

EXHIBIT NO. 3



WALSH COLUCCI  
STACKHOUSE EMRICH  
& LUBELEY PC

11, 12, 13  
5-18-02

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March 28, 2002

**By Hand Delivