion of Cameron Station Boulevard, with a significant front setback of 80 ft.-140 ft. between the building and the street. The setback is utilized in part for a drop-off and surface parking, but most of the space is devoted to a landscaped plaza, providing a transition between the building and the street.

The building's height steps down as it approaches the street; while the central tower is eleven stories and reaches almost 120' in height, the two wings (facing Cameron Station Boulevard and Ferdinand Day Drive) are eight stories and only 88' in height. To the west, facing Harold Secord Street, the two wings step down farther in height, to six stories and 64' in height. This transitioning of heights within the building, along with a series of offsets in the building walls, create a transition in mass and scale to the smaller scale residences and elementary school across the streets from the development.

One additional change staff is recommending to improve the transition is to relocate the generator, transformer and utilities that are proposed for the southern portion of the building. The relocation of the utilities will enable additional open space and landscaping and elimination of an 8 ft. tall screening wall that will be prominently visible from the adjoining street. Staff is recommending that

utilities be relocated to the lower level parking garage in order to provide additional open space and landscaping, including trees, to soften the mass of the building and improve the transition to the street and surrounding development.

Staff believes the building details are also well designed. The facades of the building will be brick with a precast concrete base and will incorporate materials and elements utilized throughout Cameron Station such as a hipped roof. The penthouses have been carefully designed to provide additional architectural interest to the roof line.

The facade which faces Harold Secord Street and the side of Samuel Tucker School contains an interior courtyard and large collective area of open space for the use of the residents. This portion of the building will also include the proposed loading dock. Staff is recommending that the door provide a similar appearance as the facade and remain closed when not in use.

Parking

The zoning ordinance requires .5 sp./ unit (131 spaces) and the CDD concept plan for Cameron Station requires an additional 15% (20 spaces) visitor parking for this development, for a total parking requirement of 151 spaces. The applicant proposes to provide 152 spaces, meeting the zoning ordinance and concept plan requirements.

Staff believes the proposed level of parking will be adequate for the proposed use. According to the applicant, approximately 25% of the senior housing units will own cars and residents of the assisted living units do not typically own cars. If 25% of the senior housing units (excluding the assisted living units) own cars, a total of 53 parking spaces will be occupied by residents. The applicant has stated that approximately 30 employees (first shift) will be the maximum number of employees on the site at one time. Therefore, based upon the data supplied by the applicant, approximately 83 parking spaces will be occupied by residents and employees, which would result in 69 spaces available for visitors, special events and functions, 16 of which are parallel street parking that may not be available at all times. Brookdale has indicated that, typically, no more than 15 visitor parking spaces are utilized at one time on the site, except during special events or holidays such as mother's day. The parking ratio required by the zoning ordinance is similar to the parking provided within other Brookdale facilities.

Location	Pkg. Ratio/Unit	Max % Occupied(Weekday)	Max%Occupied(Weekend)
Lisle, Illinois	.585	69% (.403/unit)	52%
Des Plaines, Illinois	.701	47% (.329/unit)	45%
Vernon Hills, Illinois	.739	65% (.480/unit)	58%
Hoffman, Illinois	.432	69% (.298/unit)	46%
Cameron Station	**.578**	**NA**	**NA**

Staff believes that the amount of parking provided is sufficient to meet the demands of the use, except perhaps on special occasions where the number of visitors will be exceptional. For these special occasions, it is possible to provide attended parking and to stack the vehicles of residents, employees and/or visitors in the garage. Staff estimates that 20-30 additional cars could be accommodated within the garage if attended parking were utilized. It would also be possible to utilize attended/stacked parking on an everyday basis, if for some reason the number of cars owned by residents increased beyond the level typically found at this type of facility. This could happen, for instance, if the population of this facility was younger than other facilities; although the average age of residents in a Brookdale facility nationwide is 75 to 80, the facility does accept residents as young as 62.

Staff has recommended the following conditions to assure that the parking supply is adequate:

- Providing tandem parking within the lower level parking garage during peak demands, special events etc. or when deemed necessary by the Director of Transportation and Environmental Services and Planning and Zoning.
- Parking spaces shall not be assigned or sold with units.
- Provision of a handicap accessible van service for the transportation needs of residents and to pick-up/drop-off employees from metro-rail (condition of TMP).

Brookdale is proposing a handicap accessible bus/shuttle service to provide transportation for residents and employees. The proposed shuttle will provide for the daily transportation needs of the residents such as recreational activities, shopping, medical appointments etc. However, the applicant will not contribute to the existing Cameron Station shuttle. Staff supports the provision of a separate shuttle as further outlined within the TMP(SUP# 2000-30) staff report. In addition, staff is recommending the shuttle provide transportation to and from the metro during peak a.m. and p.m. hours.

Streetscape

A premise of Cameron Station has been to develop a pedestrian-oriented, neo-traditional community. Given the likely pedestrian activity of surrounding uses such as the school, townhomes, possible multi-family use (Phase VI) and the presence of the plaza, the sidewalks adjacent to the proposed development will function as important pedestrian pathways. The proposed 5 ft. width of the sidewalks while sufficient for many lower density residential areas within Cameron Station, is insufficient for the expected volume of pedestrians and school students. Therefore, staff is recommending an 8 ft. wide brick sidewalk along the building adjacent to Cameron Station and Ferdinand Day Drive.

Open Space

The proposed project provides 35% (37.188 sq. ft.) of open space, more than any other phase in Cameron Station. The proposed open space plaza will be an important focal element for the development and for Cameron Station and will likely function as a gathering area for residents of Cameron Station; the applicant has agreed that the plaza in front of the building will be accessible to the general public, not just to residents of Brookdale. The applicant is also proposing amenities for the residents such as an indoor pool, club room, billiard room, computer room, coffee shop, exercise room, barber shop and coffee shop.

Proposed Use

Although the applicant is currently not proposing nursing home units or services, the staffing, resources and parking demands of such uses are dramatically different than the impacts of independent senior housing and assisted living. Therefore staff is recommending that a condition of approval be that any subsequent nursing home units or services shall require a special use permit and all applicable approvals.

Staff Recommendation

Staff recommends **approval** of the proposed development special use permit application subject to all conditions outlined within the staff report. The conditions outlined within the staff report should enable the proposed use to be an appropriately scaled urban site that will be compatible with the existing Cameron Station development.

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

CITY DEPARTMENT COMMENTS

Legend: C - code requirement R - recommendation S - suggestion F - finding

Transportation & Environmental Services:

C-1. Bond for the public improvements must be posted prior to release of the plan.

C-2. All downspouts must be connected to a storm sewer by continuous underground pipe.

C-3. The sewer tap fee must be paid prior to release of the plan.

C-4. All easements and/or dedications must be recorded prior to release of the plan.

C-5. 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.

C-6. All drainage facilities must be designed to the satisfaction of T&ES. Drainage divide maps and computations must be provided for approval.

C-7. All utilities serving this site to be underground.

C-8. Provide site lighting plan.

C-9. Plan shall comply with the Chesapeake Bay Preservation Act in accordance with Article XIII of the City's zoning ordinance for storm water quality control.

C-10. Provide a phased erosion and sediment control plan consistent with grading and construction.

Code Enforcement:

C-1 Applicant must provide Emergency Vehicle Easement on front and back side of building.

C-2 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) floor area per floor; e) fire protection plan.

C-3 The developer shall provide a separate Fire Service Plan which illustrates: a) emergency ingress/egress routes to the site; b) two fire department connections (FDC) to the building, one on each side/end of the building; c) fire hydrants located within on hundred (100) feet of each FDC; d) on site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site; e) emergency vehicle easements (EVE) around the building with a twenty-two (22) foot minimum width; f) all Fire Service Plan elements are subject to the approval of the Director of Code Enforcement.

C-4 Fire Department ladder truck access is required for two sides/ ends of all buildings over 50 feet in height. This requires a truck to be able to position itself between 15 and 30 feet from the face of the building. All elevated structures used for this purpose shall be designed to AASHTO HS-20 loadings.

C-5 The final site plans shall show placement of fire easement signs. See attached guidelines for sign details and placement requirements.

C-6 A soils report must be submitted with the building permit application.

C-7 Prior to submission of the Final Site Plan, the developer shall provide a fire flow analysis by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. See attached guidelines for calculation methodology.

C-8 This project requires a building permit. Four sets of plans, bearing the signature and seal of a design professional registered in the Commonwealth of Virginia, must accompany the written application.

C-9 This structure contains mixed use groups [M, Mercantile; B, Business; A-3, Assembly; I-1, Institutional; R-2, Residential; S-2, Low-Hazard Storage (public garage, group 2)], and is subject to the mixed use and occupancy requirements of USBC section 313.

C-10 Required exits, parking, dwelling units and functional spaces within the building shall be accessible for persons with disabilities and must comply with USBC Chapter 11. Handicapped accessible bathrooms shall also be provided.

C-11 The public parking garage (Use Group S-2) is required to be equipped with a sprinkler system.

C-12 The public parking garage floor must comply with USBC and drain through oil separators or traps to avoid accumulation of explosive vapors in building drains or sewers as provided for in the plumbing code. This parking garage is classified as an S-2, Group 2, public garage. Floors of public garages must be graded to drain through oil separators or traps to avoid accumulation of explosive vapors in building drains or sewers.

C-13 Enclosed parking garages must be ventilated in accordance with USBC.

C-14 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to Code Enforcement that will outline the steps that will taken to prevent the spread of rodents from the construction site to the surrounding community and sewers.

C-15 This project shall comply with the Hi-Rise provisions of section 403 and the Institutional provisions of section 409 of the USBC.

Health Department:

C-1. All construction activities must comply with the Alexandria Noise Control Code Title 11, Chapter 5, which permits construction activities to occur between the following hours: Monday through Friday from 7 am to 6 pm and Saturdays from 9 am to 6 pm. No construction activities are permitted on Sundays. Pile driving is further restricted to the following hours: Monday through Friday from 9 am to 6 pm and Saturdays from 10 am to 4 pm.

C-2. Five sets of plans shall be submitted to and approved by this department prior to construction. Plans must comply with the Alexandria City Code, Title 11, Chapter 2, Food and Food establishments. There is a $135.00 fee for plan review of food facilities.

C-3. This facility shall comply with the Alexandria City Code, Title 11, Chapter 10, Smoking Prohibitions.

Police Department:

F-1 No lighting diagram was included in the blueprints.

(The following recommendations related to lighting have not been included as conditions; rather, staff has recommended that the applicant prepare a lighting plan to the satisfaction of the Director of T&ES in consultation with the police, which will likely result in lower lighting levels than those desired by the Police. Also, the remaining recommendations have not been included as conditions because of their adverse effect on the site design.)

R-3 Parking lots, sidewalk, trails, and all common areas on the property are to be a minimum 2.0 foot candle minimum maintained. **(Not recommended by P&Z)**

R-6 Low growing plants and shrubbery should not exceed 3 feet in height when they have reached maturity. **(Not recommended by P&Z)**

R-8. Residents should have assigned parking spaces in the garage. The numbers should not correspond with their unit number. **(Not recommended by P&Z)**

Historic Alexandria (Archaeology):

F-1 Archaeology has been completed.

Parks & Recreation (Arborist):

No comments received from this Department.

Sanitation Authority:

No comments received.

VAWC:

No comment.

APPLICATION for
DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN
DSUP # 2000-0030

PROJECT NAME: Hallmark of Cameron Station

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

TAX MAP REFERENCE: 68.01-02-04 58.02-09-01 CDD-9
68.01-04 Parcel C ZONE: CDD (Coordinated Development District)

APPLICANT Name: KG Virginia - CS Owner, L.L.C.

Address: C/O Brookdale Living Communities, Inc.
330 North Wabash Avenue, Suite 1400 Chicago, IL 60611
Attn: Eric Walesh

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

Address: 8614 Westwood Center Drive, Suite 900 Vienna, VA 22182

SUMMARY OF PROPOSAL: Approximately 260 unit senior housing development

MODIFICATIONS REQUESTED: none

SUP's REQUESTED: Requested CDD No. 9 Preliminary Plan, Cameron Station Phase VII

BROOKDALE ~~HALLMARK~~ of CAMERON STATION VII

THE UNDERSIGNED hereby applies for Development Site Plan, with Special Use Permit, approval in accordance with the provisions of Title 7, Chapter 5 of the Code 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 also attests that all of the information herein provided and specifically including all surveys, drawings, etc., required of the applicant are true, correct and accurate to the best of their knowledge and belief.

Erika L. Byrd
Print Name of Applicant or Agent

Signature

1750 Tysons Blvd, Ste. 1800
Mailing/Street Address

712-5480
Telephone #

712-5288
Fax #

McLean, VA 22102
City and State *Zip Code*

6/22/2000
Date

DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY

Application Received: _____
Fee Paid & Date: $_____
Legal Advertisement: _____

Received Plans for Completeness: _____
Received Plans for Preliminary: _____
Property Placard: _____

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

08/98 p:\zoning\pc-appl\forms\app-sp2

DSUP 2000-0030

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.

Development Special Use Permit with Site Plan (DSUP) # 2000-0030

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 the (check one) ☐ Owner ☒ Contract Purchaser *

☐ Lessee or ☐ Other: KG Virginia -CS Owner, LLC

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. See attached "ownership structure"

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.

NARRATIVE DESCRIPTION

2.

The proposed development is an approximately 260 unit senior housing building. The residents are generally 70 years of age and older with the average age being about 80 years old.

The building is operated 24 hours a day, 7 days a week. There are three shifts with employee counts of approximately 30 on first shift, 19 on second shift and 3 on third shift.

Parking is provided on site to accommodate residents, visitors and employees.

Monthly fees for independent living include apartment occupancy, daily continental breakfast with thirty additional meals per month, housekeeping, concierge service, emergency call response, activities, and scheduled transportation. Monthly fees for assisted living include apartment occupancy, three meals daily, housekeeping, concierge, emergency call response, activities, transportation, and assistance with activities of daily living (ADLs) - eating dressing, bathing, toileting and medication.

Some of the common area amenities include the following:

- Full-service and private dining rooms, highlighted by a uniformed wait staff, and linen/crystal tableware.
- A formal library
- Billiards room
- Arts and crafts studio
- General store with coffee bar
- Multipurpose room
- Lounge areas

The Hallmark will also offer on site banking, furnished guest suites, convenient laundry facilities, and covered parking.

The services offered are designed to complement the residents' desire for convenient, trouble-free living in a luxurious atmosphere. In addition, the building and staff provide personal security, contribute to overall health and give prompt assistance in an emergency situation. Resident services will include the following:

- 24-hour concierge and doorman services
- Social, cultural, and educational activities
- On-site Health and Wellness Clinic
- Scheduled transportation
- Weekly housekeeping and linen service
- Personal laundry service
- Emergency call systems in each apartment

Each apartment is designed to provide the individual with complete freedom in their daily lives, from individual heat and air to fully appointed kitchen facilities. Amenities common to all apartment units are as follows:

- Fully appointed kitchen with electric oven and range
- Frost-free refrigerator/freezer
- Wall-to-wall carpeting
- Large, well-lit closets
- Mini-blinds on windows
- Telephone and master TV antenna hookups
- Individual heat and air conditioning

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

Approximately 315 residents when building is fully occupied.

Residents live in the building 24 hours a day, 7 days a week.

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

8:00 am - 5:00 pm: 30 People 4:00 pm -12:00 pm: 19 People

12:00 pm - 8:00 am: 3 People

5. Describe the proposed hours and days of operation of the proposed use:

Day	Hours	Day	Hours
24 hours day, 7 days a week			

6. Describe any potential noise emanating from the proposed use:

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

Any noise levels would be minimal. The garbage compactor is completely enclosed within the loading dock. The only exterior surface mechanical equipment are the kitchen refrigeration condenser and the emergency generator. The condenser generates minimal noise and the emergency generators are tested fo 10 minutes a month. Minimal noise is anticipated from our residents, visitors and employees.

B. How will the noise from patrons be controlled?

Minimal noise is anticipated from our residents, visitors and employees.

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

No potential odors.

8. Provide information regarding trash and litter generated by the use:

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

Residential, commercial kitchen and a minimum amount of others.

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

A 20 yard compacted container will fill up approximately every 10 days.

C. How often will trash be collected?

Approximately every 10 days.

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

Housekeeping and engineering staff will police the exterior areas daily.

9. 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:

Not applicable.

10. 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:

Those organic compounds needed to clean and maintain the physical structure and to operate a kitchen. These organic compounds will be disposed of in accordance with all applicable laws.

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

24 hour concierge. Building is fully sprinklered and constructed of non-combustible material. The parking garage is secured with a card reader system. There are cameras and door contacts on the garage and the ground floor. Each unit has an emergency pull cord and a smoke detector tied to the concierge desk. An emergency generator is provided to power the elevators, heating and air conditioning system, and lights in the event of a power failure.

ALCOHOL SALES

12. 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.

Not Applicable.

PARKING AND ACCESS REQUIREMENTS

13. 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" - section 8-200 (A) item 15

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

103	Standard spaces
88	Compact spaces
10	Handicapped accessible spaces.
1	Other - Van
202 (Total)	

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

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

Not applicable

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.

14. 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 space

C. Where are off-street loading facilities located? The loading facilities are located off of the easement between this site-Parcel "C" and the adjacent school site Parcel - "F"

D. During what hours of the day do you expect loading/unloading operations to occur?

7:00 am - 5:00 pm Monday - Friday

E. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?

Food and beverage deliveries two times per week.

Move - ins and Move - outs 12 - 15 per month.

15. Is street access to the subject property adequate or are any street improvements, such as a new turning lane, necessary to minimize impacts on traffic flow?

Street access to the subject property is adequate.

ATTACHMENT "A" DSUP 2000-0030

(9) *Clinics, medical or dental:* one space for each 200 square feet of floor area.

(10) *Churches:* one space for each five seats in the principal auditorium or one space for each ten classroom seats, whichever is greater.

(11) *Schools, elementary:* one space for each 25 classroom seats. Schools, high: one space for each ten classroom seats. Schools, day nursery or nursery: two spaces for each classroom. Schools, commercial, including, but not limited to, secretarial, conservatories, art and craft and the like: one space for each two seats.

(12) *Automobile service stations:* one space for each gasoline pump.

(13) *Amusement enterprises (indoor):* one space for each 200 square feet of floor area on all floors.

(14) *Amusement enterprises (outdoor):* one space for each 400 square feet of lot area.

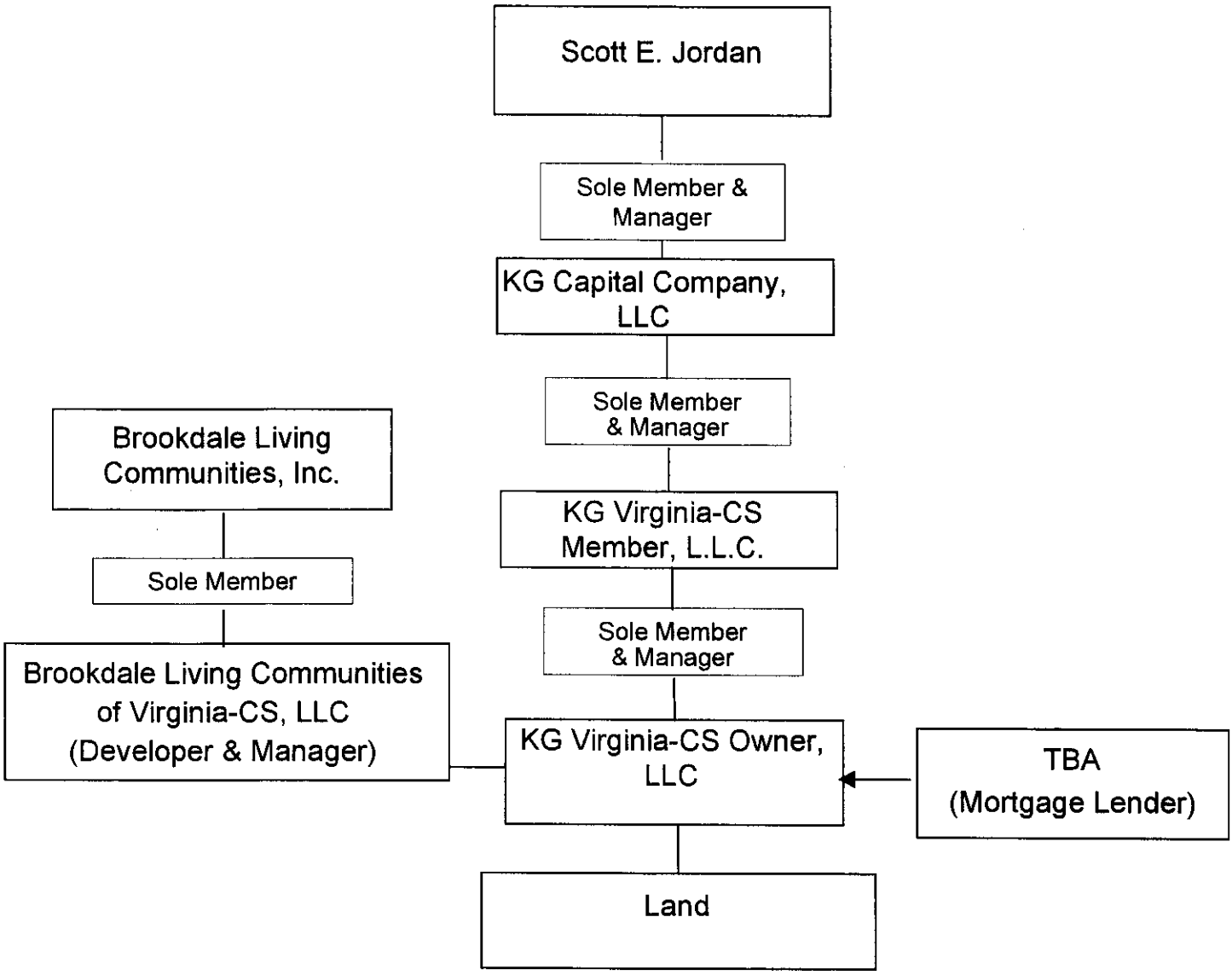
(15) *Homes for the elderly:* one space per each two units plus one space for each two guest rooms, except for homes for the low income elderly, one space per each four units plus one space for each four guest rooms only with a special use permit.

(16) *Retail uses:* the required number of parking spaces shall be determined by Table A.

(17) *Nonretail uses, including, but not limited to, personal service shops, equipment and repair businesses and the like:* one space for each 400 square feet of floor area.

DSUP 2000-0030

OWNERSHIP STRUCTURE
Virginia



McGuireWoods LLP
1750 Tysons Boulevard
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Fax: 703.712.5050
www.mcguirewoods.com

DSUP 2000-0030

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PLANNING & ZONING

DSUP #2000-0030
HALLMARK OF CAMERON
STATION (VII)

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 and
VIA HAND DELIVERY

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

Re: Amendment to Pending Development Special Use Permit with Site Plan to Permit Two Penthouses Over the Height of 15 feet

Dear Jeff,

Pursuant to our conversation, please allow this letter to serve as an amendment to the existing pending Development Special Use Permit with Site Plan submitted on behalf of Brookdale Living Facilities ("Brookdale"). Specifically, Brookdale seeks to amend our application to incorporate a waiver to certain regulations contained in Section 6-403 B(2) of the City of Alexandria Zoning Ordinance attached hereto. The proposed elderly housing facility, at the direction of Staff, contains two rooftop penthouses enclosing mechanical equipment. These two penthouse features were recommended by Staff for architectural/aesthetic purposes. Section 6-403 B(2)a allows for one penthouse unless that number is increased via a Special Use Permit. We would like to amend our pending application to incorporate permission to obtain two penthouses under this section of the Zoning Ordinance.

Brookdale would also like to amend the existing pending application pursuant to Section 6-403 B(2)b which caps the height of a penthouse at 15 feet unless that height be increased via a Special Use Permit. Brookdale therefore seeks an amendment to include permission to have penthouses which exceed 15 feet in height.

If you have any questions about this request to amend the Development Special Use Permit with Site Plan for Brookdale, please do not hesitate to call me at (703) 712-5480. We appreciate your time and attention to the review of these cases.

Sincerely,

Erika L. Byrd

Enclosure

cc: Eric Walesh, 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 Dusyznsky, 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)

crease in height to be authorized by special use permit, the maximum height authorized under such a special use permit shall not exceed the height shown on the applicable height district map. The regulations and exceptions set forth in section 6-403 are applicable in each height district, and are to be read in conjunction with the height limitations contained in the various zones. In all cases, the lowest applicable height limitation shall prevail.

6-403 *General regulations and exceptions.*

(A) *Relationship of height to setback.* In all height districts, the allowable height of a building at any point shall not exceed twice the distance from the face of the building at that point to the centerline of the street facing such building.

(B) *Mechanical appurtenances.* Chimney, towers, tanks, machinery, equipment, penthouses or other necessary mechanical appurtenances to a main building may be erected as a part of the main building to their required heights, regardless of any other height provisions or restrictions of this ordinance, provided that the following requirements are met.

(1) All necessary rooftop mechanical appurtenances and penthouses shall be concealed by or constructed of exterior architectural materials or features of the same type of quality used on the exterior walls of the main building in question.

(2) The following limitations apply to rooftop mechanical penthouses:

(a) Only one penthouse is permitted unless the number is increased by a special use permit;

(b) The penthouse shall not exceed 15 feet unless the height is increased by a special use permit;

(c) The penthouse must be limited in size to the minimum space required to house necessary mechanical equipment; and

(d) No equipment may be placed above the roof of the penthouse to increase its height if such equipment could be located on the roof of the building itself.

(3) For buildings located within the Old and Historic Alexandria District or the Parker Gray District, or for buildings outside such districts designated pursuant to section 10-300, the board of architectural review having jurisdiction of the matter may, after public hearing, waive or modify the screening requirement of section 6-403(B)(1), if the board finds such requirement to be architecturally inappropriate.

(C) *Church steeples.* No church building shall exceed the height for each zone, as limited by the Height District Maps, except that a church steeple may be erected to a height of 90 feet, or to a height in excess of 90 feet but not in excess of 150 feet with a special use permit. For purposes of this section 6-403(C), steeple shall mean a decorative or symbolic architectural component including a tower, spire, belfry or similar component extending above the ridge line of the building roof, or the highest point of the roof of the building.

(D) *Reception or transmission structures.* All radio and television reception or transmission structures require an administrative permit to be issued by the director based on the following considerations:

(1) Whether the proposed size and height of the structure is compatible with the height and scale of adjacent buildings and is the minimum necessary to conduct the anticipated transmission or reception activity;

(2) Whether the proposed location of the structure is one that has the least negative impact on surrounding buildings and neighborhoods of the locations available and is the least visible position which still provides adequate transmission and reception; if there is no unobtrusive location for the structure, whether alternative methods of achieving transmission or reception are reasonably feasible; and

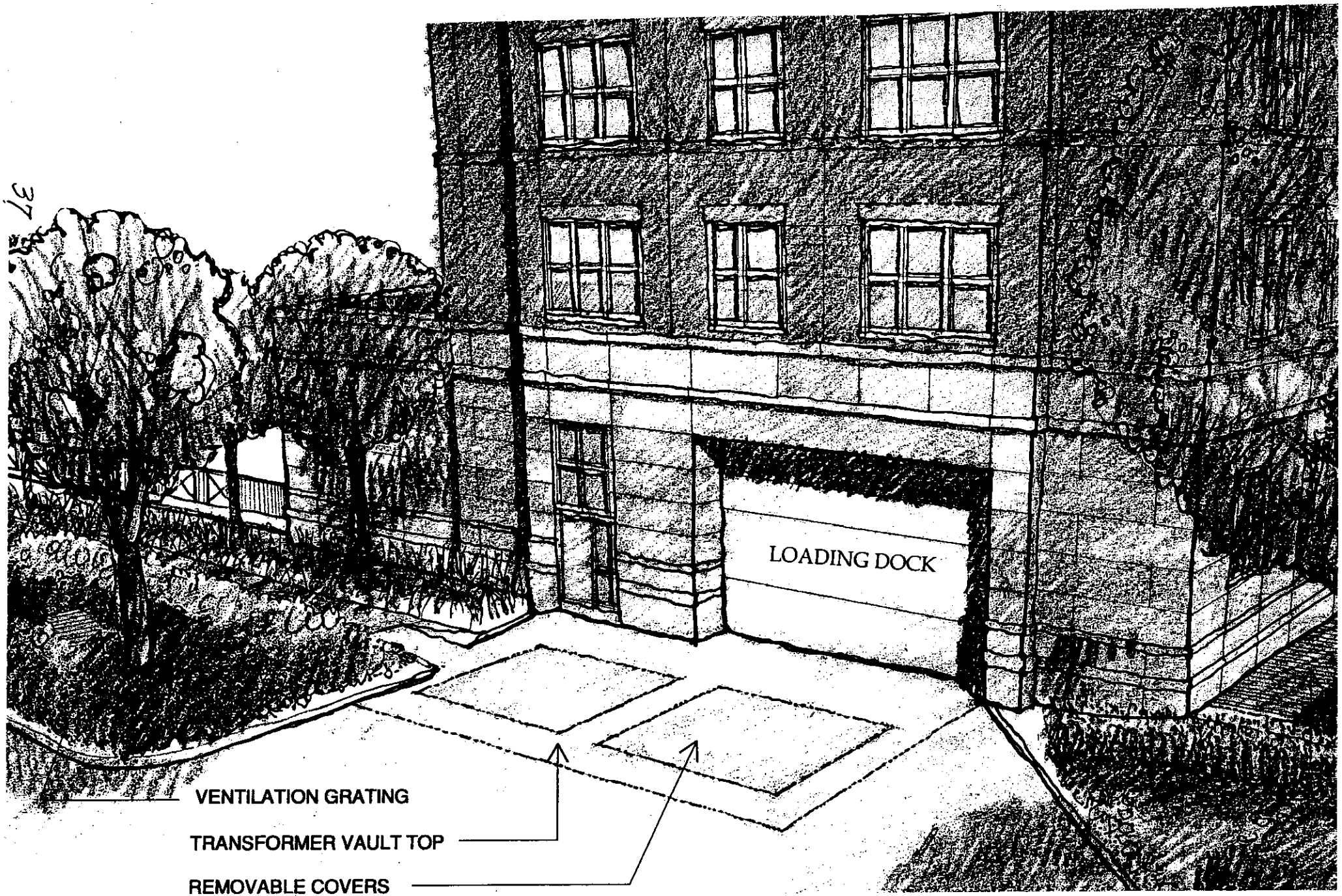
(3) Whether the proposed material and screening of the structure is adequate and appropriate to minimize the visual impact of the structure.

(E) *Noncomplying buildings and structures.* Any building or structure lawfully in existence on June 24, 1992 which does not comply with the provisions of this section 6-400, shall be categorized as a noncomplying structure subject to section 12-100; provided, however, that any building or structure in existence on June 24, 1992 and immediately prior to such date categorized as an illegal building or structure because of height, shall continue to be so categorized.

6-404 Additional regulations for the Potomac River Vicinity Height District.

(A) *Height limits.* The maximum height of any building or structure shall not exceed 30 feet above the average finished grade at the building or structure except buildings may be erected in excess of the above-mentioned height limit to a maximum of 50 feet above the average finished grade at the building, subject to the issuance

Attachment No.1



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BROOKDALE AT
CAMERON STATION
(HALLMARK @ CAMERON STATION)
CITY OF ALEXANDRIA, VIRGINIA
S.U.P. DEVELOPMENT PLAN

SHEET INDEX

1 COVER SHEET
2 BMP NOTES AND TABULATION
3 CONTEXTUAL PLAN
4 EXISTING CONDITIONS
5 S.U.P. DEVELOPMENT PLAN
6 LANDSCAPE PLAN
7 OPEN SPACE PLAN
8 GARAGE PLAN
9 EAST ELEVATIONS
10 SOUTH ELEVATIONS
11 WEST ELEVATIONS
12 NORTH ELEVATIONS
13 SECTION FACING NORTH
14 SECTION FACING EAST
15 ROOF AND PENTHOUSE PLAN
16 SHADOW STUDIES

ZONING TABULATION

TAX MAP LOCATION	68.01-02-04 PARCEL C
SITE AREA	106,146 SF OR 2.4371 AC
ZONING	CDD
SMALL AREA PLAN	LANDMARK/VAN DORN
CURRENT USE	VACANT
MASTER PLAN USE	MULTIFAMILY RESIDENTIAL
PROPOSED USE	ELDERLY HOUSING COMPLEX
SETBACKS	
FRONT	NA
SIDE	NA
REAR	NA
TOTAL NUMBER UNITS	263 UTS.

OWNER
CAMERON ASSOCIATES, L.L.C.
c/o GREENVEST L.C.
WESTWOOD CENTER DRIVE
SUITE 900
VIENNA, VIRGINIA 22182

CONTRACT OWNER
BROOKDALE LIVING COMMUNITIES, INC.
330 SOUTH WABASH AVE.
SUITE 1400, CHICAGO, IL 60611

ARCHITECT
PERKINS EASTMAN ARCHITECTS P.C.
115 FIFTH AVENUE
NEW YORK, N.Y. 10003-1004

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SITE TABULATION

	PHASE VII		PREVIOUS TOTAL VI *		TOTAL	
TOTAL DEVELOPABLE LAND AREA	2.44	ACRES	[illegible]	ACRES	[illegible]	ACRES
SITE PLAN AREA	2.44	ACRES	[illegible]	ACRES	[illegible]	ACRES
ZONING		CDD		CDD		CDD
AREA OF PROPOSED LAND DISTURBANCE	2.4	ACRES	[illegible]	AC.	[illegible]	AC.
IMPERVIOUS AREA PROPOSED	1.74	ACRES	73.20	AC.	74.94	AC.
TOTAL NUMBER OF UNITS PROPOSED	263	DU'S	[illegible]	DU'S	[illegible]	DU'S
DENSITY	107.78	DU/AC	[illegible]	DU/AC	25.46	DU/AC.
PROPOSED GROSS FLOOR AREA	[illegible]	SF	[illegible]	SF	[illegible]	SF
PROPOSED NET FLOOR AREA	[illegible]	SF	3,747,186	SF	[illegible]	SF
PROPOSED FAR GROSS FLOOR AREA ÷ DEV. LAND AREA	[illegible]				[illegible]	
USABLE OPEN SPACE PROVIDED	0.854	ACRES (35.0%)	[illegible]	ACRES	[illegible]	ACRES
AREA OF PUBLIC RIGHT-OF-WAY DEDICATION	0	ACRES	[illegible]	ACRES	[illegible]	ACRES
BUILDING HEIGHT PERMITTED	100'		—		—	
			—		—	
BUILDING HEIGHT PROPOSED	100'					

* INCLUDES PHASES I, II, III, IV, V & VI CAMERON STATION BOULEVARD - WEST EXTENSION

TOTAL AREAS DO NOT INCLUDE LINEAR PARK OR CHANNEL.

UNIT AND PARKING TABULATION

UNITS	PARKING REQUIRED		PARKING PROVIDED	
263	(0.5 x 263)	132 SPS.	STANDARD (LARGE GARAGE)	78
30 STAFF	(EMPLOYEES OR STAFF)	30 SPS.	COMPACT (LARGE GARAGE)	74
VISITOR PARKING (10%)		25 SPS.	HANDICAPPED	4
TOTAL		*187 SPS.	SURFACE PARKING	36
			TOTAL	202 SPS.

(* 4 SPS MUST BE HANDICAPPED SPS.)

NOTE: ADDITIONAL PARKING AVAILABLE ON STREET AS PARALLEL PARKING

MODIFICATION REQUEST:

REQUEST REDUCTION OF VISION CLEARANCE ON CAMERON STATION BLVD. AND PRIVATE STREET AND FERDINAND DAY DRIVE AND THE PRIVATE STREET FROM REQUIRED 100' TO 80'.

VICINITY MAP
SCALE : 1"=1000'

DEVELOPMENT NARRATIVE

THIS PHASES (VII) OF THE CAMERON STATION DEVELOPMENT WILL BE DEVELOPED AS AN ELDERLY LIVING COMPLEX WITH ONSITE AMENITIES FOR 263 UNITS. THE SITE WILL BE SERVED BY THE EXISTING PUBLIC STREET ON THE NORTHERN BOUNDARIES. THE INTERIOR OF THE SITE WILL BE SERVED BY PRIVATE STREETS THAT CONNECT TWO PUBLIC STREETS. ALL PARKING FOR THE UNITS WILL BE ACCOMMODATED IN A BELOW GRADE GARAGE.

PUBLIC WATER AND SANITARY SEWER SERVICE WILL BE PROVIDED. THE STORM DRAINAGE SYSTEM WILL CONSIST PRIMARILY OF UNDERGROUND PIPES. WATER QUALITY CONTROLS AND STORMWATER MANAGEMENT ARE PROVIDED IN THE RETRO-FITTED CAMERON LAKE. THE STORM DRAINAGE SYSTEM WILL BE MAINTAINED BY THE HOMEOWNER'S ASSOCIATION (UNLESS OTHERWISE NOTED). CAMERON LAKE AND THE STORM DRAINAGE SYSTEM IN THE PUBLIC RIGHT OF WAYS AND THE SYSTEMS CONVEYING OFFSITE DRAINAGE WILL BE PUBLICLY MAINTAINED.

DEVELOPMENT OF THE PROPERTY IS EXPECTED TO COMMENCE UPON RECEIPT OF NECESSARY GOVERNMENTAL APPROVALS.

ENVIRONMENTAL SITE ASSESSMENT:

THERE ARE NO TIDAL WETLANDS, SHORES, CONNECTED NON-TIDAL WETLANDS, HIGHLY ERODIBLE OR PERMEABLE SOILS, BUFFER AREAS FOR SHORES OR WETLANDS OR WETLANDS PERMITS REQUIRED FOR THE DEVELOPMENT OF THIS SITE.

EROSION/SEDIMENT CONTROL NOTE:

DEVELOPER AND CONTRACTORS ARE TO KEEP DENUDED AREAS TO A MINIMUM. AN EROSION CONTROL PLAN WILL BE SUBMITTED WITH FINAL PLANS AND APPROVED BY T&ES. ALL EROSION/SEDIMENT CONTROL MEASURES WILL CONFORM TO THE CURRENT STANDARDS OF THE CITY OF ALEXANDRIA AND THE VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK.

ARCHAEOLOGICAL NOTE:

CONTACT ALEXANDRIA ARCHAEOLOGY (703-838-4399) TWO WEEKS PRIOR TO ANY GROUND DISTURBING ACTIVITY (SUCH AS CORING, GRADING, FILLING, VEGETATION REMOVAL, UNDERGROUND UTILITIES, PILE DRIVING, LANDSCAPING AND OTHER EXCAVATIONS AS DEFINED IN SECTION 2-151 OF THE ZONING ORDINANCE). CITY ARCHAEOLOGISTS WILL PROVIDE ON-SITE INSPECTIONS TO RECORD SIGNIFICANT FINDS.

CALL ALEXANDRIA ARCHAEOLOGY IMMEDIATELY (703-838-4399) IF ANY BURIED STRUCTURAL REMAINS (WALL FOUNDATIONS, WELLS, PRIVIES, CISTERNS, etc.) OR CONCENTRATIONS OF ARTIFACTS ARE DISCOVERED DURING DEVELOPMENT. WORK MUST CEASE IN THIS AREA UNTIL A CITY ARCHAEOLOGIST COMES TO THE SITE AND RECORDS THE FINDS.

GENERAL NOTES

1. THIS PROPERTY IS LOCATED ON ASSESSMENT MAP NO. 68.01-02-04 PARCEL "C".
2. NEW CONSTRUCTION MUST COMPLY WITH THE CURRENT EDITION OF THE UNIFORM STATEWIDE BUILDING CODE (USBC).
3. THE SUBJECT PROPERTY IS NOT LOCATED WITHIN A RESOURCE PROTECTION AREA.
4. SOLID WASTE AND RECYCLABLE MATERIALS REMOVAL SHALL BE PROVIDED BY A PRIVATE REFUSE COMPANY UNDER CONTRACT WITH THE CONTRACT OWNER.
5. ALL STREETS, PARKING AREAS, STORM SEWER (UNLESS OTHERWISE NOTED) AND THE LANDSCAPE AREAS WILL BE MAINTAINED BY THE HOMEOWNER'S ASSOCIATION. SANITARY SEWER, WATER, STORM SEWER IN PUBLIC RIGHT OF WAYS AND THE STORM WATER MANAGEMENT / BMP POND WILL BE PUBLICLY MAINTAINED.
6. UNLESS NOTED OTHERWISE ALL EXISTING UNDERGROUND UTILITIES AND STORM SEWER WITHIN THE LIMITS OF THE EXISTING MILITARY BASE ARE TO BE REMOVED ONCE ALL NECESSARY PERMITS ARE OBTAINED FROM THE APPROPRIATE AGENCIES.
7. STORM DRAINAGE WILL BE COLLECTED IN AN ENCLOSED STORM SEWER SYSTEM AND CONVEYED TO THE WET BMP POND LOCATED ON THE ADJACENT FUTURE PARK PARCEL. THE POND WILL DISCHARGE INTO BACKLICK RUN.
8. SLOPES IN EXCESS OF 3:1 SHALL BE MULCHED AND SEEDED WITHIN 14 DAYS OF GRADING. APPROPRIATE SILTATION AND EROSION CONTROL MEASURES SUCH AS SILT FENCE OR DIVERSION DIKES SHALL BE PLACED AT THE TOE OF SLOPES. ALL SILTATION AND EROSION CONTROLS SHALL BE INSTALLED IN ACCORDANCE WITH THE VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK.
9. THE SUBJECT PROPERTY IS LOCATED IN FLOOD ZONE "X" (AREA DETERMINED TO LIE OUTSIDE THE 500 YEAR FLOODPLAIN) AS SHOWN ON THE FLOOD INSURANCE RATE MAP FOR THE CITY OF ALEXANDRIA, AS PREPARED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY.
10. BOUNDARY SURVEY INFORMATION IS THE RESULT OF AN ACTUAL ALTA/ACSM LAND SURVEY BY BOWMAN CONSULTING GROUP. SURVEY INFORMATION IS THE RESULT OF AN ACTUAL FIELD SURVEY ON USGS DATUM PREPARED BY BOWMAN CONSULTING GROUP.
11. PROPOSED SITE LIGHTING AND SIGN ILLUMINATION SHALL COMPLY WITH THE CITY OF ALEXANDRIA STANDARDS AND WILL BE SHIELDED TO MITIGATE IMPACT ON ADJOINING PROPERTIES AND WILL CONFORM TO SEC. 13-1-3 OF THE CODE OF THE CITY OF ALEXANDRIA, AS AMENDED.
12. ALL COMPACT PARKING SPACES SHALL BE PROPERLY SIGNED PURSUANT TO SECTION 8-200(E)(1) OF THE CITY OF ALEXANDRIA ZONING ORDINANCE.
13. TRANSFORMERS ARE TO BE LOCATED AWAY FROM PUBLIC RIGHT-OF-WAYS AND AREAS VISIBLE TO THE PUBLIC, WITH ADEQUATE SCREENING TO THE SATISFACTION OF THE DIRECTOR OF PLANNING AND ZONING.
14. ALL ROOFTOP HVAC UNITS SHALL BE SCREENED BY OR CONSTRUCTED OF EXTERIOR ARCHITECTURAL MATERIALS OR FEATURES OF THE SAME TYPE OF QUALITY USED ON THE EXTERIOR OF THE BUILDING.
15. PARKING DIMENSION MEASUREMENTS SHALL BE TAKEN FROM FACE OF COLUMN TO FACE OF COLUMN, INCLUDING AISLE WIDTHS.

ENVIRONMENTAL SITE ASSESSMENT

1. A PHASE I ENVIRONMENTAL SITE ASSESSMENT WAS CONDUCTED BY ECS, LTD. ON JUNE 12, 1995. PRIOR TO THIS STUDY, IN CONJUNCTION WITH THE ANTICIPATED BASE CLOSURE, THE DEPARTMENT OF ARMY CONDUCTED AN ENHANCED PRELIMINARY ASSESSMENT OF THE BASE IN 1991. THE RESULTS OF THE ARMY STUDY INDICATED THAT THIRTY (30) UNDERGROUND STORAGE TANKS (UST'S) ONCE EXISTED ON THE BASE. AS OF THIS DATE ALL UNDERGROUND STORAGE TANKS (UST'S) HAVE BEEN REMOVED OR FORMALLY ABANDONED. THE ARMY IS RESPONSIBLE FOR PERFORMING ANY ASSOCIATED REMEDIATION WORK PER VIRGINIA DEPARTMENT OF ENVIRONMENTAL QUALITY AND ENVIRONMENTAL PROTECTION AGENCY (FEDERAL) REGULATIONS.
2. THE ASSESSMENT PERFORMED BY THE ARMY ALSO IDENTIFIES SIX (6) AREAS OF SOILS AND/OR GROUND WATER CONTAMINATION ON THE BASE. REMEDIATION WORK HAS BEEN COMPLETED OR IS CURRENT UNDER WAY ON FIVE (5) OF THE SIX (6) AREAS BY THE ARMY. THE REMAINING AREA WILL BE REMEDIATED BY NATURAL ATTENUATION. NONE OF THE AREAS EFFECT THIS SITE.
3. THE ORIGINAL CONCRETE CHANNEL, WHICH CONVEYED BACKLICK RUN, WAS INADEQUATE TO CONVEY THE 100-YEAR FLOOD. FLOW FROM THIS STORM EVENT EXCEEDED THE CAPACITY OF THE CHANNEL AND PLACED THE ENTIRE PROPERTY WITHIN THE FEMA 100-YEAR FLOODPLAIN. CONSTRUCTION OF A NEW CHANNEL, THAT WILL CONVEY THE 100-YEAR FLOW, HAS BEEN COMPLETED REMOVING THE PROPERTY FROM THE FEMA 100-YEAR FLOODPLAIN. THE NEW CHANNEL IS A 75± FOOT WIDE RECTANGULAR CHANNEL REPLACING THE ORIGINAL TRAPEZOIDAL CHANNEL.
4. THE PROPERTY IS AN ABANDONED U.S. ARMY BASE WITH BUILDINGS, PAVED STREETS, A LAKE, AND MISCELLANEOUS INFRASTRUCTURE LOCATED ON THE PROPERTY.
5. THERE ARE NO KNOWN GEOLOGICAL FEATURES ON THIS PROPERTY.
6. THERE ARE NO TIDAL WETLANDS, TIDAL SHORES, TRIBUTARY STREAMS, CONNECTED NON-TIDAL WETLANDS, OR HIGHLY ERODIBLE PERMEABLE SOILS LOCATED ON THIS SITE (PHASE VII). THERE ARE NO WETLAND PERMITS REQUIRED FOR THE DEVELOPMENT OF THIS SITE (PHASE VII). A REDUCED 50-FOOT RPA BUFFER HAS BEEN APPROVED ALONG BACKLICK RUN BY DIRECTOR OF TES.

APPROVED
SPECIAL USE PERMIT NO. ______
DEPARTMENT OF PLANNING & ZONING
DIRECTOR ______ DATE ______
DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES
SITE PLAN NO. ______
DIRECTOR ______ DATE ______
CHAIRMAN, PLANNING COMMISSION ______ DATE ______
DATE RECORDED ______
INSTRUMENT NO. ______ DEED BOOK NO. ______ PAGE NO. ______

BOWMAN CONSULTING GROUP
ENGINEERS PLANNERS SURVEYORS

COVER SHEET
HALLMARK @ CAMERON STATION
(BROOKDALE AT CAMERON STATION-PHASE VII)
CITY OF ALEXANDRIA VIRGINIA

COMMONWEALTH OF VIRGINIA — ANTHONY ... No. 18318 — PROFESSIONAL ENGINEER

PLAN STATUS

DATE	DESCRIPTION
DS DESIGN	EB DRAWN	CHK CHKD
SCALE	H: AS SHOWN V:
JOB No.	1331-01-001
DATE :	MAY, 2000
FILE No.	FILE
SHEET	1 of 16

DSUP 2000-0030

EXISTING STORM SEWER TABULATION

STR. #1 – CATCH BASIN
TOP = 75.47
INV. = 69.12 (15" OUT)

STR. #2 – MANHOLE
TOP = 74.63
INV. = 68.73 (15" IN)
INV. = 68.36 (30" IN)
INV. = 67.83 (30" OUT)

STR. #3 – CATCH BASIN
TOP = 75.30
INV. = 68.38 (30" OUT)

STR. #4 – MANHOLE
TOP = 78.31
INV. = 66.73 (30" IN)
INV. = 66.68 (30" OUT)

STR. #5 – MANHOLE
TOP = 78.31
INV. = 66.13 (30"IN)
INV. = 65.33 (30" OUT)

STR. #6 – CATCH BASIN
TOP = 77.41
INV. = 64.94 (30" IN)
INV. = 64.88 (30" OUT)

STR. #7 – CATCH BASIN
TOP = 77.46
INV. = 64.31 (30" IN)
INV. = 64.33 (36" OUT)

STR. #8 – MANHOLE
TOP = 75.00
INV. = 66.63 (IN)
INV. = 65.79 (OUT)

STR. #9 – CATCH BASIN
TOP = 74.88
INV. INACCESSIBLE

STR. #10 – CATCH BASIN
TOP = 73.51
STRUCTURE UNDER CONSTRUCTION

STR. #11 – MANHOLE
TOP = 77.53
INV. = 64.38 (36" IN)
INV. = 61.26 (66" IN)
INV. = 61.08 (72" OUT)

STR. #12 – MANHOLE
TOP = 78.02
INV. = 74.16 (15" IN – FROM SW)
INV. = 70.20 (15" IN – FROM NE)
INV. = 61.44 (66" IN)
INV. = 61.30 (66" OUT)

STR. #13 – CATCH BASIN
TOP = 78.37
INV. = 74.43 (15" OUT)

STR. #14 – CATCH BASIN
TOP = 78.51
INV. = 70.71 (15" OUT)

STR. #15 – MANHOLE
TOP = 78.54
INV. = 62.19 (66" IN)
INV. = 62.01 (66" OUT)

STR. #16 – MANHOLE
TOP = 78.40
INV. = 62.97 (66" IN)
INV. = 62.75 (66" OUT)

STR. #17 – MANHOLE
TOP = 77.77
INV. = 68.08 (36" IN)
INV. = 63.48 (66" IN)
INV. = 63.34 (66" OUT)

STR. #18 – CATCH BASIN
TOP = 78.07
INV. = 66.38 (36" OUT)
INV. = 67.70 (48" IN)

STR. #19 – MANHOLE
TOP = 75.44
INV. = 71.18 (15" IN)
INV. = 68.04 (15" IN)
INV. = 64.89 (66" IN)
INV. = 64.74 (66" OUT)

STR. #20 – CATCH BASIN
TOP = 78.93
INV. = 68.25 (15" OUT)

STR. #21 – CATCH BASIN
TOP = 75.75
INV. = 71.33 (18" OUT)

STR. #22 – MANHOLE
TOP = 76.49
INV. = 68.67 (21" IN)
INV. = 68.53 (48" IN)
INV. = 65.14 (66" IN)
INV. = 64.95 (66" OUT)

STR. #23 – CATCH BASIN
TOP = 76.42
INV. = 68.79 (18" OUT)

STR. #24 – CATCH BASIN
TOP = 76.95
INV. = 68.67 (21" IN)
INV. = 68.30 (21" OUT)

STR. #25 – CATCH BASIN
TOP = 77.24
INV. = 70.06 (21" IN)
INV. = 70.02 (21" OUT)

STR. #26 – MANHOLE
TOP = 78.53
INV. = 70.78 (21" IN)
INV. = 70.73 (21" OUT)

STR. #27 – CATCH BASIN
TOP = 78.18
INV. = 71.20 (18" IN)
INV. = 71.10 (21" OUT)

STR. #28 – MANHOLE
TOP = 78.41
INV. = 71.62 (15" IN)
INV. = 71.52 (18" OUT)

STR. #29 – CATCH BASIN
TOP = 76.71
INV. = 72.19 (12" IN)
INV. = 72.07 (15" OUT)

STR. #30 – CATCH BASIN
TOP = 76.15
INV. = 72.52 (12" OUT)

EXISTING SANITARY SEWER TABULATION

STR. A – MANHOLE
TOP = 74.09
INV. = 61.88 (10" IN – FROM WEST)
INV. = 61.84 (10" IN – FROM NORTH)
INV. = 61.55 (10" OUT)

STR. B – MANHOLE
TOP = 75.10
INV. = 62.39 (10" IN)
INV. = 62.29 (10" OUT)

STR. C – MANHOLE
TOP = 76.61
INV. = 63.41 (10" IN)
INV. = 63.36 (10" OUT)

STR. D – MANHOLE
TOP = 78.92
INV. = 63.97 (10" IN – FROM NE)
INV. = 63.82 (10" IN – FROM SW)
INV. = 63.80 (10" OUT)

STR. E – MANHOLE
TOP = 78.61
INV. = 64.66 (10" IN)
INV. = 64.67 (10" OUT)

STR. F – MANHOLE
TOP = 79.38
INV. = 67.86 (8" LAT. IN)
INV. = 67.34 (10" OUT)

STR. G – MANHOLE
TOP = 79.39
INV. = 67.88 (10" IN)
INV. = 67.38 (10" OUT)

STR. H – MANHOLE
TOP = 77.35
INV. = 68.75 (10" OUT)

STR. J – MANHOLE
TOP = 75.05
INV. = 67.82 (10" DROP IN)
INV. = 63.54 (10" IN)
INV. = 63.40 (10" OUT)

CAMERON LAKE BMP TABULATION

1. Proposed permanent pool volume = 27.3 acre-feet
2. Drainage area = 248.63 acres
3. Drainage area ratio = 49 inches
4. Mean storm (100 events / year) = 0.4 inches

Since the proposed facility is a wet pond the BMP volume required within the Northern Virginia BMP Handbook must be equal to 1.0 times the runoff from the mean storm.

Dividing the proposed permanent pool volume by 1.0 produces a volume of runoff from the mean storm equal to 5.83 acre-feet (257,207 cubic feet).

Dividing that the drainage area to the proposed facility is 248.63 acres, the storage volume provided by the facility is 1,034.46 cubic feet per acre.

The average runoff coefficient for the upland contributed to which BMP treatment is provided can be calculated by dividing the storage volume provided by the facility per acre by the volume of the mean storm per acre. The volume of the mean storm is equal to 1422 cubic feet per acre. This produces a runoff coefficient of 0.2905.

It is now an exercise to turn the runoff coefficient just calculated into a percent impervious. The MWCOG Manual states that the runoff coefficient is equal to 0.05 + (0.009 x percent impervious). Solving this equation for percent impervious results in a value of 26.6 percent.

Multiplying this value by the drainage area to the proposed facility results in a value of 213.78 impervious acres. This number represents the total number of completely impervious acres which can be developed within the Cameron Lake drainage area without reducing the overall efficiency of the BMP facility.

Summary

The proposed development within Cameron Station will be submitted to the City of Alexandria in approximately eight phases. With each phase a certain number of impervious acres will be developed. These impervious acres will be deducted from the calculated total number of impervious acres which can be developed within the watershed.

In order to determine the amount of land area which the calculated that can be treated by the proposed BMP facility the following computations were performed. The following lands about the proposed Cameron Lake area indicate the following information.

PHASE	TOTAL NUMBER OF IMPERVIOUS ACRES WITHIN PHASE	TOTAL NUMBER OF IMPERVIOUS ACRES REMAINING
PHASE I	14.71 ACRES	198.07 ACRES
PHASE II	18.0 ACRES	181.07 ACRES
PHASE III	9.6 ACRES	171.47 ACRES
PHASE IV	9.7 ACRES	161.77 ACRES
PHASE V	8.62 ACRES	153.15 ACRES
PHASE VI	4.62 ACRES	148.53 ACRES
PHASE VII	1.74 ACRES	146.79 ACRES

(BASED ON DEVELOPABLE AREA)

ALEXANDRIA, VIRGINIA
PHOSPHOROUS
LOADING COMPUTATIONS

WORKSHEET A: REDEVELOPMENT

1. Compile site-specific data. (SITE AREA 2.44 ACRES)

	PRE-DEVELOPMENT	POST-DEVELOPMENT
A_i		
structures	= ____ acres	= ____ acres
parking lot	= ____ acres	= ____ acres
roadway	= ____ acres	= ____ acres
other	= ____ acres	= ____ acres
	= ____ acres	= ____ acres
	= ____ acres	= ____ acres
Total I_a	= *2.16 acres	= *1.74 acres
* i = (total I_a/A) = 100	= 88.5 percent expressed in whole numbers	= 71.3 percent expressed in whole numbers
R_v = 0.05 + (0.009 x i)	= 0.8465 unitless	= 0.6917 unitless
C: i ≥ 30 = 1.00 mg/l i < 30 = 0.35 mg/l	= 1.00 mg/l	= 1.00 mg/l

*A is the total area of the site
= I_a is the total impervious cover on the site

2. Calculate the pre-development load (L_{pre})

L_{pre} = 0.16 x $R_{v\ pre}$ x C x A
= 0.16 x 0.8465 x 1.00 x 2.44
= 1.68 pounds per year

3. Calculate the post-development load (L_{post})

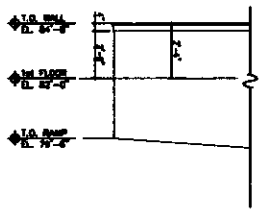
L_{post} = 0.16 x 0.6917 x 1.00 x 2.44
= 1.17 pounds per year

4. Calculate the pollutant removal requirement (RR)

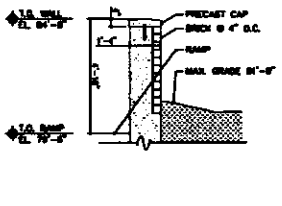
RR = L_{post} – (0.9 x L_{pre})
= –0.50 pounds per year

RR = (RR/L_{post}) x 100
= –10.18 percent less phosphorous

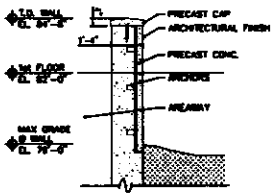
* NOTE: AREA OF IMPERVIOUSNESS DETERMINE FROM CITY TOPOGRAPHIC MAPS.



ELEVATION: RAMP WALL



SECTION: RAMP WALL



SECTION: SCREEN WALL @ AREAWAY

APPROVED
SPECIAL USE PERMIT NO. ____
DEPARTMENT OF PLANNING & ZONING
DIRECTOR DATE
DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES
SITE PLAN NO. ____
DIRECTOR DATE
DATE FILED
DATE REMOVED
DEPARTMENT NO. FILE NO.

BOWMAN CONSULTING GROUP

BMP NOTES AND TABULATION

HALLMARK @ CAMERON STATION
(BROOKDALE AT CAMERON STATION–PHASE VII)
CITY OF ALEXANDRIA VIRGINIA

COMMONWEALTH OF VIRGINIA
ANTHONY NOBLE
No. 12516
PROFESSIONAL ENGINEER

PLAN STATUS

DATE	DESCRIPTION

DESIGN	DRAWN	CHK
DS	JR	CHK

SCALE H: AS SHOWN
V:

JOB No. 1331-01-001
DATE: MAY, 2000
FILE No. F' I L E

SHEET 2 of 16

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DSUP 2000-0030

CONTEXTUAL PLAN

HALLMARK @ CAMERON STATION
(BROOKDALE AT CAMERON STATION-PHASE VII)

CITY OF ALEXANDRIA, VIRGINIA

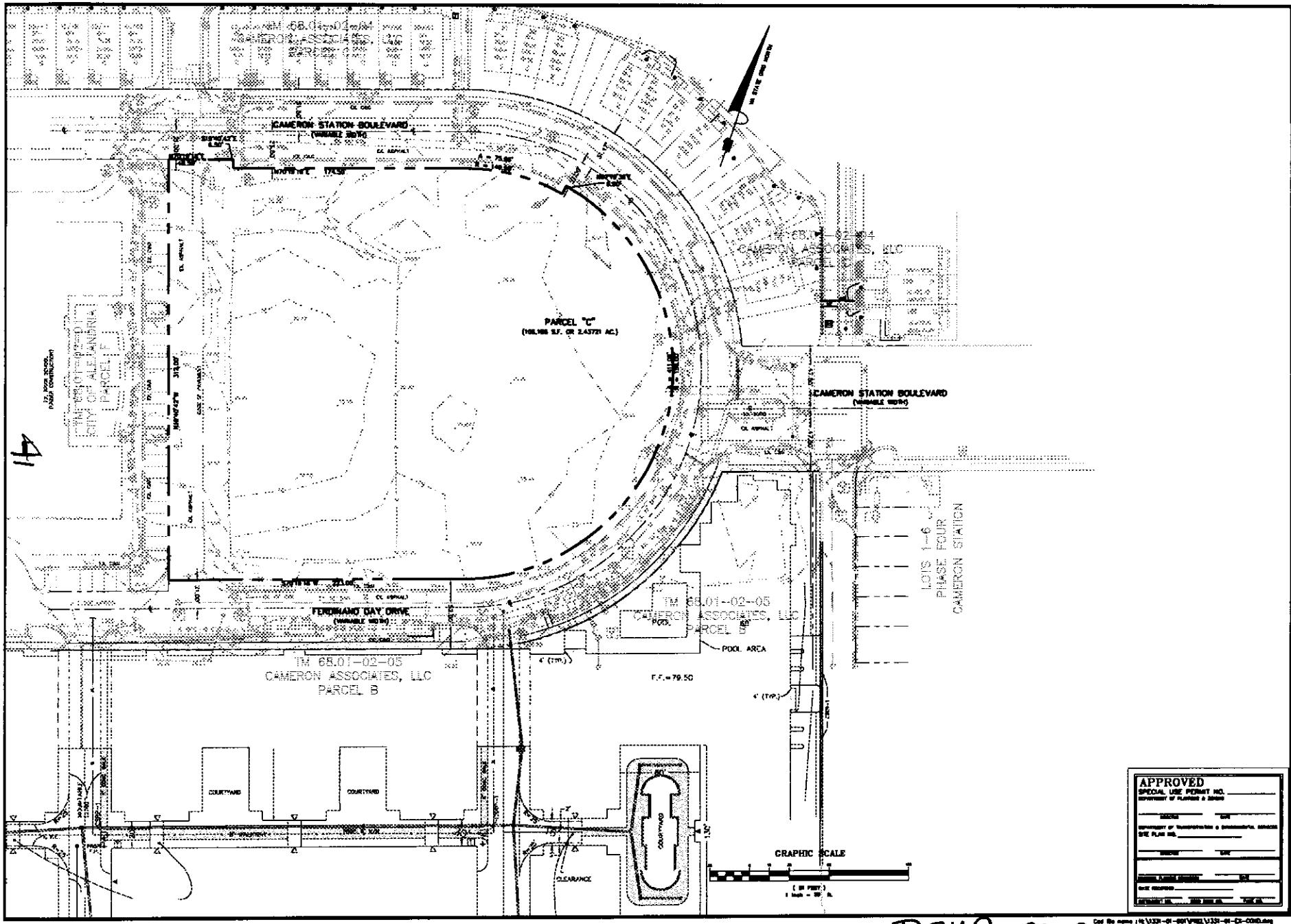
BOWMAN CONSULTING GROUP

DATE	DESCRIPTION

DD | EB | JM
DESIGN | DRAWN | CHKD

JOB No. 1077-09-001
SCALE N.T.S.-200'
DATE JUNE 2000
FILE No.
SHEET 3 of 16

DSUP 2000-0032



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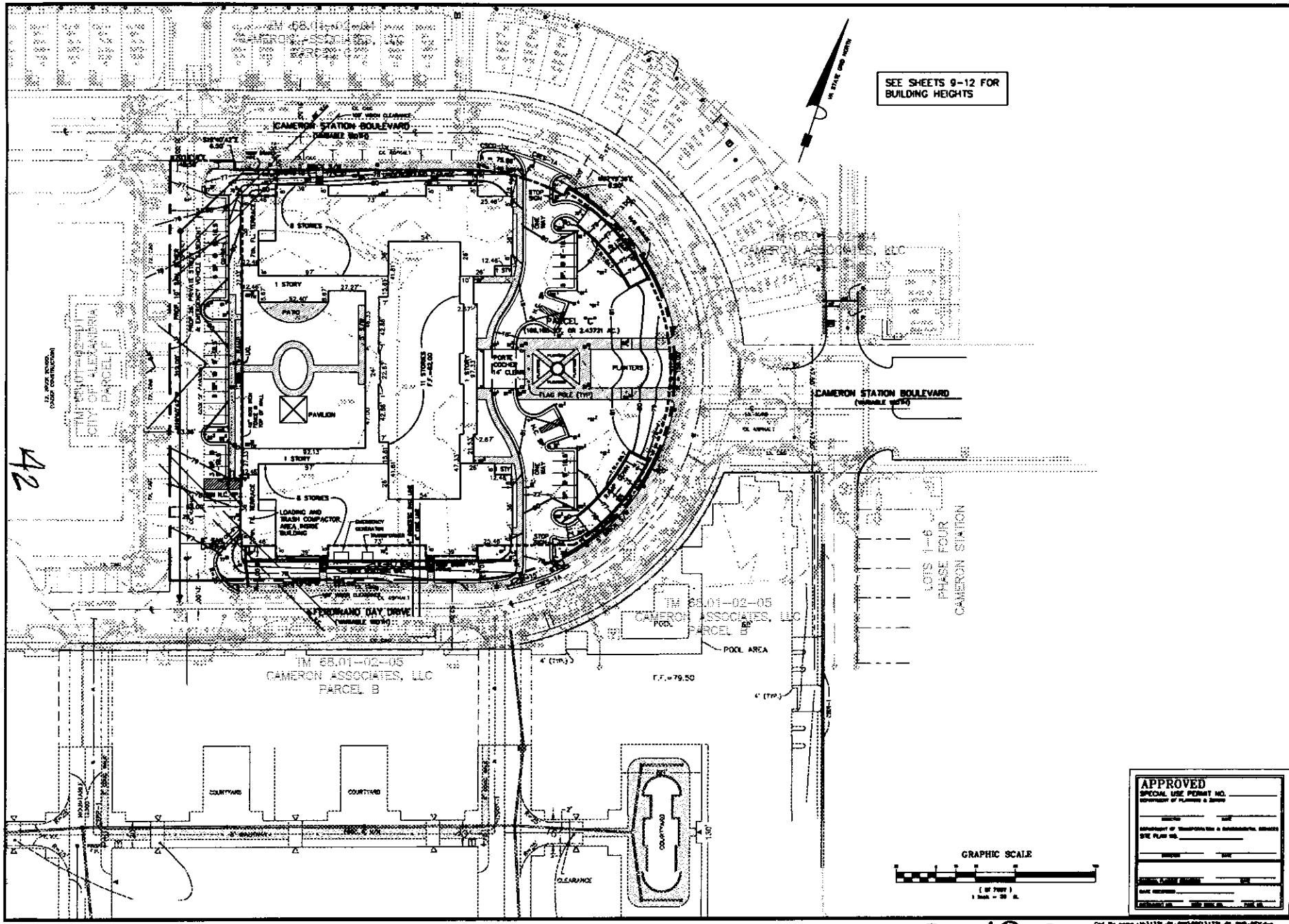
DSUP 2000-0030



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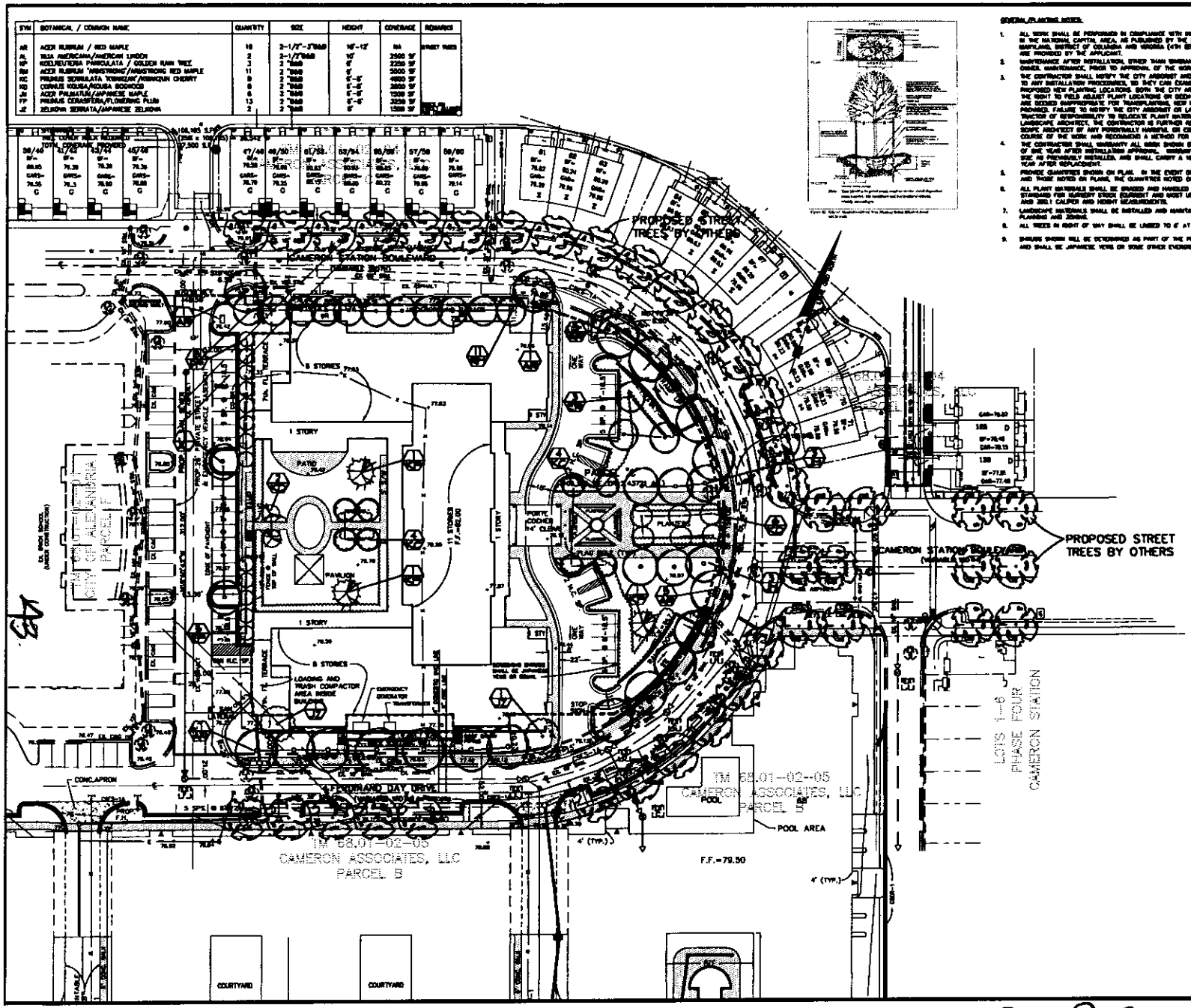
DSUP 2000-0030

SYM	BOTANICAL / COMMON NAME	QUANTITY	SIZE	HEIGHT	COVERAGE	REMARKS
AR	ACER RUBRUM / RED MAPLE	10	2-1/2"-3"B&B	16'-12'	NA	STREET TREES
AL	TILIA AMERICANA/AMERICAN LINDEN	2	2-1/2"B&B	10'	2500 SF	
GF	GOELEUVIERIA PANICULATA / GOLDEN RAIN TREE	3	2" B&B	8'	2250 SF	
RM	ACER RUBRUM 'ARMSTRONG'/ARMSTRONG RED MAPLE	11	2" B&B	8'	3000 SF	
PC	PRUNUS SERRULATA 'KWANZAN'/KWANZAN CHERRY	9	2" B&B	6'-8'	4000 SF	
CO	CORNUS KOUSA/KOUSA DOGWOOD	8	2" B&B	6'-8'	3000 SF	
JM	ACER PALMATUM/JAPANESE MAPLE	6	3" B&B	6'-8'	1300 SF	
PP	PRUNUS CERASIFERA/FLOWERING PLUM	13	2" B&B	6'-8'	2250 SF	
JZ	ZELKOVA SERRATA/JAPANESE ZELKOVA	2	2" B&B	8'	1500 SF	

GENERAL/PLANTING NOTES:

1. ALL WORK SHALL BE PERFORMED IN COMPLIANCE WITH INSTALLATION GUIDELINES FOR LANDSCAPE PLANTINGS IN THE NATIONAL CAPITAL AREA, AS PUBLISHED BY THE (LCA) LANDSCAPE CONTRACTOR'S ASSOCIATION OF MARYLAND, DISTRICT OF COLUMBIA AND VIRGINIA (4TH EDITION) UNLESS COMPLETE LANDSCAPE SPECIFICATIONS ARE PROVIDED BY THE APPLICANT.
2. MAINTENANCE AFTER INSTALLATION, OTHER THAN WARRANTY REPLACEMENTS, IS THE RESPONSIBILITY OF THE OWNER. MAINTENANCE, PRIOR TO APPROVAL OF THE WORK, IS THE RESPONSIBILITY OF THE CONTRACTOR.
3. THE CONTRACTOR SHALL NOTIFY THE CITY ARBORIST AND THE LANDSCAPE ARCHITECT AT LEAST 72 HOURS PRIOR TO ANY INSTALLATION PROCEEDING, SO THEY CAN EXAMINE THE TREES TO BE TRANSPLANTED AND REVIEW PROPOSED NEW PLANTING LOCATIONS. BOTH THE CITY ARBORIST AND THE LANDSCAPE ARCHITECT RESERVE THE RIGHT TO FIELD ADJUST PLANT LOCATIONS OR DEEM TREES INAPPROPRIATE FOR TRANSPLANTING. IF TREES ARE DEEMED INAPPROPRIATE FOR TRANSPLANTING, NEW NURSERY STOCK OF SIMILAR CHARACTER IS TO BE PROVIDED. FAILURE TO NOTIFY THE CITY ARBORIST OR LANDSCAPE ARCHITECT DOES NOT RELIEVE THE CONTRACTOR OF RESPONSIBILITY TO RELOCATE PLANT MATERIALS TO THE SATISFACTION OF THE CITY ARBORIST OR LANDSCAPE ARCHITECT. THE CONTRACTOR IS FURTHER REQUIRED TO NOTIFY THE CITY ARBORIST OR LANDSCAPE ARCHITECT OF ANY POTENTIALLY HARMFUL OR EXCESSIVELY WET PLANT PITS ENCOUNTERED DURING THE COURSE OF THE WORK AND RECOMMEND A METHOD FOR AMELIORATION.
4. THE CONTRACTOR SHALL WARRANTY ALL WORK SHOWN ON THE DRAWINGS AND NOTED HEREON FOR THE PERIOD OF ONE YEAR AFTER INSTALLATION APPROVAL. WARRANTY REPLACEMENTS SHALL BE THE SAME SPECIES AND SIZE AS PREVIOUSLY INSTALLED, AND SHALL CARRY A NEW WARRANTY REPLACEMENT FOR THE PERIOD OF ONE YEAR AFTER REPLACEMENT.
5. PROVIDE QUANTITIES SHOWN ON PLAN. IN THE EVENT OF A CONFLICT BETWEEN THE QUANTITIES LISTED ABOVE AND THOSE NOTED ON PLANS, THE QUANTITIES NOTED ON PLANS SHALL BE PROVIDED.
6. ALL PLANT MATERIALS SHALL BE GRADED AND HANDLED IN COMPLIANCE WITH AND ZALI - THE AMERICAN STANDARD FOR NURSERY STOCK (CURRENT AND MOST UP TO DATE EDITION). SIZES TO CONFORM TO AND ZALI CALIPER AND HEIGHT MEASUREMENTS.
7. LANDSCAPE MATERIALS SHALL BE INSTALLED AND MAINTAINED TO THE SATISFACTION OF THE DIRECTOR OF PLANNING AND ZONING.
8. ALL TREES IN RIGHT OF WAY SHALL BE LIMBED TO 6' AT SUCH TIME AS TREE IS MATURE ENOUGH FOR SUCH PRUNING.
9. SHRUBS SHOWN WILL BE DETERMINED AS PART OF THE FINAL LANDSCAPING PLAN. SHRUBS SHALL BE PLACED AS SHOWN AND SHALL BE JAPANESE YEW OR SOME OTHER EVERGREEN EQUAL.



APPROVED
SPECIAL USE PERMIT NO. _____
DIRECTOR DATE
DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES
SITE PLAN NO. _____
DIRECTOR DATE

BOWMAN CONSULTING GROUP

PRELIMINARY LANDSCAPE PLAN
HALLMARK @ CAMERON STATION
(BROOKDALE AT CAMERON STATION-PHASE VII)
CITY OF ALEXANDRIA VIRGINIA

COMMONWEALTH OF VIRGINIA
ANTHONY JORDAN
No. 12310
PROFESSIONAL ENGINEER

PLAN STATUS

DATE	DESCRIPTION

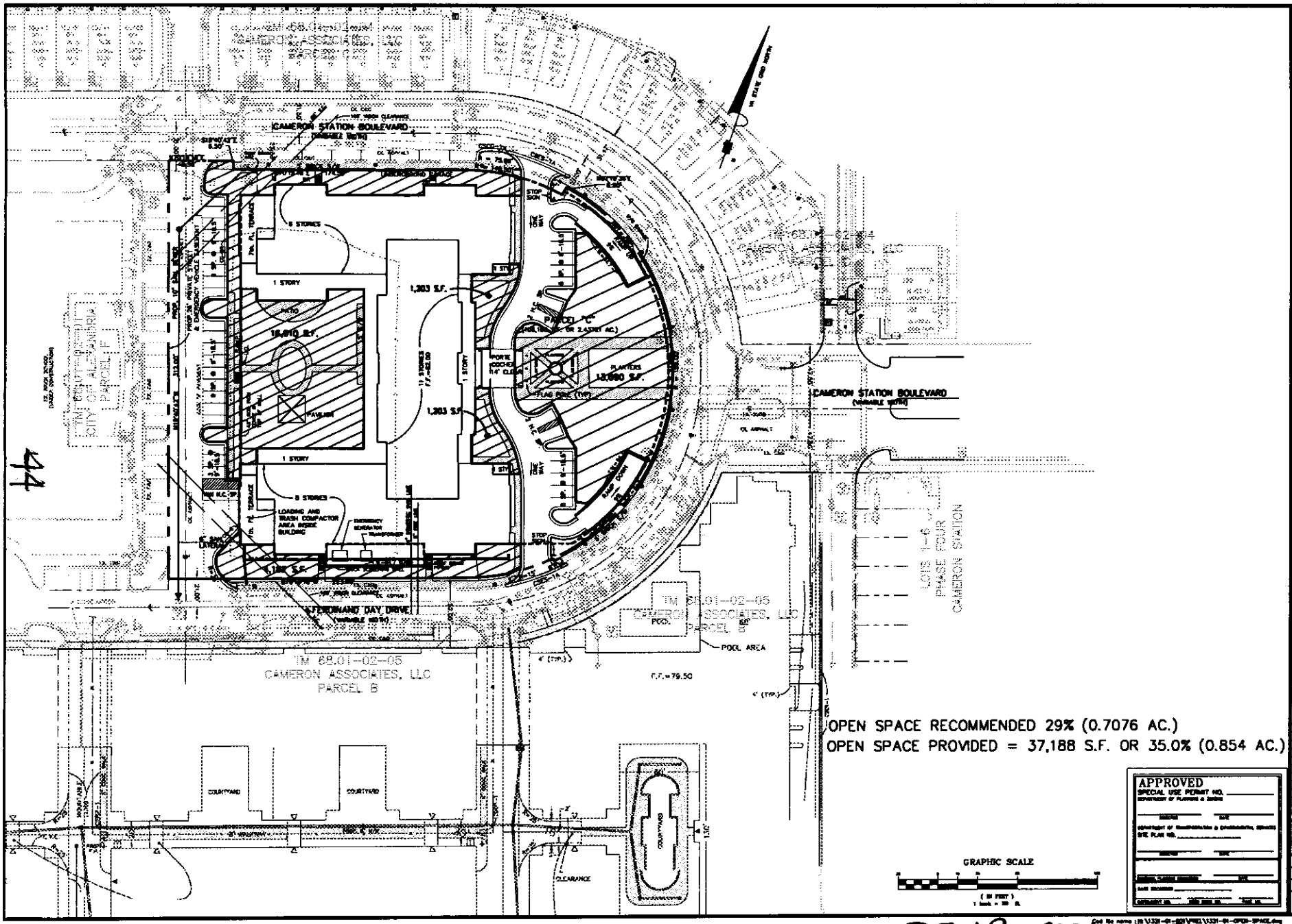
DS	JR	CHK
DESIGN	DRAWN	CHKD

SCALE: 1" = 30'
JOB No. 1331-01-001
DATE: MAY, 2000
FILE No. F I L E
SHEET 6 OF 16

Cad file name: N:\1331-01-001\PRD\1331-01-LS.dwg

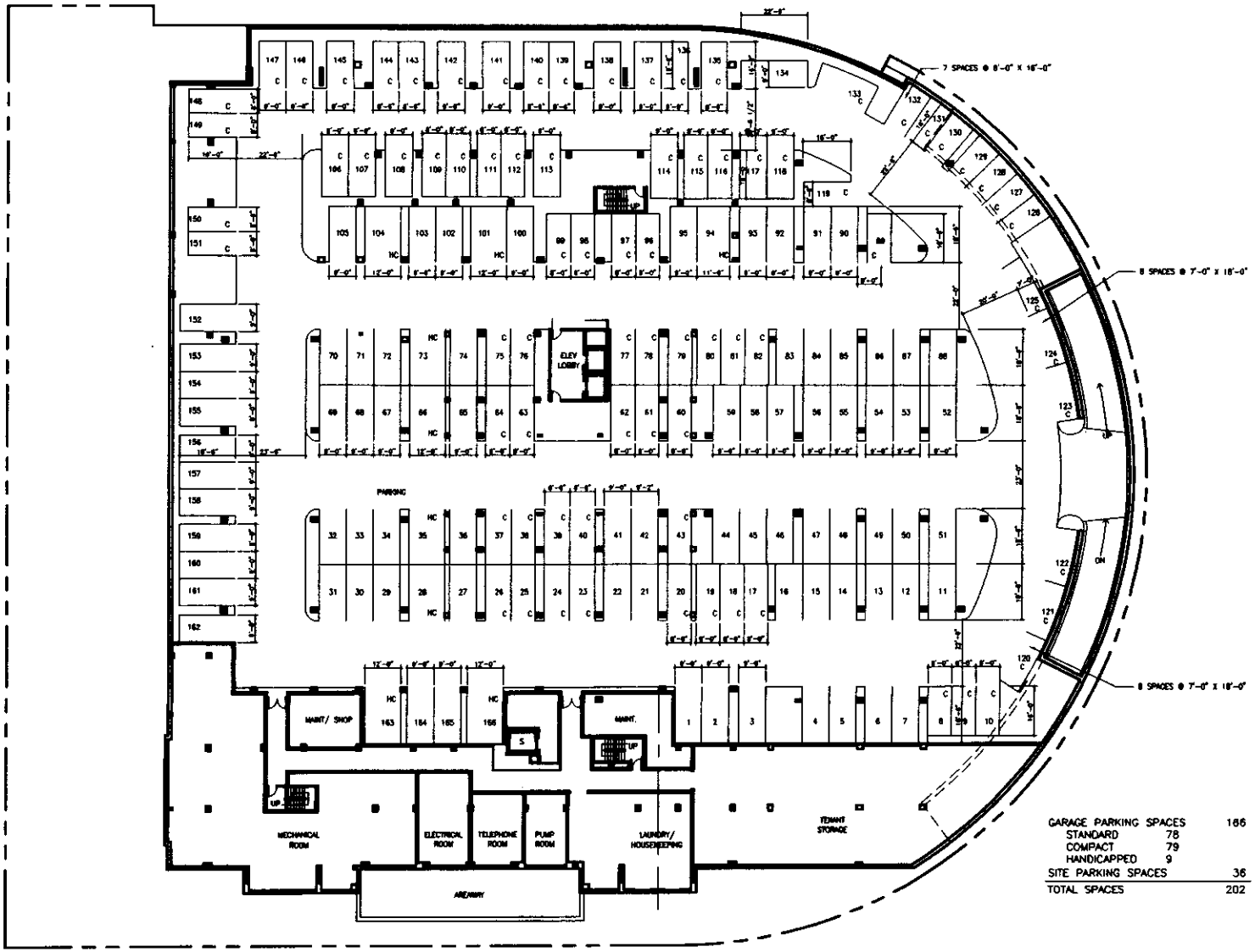
DSUP 2000-0030

43



44

D.SUP 2000-0030



GARAGE PARKING SPACES		166
STANDARD	78	
COMPACT	79	
HANDICAPPED	9	
SITE PARKING SPACES		36
TOTAL SPACES		202

Key Plan

PERKINS EASTMAN ARCHITECTS PC

PROJECT TITLE:
HALLMARK AT CAMERON STATION

ALEXANDRIA, VIRGINIA

PROJECT No: 122841

DRAWING TITLE:
Garage Plan

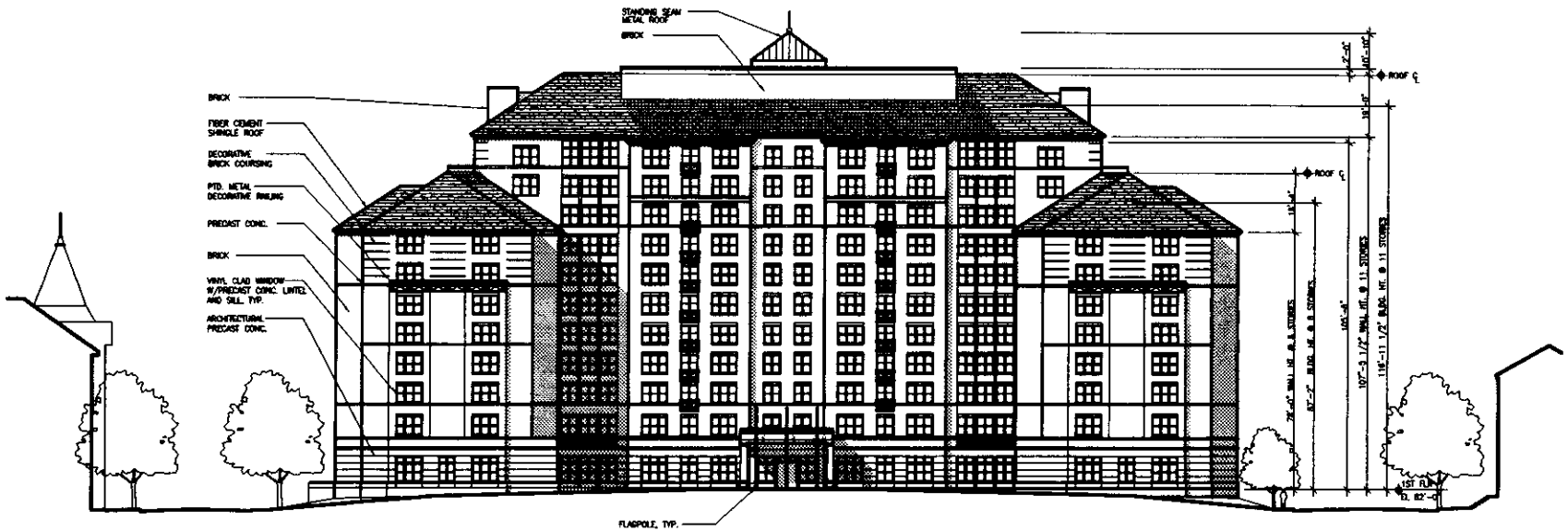
SCALE: 1" = 20'-0"

8

DATE: JULY 12, 2000

45

DSUP 2000-0030



46

APPROXIMATE BUILDING HEIGHT: 120'
(SUBJECT TO ADJUSTMENT BASED UPON FINAL ARCHITECTURAL DESIGN)
MAXIMUM HEIGHT: 120'

NOTE: This conceptual drawing is for illustrative purposes only. It represents the general appearance and character that the final architectural and engineering drawings shall achieve. Modifications to the specific details of the elevations and of the final unit design may be required as the final construction documents are developed.

Key Plan

PERKINS EASTMAN ARCHITECTS PC

PROJECT TITLE:
HALLMARK AT CAMERON STATION

ALEXANDRIA, VIRGINIA
PROJECT No: 12341

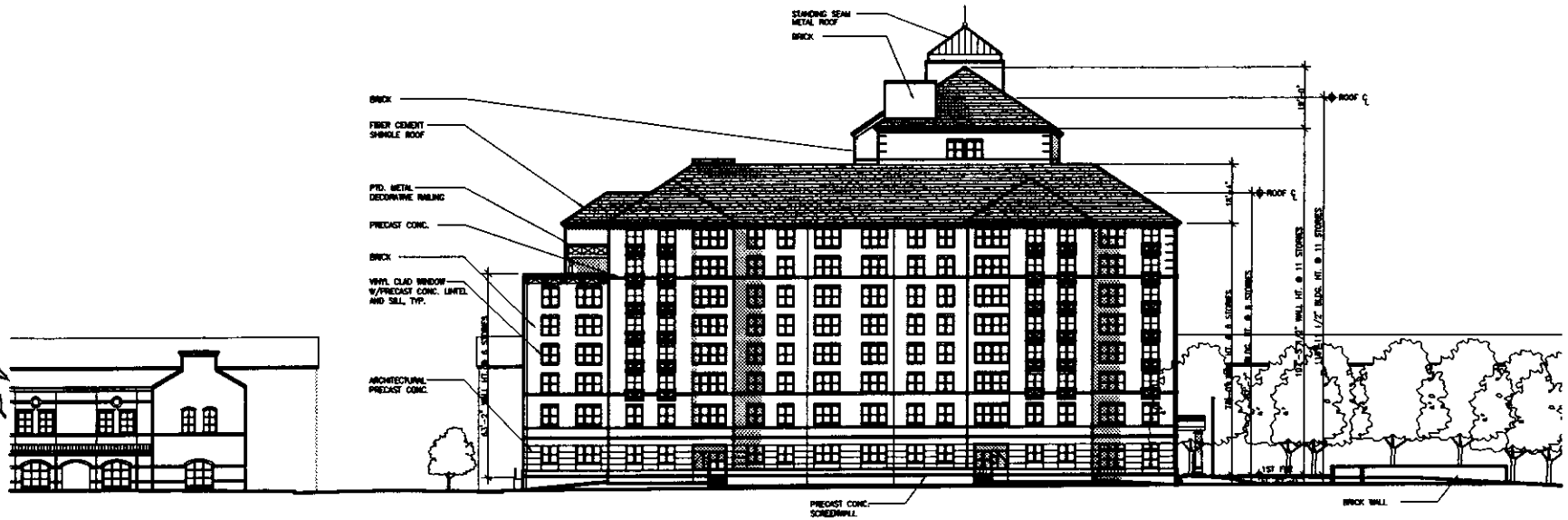
DRAWING TITLE:
East Elevation

SCALE: 1" = 16'-0"

9

DATE: JULY 12, 2000

DSUP 2000-0030



Key Plan

PERKINS EASTMAN ARCHITECTS PC

PROJECT TITLE:
HALLMARK AT CAMERON STATION

ALEXANDRIA, VIRGINIA
PROJECT No: 12041

DRAWING TITLE:
South Elevation

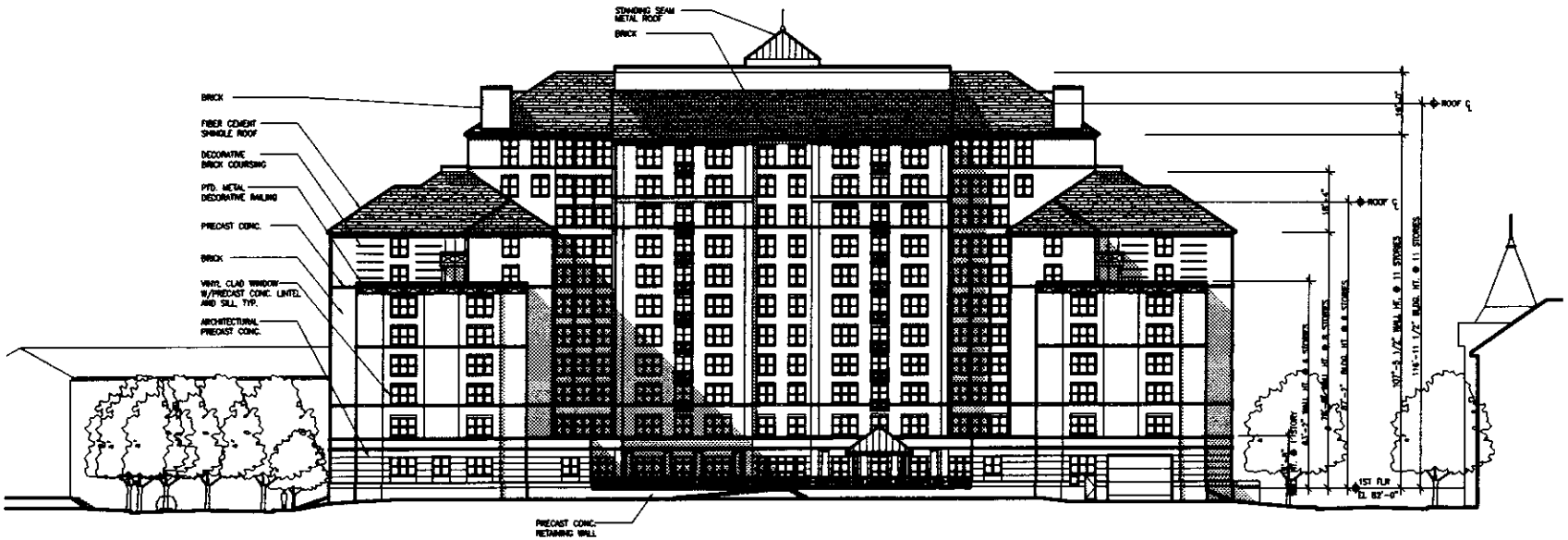
SCALE: 1" = 16'-0"

10

DATE: JULY 12, 2000

DSUP 2000-0030

47



Key Plan

PERKINS EASTMAN ARCHITECTS PC

PROJECT TITLE:
HALLMARK AT
CAMERON STATION

ALEXANDRIA, VIRGINIA
PROJECT No: 12341

DRAWING TITLE:
West Elevation

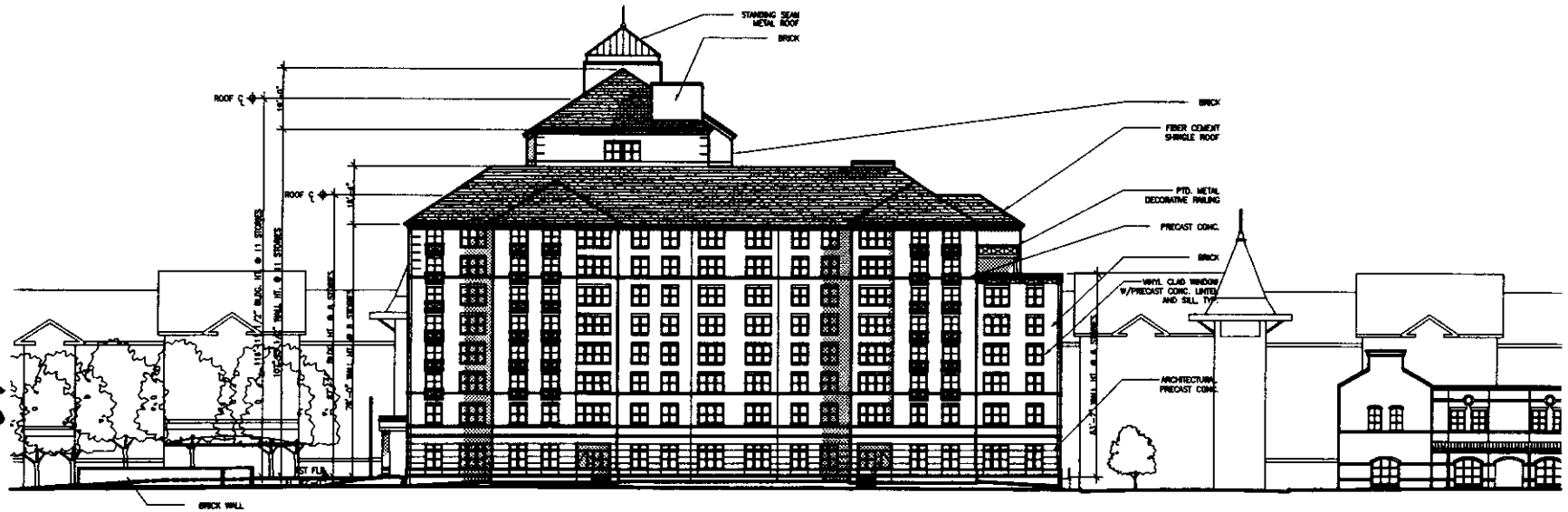
SCALE: 1" = 16'-0"

11

DATE: JULY 12, 2000

DSUP 2000-0030

48



49

Key Plan

PERKINS EASTMAN ARCHITECTS PC

PROJECT TITLE:
HALLMARK AT CAMERON STATION

ALEXANDRIA, VIRGINIA
PROJECT No: 12341

DRAWING TITLE:
North Elevation

SCALE: 1" = 16'-0"

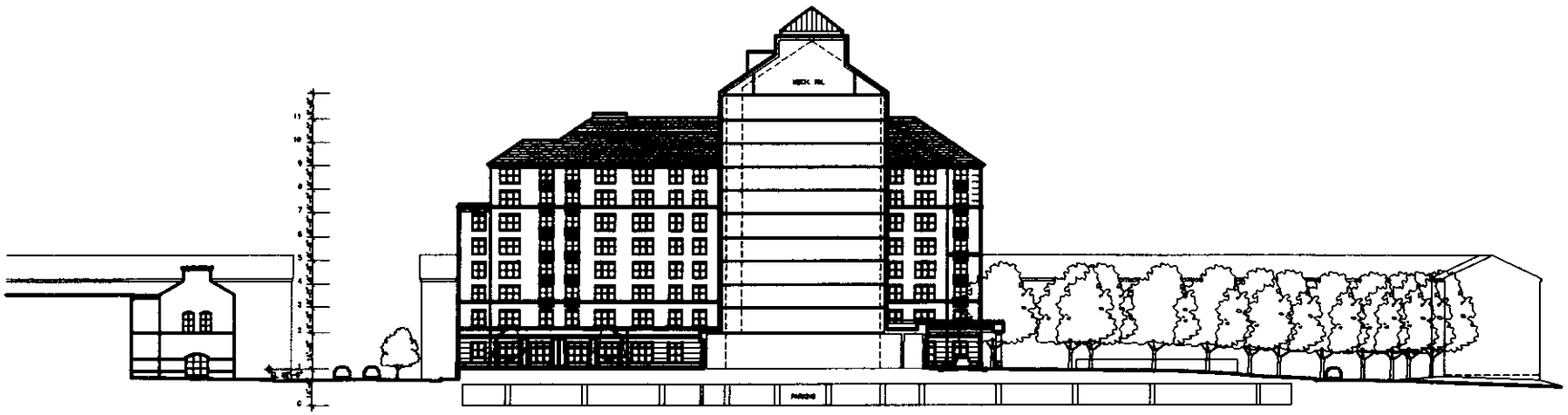
12

DATE: JULY 12, 2000

APPROXIMATE BUILDING HEIGHT: 120'
(SUBJECT TO ADJUSTMENT BASED UPON FINAL ARCHITECTURAL DESIGN)
MAXIMUM HEIGHT: 120'

NOTE: This conceptual drawing is for illustrative purposes only. It represents the general appearance and character that the final architectural and engineering drawings shall achieve. Modifications to the specific details of the elevations and of the final site design may be required as the final construction documents are developed

DSUP 2000-0030



Key Plan

PERKINS EASTMAN ARCHITECTS PC

PROJECT TITLE:
HALLMARK AT
CAMERON STATION

ALEXANDRIA, VIRGINIA

PROJECT No: 12341

DRAWING TITLE:
Section
Facing North

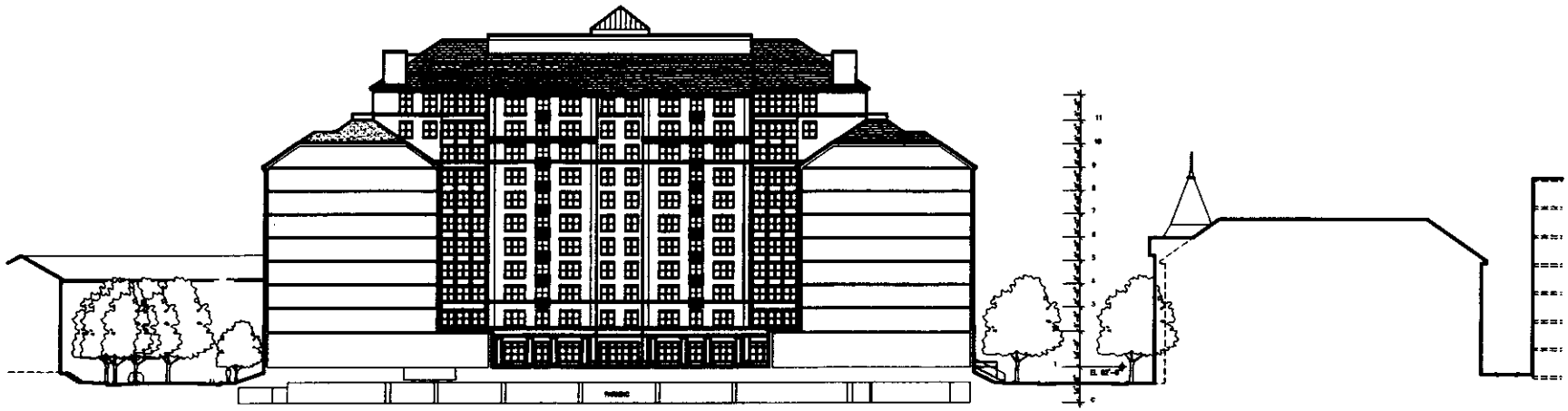
SCALE: 1" = 20'-0"

13

DATE: JULY 12, 2000

DSUP 2000-0030

50



Key Plan

PERKINS EASTMAN ARCHITECTS PC

PROJECT TITLE:
HALLMARK AT
CAMERON STATION

ALEXANDRIA, VIRGINIA

PROJECT No: 12341

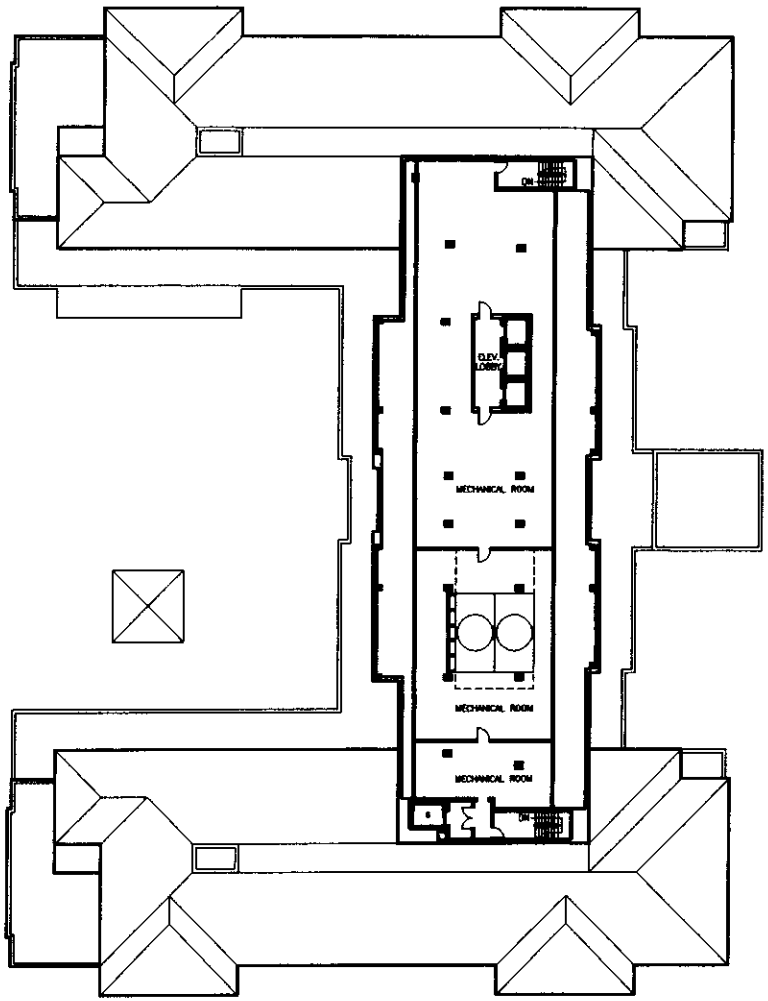
DRAWING TITLE:
Section
Facing East

SCALE: 1" = 20'-0"

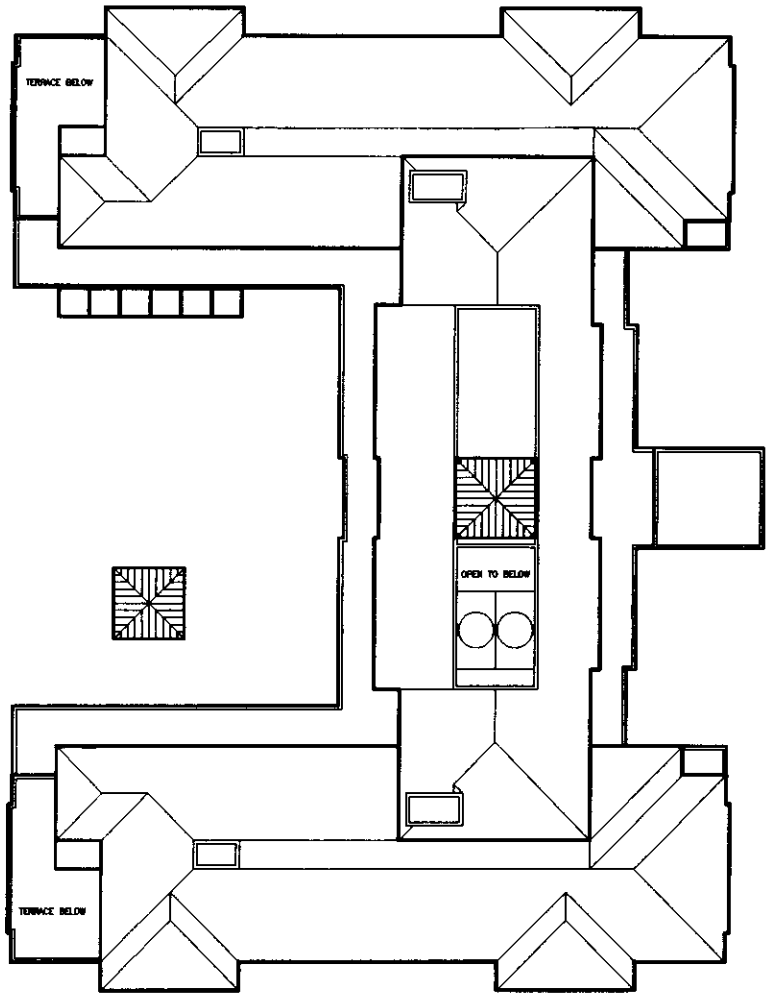
14

DATE: JULY 12, 2000

DSUP 2000-0030



PENTHOUSE PLAN



ROOF PLAN

Key Plan

PENDING EASTMAN ARCHITECTS PC

PROJECT TITLE:
HALLMARK AT
CAMERON STATION

ALEXANDRIA, VIRGINIA
PROJECT No: 12341

DRAWING TITLE:
ROOF AND PENTHOUSE PLAN

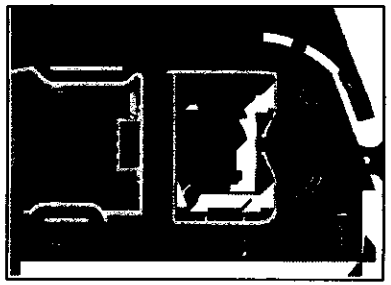
SCALE: 1" = 16'-0"

15

DATE: JULY 12, 2000

52

DSUP 2000-0030



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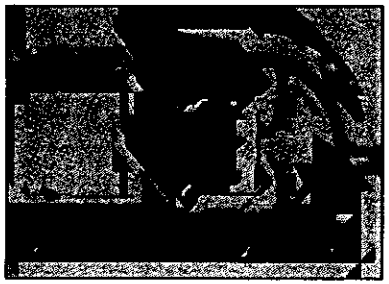

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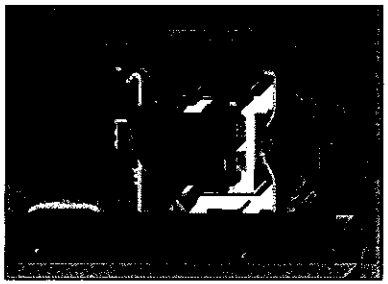

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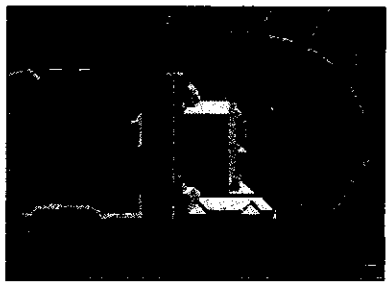
JUNE 21 9:00 AM



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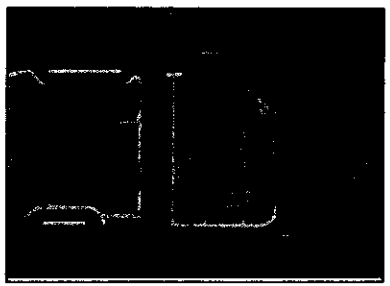

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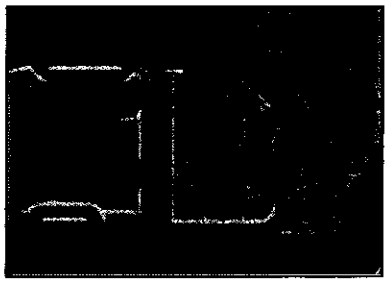

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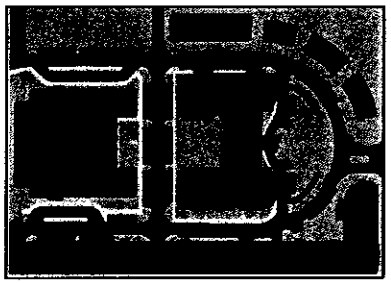

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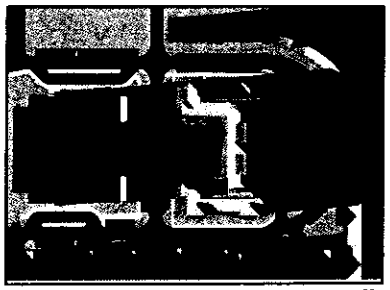

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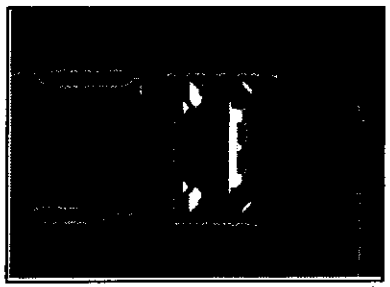
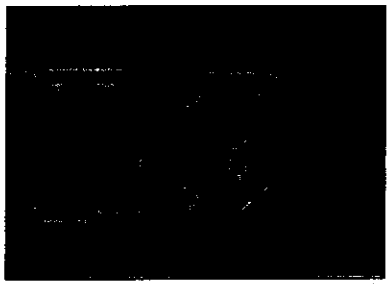


MARCH 21 5:00 PM

SEPTEMBER 20 5:00 PM



JUNE 21 5:00 PM

SHADOW STUDIES

DSUP 2000-0030

Key Plan

PERKINS EASTMAN ARCHITECTS PC

Owner:

Architect:

Civil / Site:

PROJECT TITLE:
HALLMARK AT CAMERON STATION

ALEXANDRIA, VIRGINIA
PROJECT No: 12341

DRAWING TITLE:
SHADOW STUDIES

SCALE: 1" = 16'-0"

16

DATE: JULY 12, 2000

City of Alexandria Website Contact Us - EMail for Rose Boyd (rose.boyd@ci.alexandria.va.us)

Time: [Thu Sep 07, 2000 11:53:33] IP Address: [152.163.206.212]

DSUP 2000-0031
ARCHSTONE CAMERON STATION
DSUP 2000-0030
HALLMARK CAMERON STATION

RECEIVED
SEP 11 2000
PLANNING & ZONING

First Name: Amy
Last Name: Connelly
Street Address: 4686 S. 34th Street
City: Arlington
State: VA
Zip: 22206
Email Address: amyaacp@aol.com

Comments:

September 7, 2000

Re: Cameron Station Archstone/Dsup2000-0031

I am writing to express the concern my husband and I have for the proposed 320 rental units and high rise assisted living facility that may be built in Cameron Station near the elementary school. We bought a Van Metre townhouse in Phase 4 on Brawner Place, and expect to close in November 2000. The proposed apartment complex and high rise are a major concern because they would greatly increase the traffic congestion near the school and would compromise the value of the community. A major selling point for my husband and I was having an elementary school nearby so that our children could walk to school. This may not be the case if these projects are built. When we bought our townhouse in January 1999, the master plans indicated only townhomes, single-family homes, and condominiums being built in all of Cameron Station. It is disappointing that our townhouse is already one year late in delivery, but we believed it was worth the wait because of the overall beauty and value of the ! community.

We hope that you will consider our concerns and opposition to building an apartment complex and assisted living facility.

Thank you,

Amy & Wayne Connelly

Amy & Wayne Connelly
5228 Brawner Place
Phase 4, Van Metre

Wm. 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 - PH. V
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

#4-A DSUP 2000-0030
HALLMARK - CAMERON STA.

RECEIVED
FEB 6 2001
PLANNING & ZONING

By Facsimile 703-838-6393

February 6, 2001

Chairman William Hurd
& Members of the Planning Commission
City of Alexandria, VA

Dear Chairman Hurd:

It is our understanding that the Planning Commission will be considering at tonight's meeting, a Special Use Permit (2000-0030) for the Senior High-Rise Apartments at 400 Cameron Station Boulevard in Phase VII. Unfortunately, I will not be able to participate in tonight's meeting. I would like, however, to offer a perspective on this issue that you might not receive otherwise.

We have lived in Cameron Station for two years and have found it to be a wonderfully diverse community. We have been aware of the proposal for the senior housing since we signed our contract in March of 1998. Last fall, the developer for this project, Brookdale, appeared at our HOA meeting to detail their plans and listen to the community.

We understand that this is a high-rise, but we also were made aware early on that there is a graduation of height that allows this facility to blend into our community. I also believe that there will not be any assisted-living quarters in this complex.

As a resident of Cameron Station, my wife and I look on this project as an asset. We hope that you will look carefully at the plans and at the staff recommendation, and take into consideration communications from school officials regarding the benefits from this project. This project appears to us to be well designed and carefully planned. We urge you to allow this project to move forward.

Thank you for considering these views.

Sincerely,

Paul & Cheryl Darby
5030 Gardner Dr.
Alexandria, VA 22304

#4-A DSUP 2000-0030
HALLMARK-CAMERON STA

February 6, 2001

Chairman William Hurd
& Members of the Planning Commission
City of Alexandria, VA

Dear Chairman Hurd:

I understand that the Planning Commission will be considering a Special Use Permit (2000-0030) for the Senior High Rise Apartments at 400 Cameron Station Boulevard this evening. I will be unable to attend this evenings meeting and want you to have my feelings on this issue. I understand that some residents of Cameron Station may speak against this project and I want you to understand that they do not represent the Cameron Station Homeowners Association or the homeowners at large.

I have lived in Cameron Station for over a year and have found it to be a tremendous community with a great deal of potential. I have been aware of the proposal for the senior housing since I first visited the development in December, 1998. Last fall, the developer for this project, Brookdale, appeared at our HOA meeting to detail their plans and listen to the community. The fact that a high rise development like this one would be built has always been understood before contract signing. This development should be a surprise to nobody in the community.

I understand that this is a high-rise, but I also was made aware early on that there is a graduation of height that allows this facility to blend into our community. I also believe that there will not be any assisted-living quarters in this complex.

As a resident of Cameron Station, my wife and I look on this project as an asset. We hope that you will look carefully at the plans and at the staff recommendation, and take into consideration communications from school officials regarding the benefits from this project. This project appears to us to be well designed and carefully planned. It is in the best interest of Cameron Station for this project to move forward and I urge you to approve the permit.

Thank you for considering these views.

Sincerely,

Hugh D Wetherald
241 Murtha Street
Alexandria, VA 22304

DSUP 2000-0030 +
SUP 2000-0084
HALLMARK at CAMERON STATION

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

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 tree 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,

James P. Ryan

DSUP 2000-0030
SUP 2000-0084
HALLMARK at Cameron Sta

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

February 22, 2001

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

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

Dear Ms. Fogarty:

This letter is written at the request of Erika Byrd, attorney for Brookdale in the above referenced DSUP applications in response to my February 14 letter to you. As you may recall, my letter raised a number of concerns with regard to information derived from a traffic memorandum by Wells & Associates, commissioned by either Brookdale or its attorneys, and the Planning Commission Staff Reports for the DSUPs. The letter also pointed out certain information derived from the two sources that, when compared, appeared to be factually inconsistent. The following evening, I, along with two other Cameron Station residents, attended a meeting with Ms. Byrd and John Vivoda of Brookdale and Roland Baer, Brookdale's architect, and a representative from Greenvest.

To Ms. Byrd's credit, she discussed the issues raised in each paragraph of the letter. She explained the Wells & Associates report was very thorough and contained accurate information with many of the inconsistencies I noted in my letter being due not to Wells' failure to access the information but to obsolete or inaccurate information contained in the Planning Commission staff reports or to staff's lack of understanding of a particular aspect of the project. Other items of concern raised in my letter were acknowledged to be valid from the perspective of a layman. For example, the height of the building from street level is somewhat greater than 120 feet. Mr. Baer explained the 120 feet is derived from the method the industry utilizes to measure building height and that when standing on Cameron Station Boulevard the eye does in fact observe the building at its actual height of above 120 feet, hence the apparent inconsistency. Also, earlier in the day, Ms. Byrd telephoned me in a conference call with Robin Antonucci, one of the authors of the Wells report. Ms. Antonucci explained that certain information, such as the over-capacity parking at the Arlington facilities, was not fully addressed because it was not as relevant to the focus of the report, that, according to Ms. Antonucci, being a comparison of the proposed facility to other facilities that were most similar to the Brookdale proposal.

With all due respect to Ms. Byrd's explanations, the fact remains that the core concerns we were prepared to raise at the Planning Commission meeting of February 6 have not been addressed or, at least, that information has not been made available to the residents of Cameron Station. The major concerns are the traffic within the community as a whole, with the attendant impact on safety,

and the piece-meal fashion in which the community has developed. It is for those reasons that we were prepared to object to the approval of the Brookdale facility at the Planning Commission meeting. Obviously, since traffic and safety issues have not yet been addressed by the Planning Commission or staff we still object to any further development in Cameron Station until a more detailed evaluation can occur. Ms. Byrd did indicate Greenvest will commission another traffic study although it would be in everyone's interest if that study was done in cooperation with the Department of Transportation and Environmental Services. Moreover, I am honestly confused as to why a traffic study is being conducted when it is clear traffic is already a problem and one that is becoming increasingly worse. Commissioner Leibach has attested to that fact and he doesn't even live within the boundaries of Cameron Station.

Finally, certain other issues such as construction and age limits have been discussed. Brookdale made verbal assurances that the average age of its residents is somewhat older than its minimum resident age of 62. There is no reason to doubt the veracity of those assurances and I do not do so here. However, the truth is that they are nonetheless unenforceable and a condition in the SUP setting a minimum age of 62 would not be a burden to nor create a detriment for Brookdale. With regard to construction, Brookdale has indicated that aside from switching to auger piles, certain construction concerns cannot be addressed until it retains a general contractor. Therefore, it is probably unnecessary to delay approval of the SUP until resolution of issues that come subsequent to SUP approval in the normal progression of such an endeavor. However, given that it is not normal to put a high rise in residential neighborhood, I would propose that the Planning Commission or some other authoritative body maintain oversight authority until the construction issues are raised and fully addressed. I make this recommendation based upon my understanding of the sequence of events being that this is the last opportunity for public input into the project. Hence, some mechanism would seem appropriate to assure the minimum disruption to our lives.

Although I still feel my letter spoke for itself and clarified the scope of its analysis, I hope the foregoing accommodates and eases Ms. Bryds concerns. As I told Ms. Bryd from the beginning, our concern is not with Brookdale, as its facility is clearly an somewhat innocuous use, but with the development in Cameron Station overall. Again, thank you for your time and attention.

Sincerely,

James P. Ryan

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 jb900@yahoo.com

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

February 02, 2001

FEB - 6 2001

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

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, 2and 3 can use the City streets of Sommerville, 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 Archtone project is also considered. Thank you very much for your consideration.

Sincerely,

Joseph S. Bennett

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

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

RECEIVED
FEB 26 2001
PLANNING & ZONING

#7-A DSUP 2000-0030
BROOKDALE CAMERON STATION

McGUIREWOODS

No. of Pages (including fax cover sheet): 02

Date: Tuesday, March 06, 2001 2:29:26 PM

If all pages are not received, please call the Fax Operator indicated below.

TO: Jeff Farner and Kimberly Johnson

OFFICE/COMPANY/FIRM: City of Alexandria Planning & Zoning

PHONE NUMBER:

FAX NUMBER: 1-703-838-6393

FROM: Erika L. Byrd

OFFICE: Tysons Corner

FAX OPERATOR: (703)712-5000

FAX NUMBER: 1-703-712-5288

SENDER'S DIRECT DIAL PHONE NUMBER: 1-703-712-5480

REMARKS:

This Fax is intended for the recipient indicated above. It may be confidential or protected from disclosure by the attorney-client privilege or work-product doctrine. If you have received this Fax in error, please mail it to: McGuireWoods LLP, 1750 Tysons Boulevard, Suite 1800, McLean, VA 22102. We will reimburse you for your postage. Thank you.

#7-A DSUP 2000-0030
BROOKDALE - CAMERON STATION

PROPOSED CONDITION FOR FUTURE TRAFFIC CALMING MEASURES
IN CAMERON STATION

46. The applicant shall contribute $10,000 to a fund that shall be established and maintained by the City to implement traffic calming measures within Cameron Station. This contribution shall be made to the City within two months of approval of this application by the City Council.

#7-A DSUP 2000-0030
BROOKDALE - Cameron Station

IVINS, PHILLIPS & BARKER
CHARTERED

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*NOT ADMITTED IN THE DISTRICT OF COLUMBIA

9
3-17-01

March 9, 2001

VIA FAX

Ms. Eileen Fogarty
Director of Planning
Department of Planning & Zoning
City of Alexandria
301 King Street, Room 2100
Alexandria, VA 22314

Re: Brookdale Project – Phase VII, Cameron Station

Dear Eileen:

While my motion to defer the above matter was defeated on a 4-3 vote, I hope that Kim and you will follow up on one of the issues that I raised before this matter comes before the City Council. While I believe this is a good proposal and has many advantages for the community and the city, I am concerned about the information that was apparently provided to you and your staff with respect to the need for resident parking.

As Kim confirmed, and as your report states, you are basing your parking assumption on information you received that of the 261 units, the units for assisted living will need no parking spaces and the independent living apartments will average only one car for each four units.

I am concerned that in a facility where the average annual rentals are $24,000 to $48,000 and the average age is 75 to 80 there will be more persons with automobiles than this estimate determines. I recommend that you inquire as to what are the comparable figures for independent living facilities such as Goodwin House, which has been in operation for many years and appears to be relatively comparable to this facility. Is their

experience supportive of the conclusion that there are only approximately one car for each four independent living assisted apartments?

Sincerely yours,

H. Stewart Dunn, Jr.

HSD/jmn

cc: Kimberley Johnson
Eric Wagner

EXHIBIT NO. 2

9 E10
3-17-01

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.

9&10
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. Euille
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.

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

9&10
3-17-01

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

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 tree 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,

James P. Ryan

9 & 10
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 mislead 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

1 ✓

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

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 20th 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. <u>If you have a prepared statement, please leave a copy with the City Clerk.</u>

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

9

APPLICATION for
DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN
DSUP # 2000-0030

PROJECT NAME: Hallmark of Cameron Station

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

TAX MAP REFERENCE: 68.01-02-04 68.02-04-01 CDD-9
68.01-04 Parcel C ZONE: CDD (Coordinated Development District

APPLICANT Name: KG Virginia - CS Owner, L.L.C.

Address: C/O Brookdale Living Communities, Inc.
330 North Wabash Avenue, Suite 1400 Chicago, IL 60611
Attn: Eric Walesh

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

Address: 8614 Westwood Center Drive, Suite 900 Vienna, VA 22182

SUMMARY OF PROPOSAL: Approximately 260 unit senior housing development

MODIFICATIONS REQUESTED: none

SUP's REQUESTED: Requested CDD No. 9 Preliminary Plan, Cameron Station Phase VII

BROOKDALE ~~HALLMARK~~ of CAMERON STATION VII

THE UNDERSIGNED hereby applies for Development Site Plan, with Special Use Permit, approval in accordance with the provisions of Title 7, Chapter 5 of the Code 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 also attests that all of the information herein provided and specifically including all surveys, drawings, etc., required of the applicant are true, correct and accurate to the best of their knowledge and belief.

Erika L. Byrd
Print Name of Applicant or Agent

Signature

1750 Tysons Blvd, Ste. 1800 — 712-5480 — 712-5288
Mailing/Street Address — *Telephone #* — *Fax #*

McLean, VA 22102 — 6/22/2000
City and State *Zip Code* — *Date*

DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY

Application Received: _____
Fee Paid & Date: $_____
Legal Advertisement: _____
Received Plans for Completeness: _____
Received Plans for Preliminary: _____
Property Placard: _____

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.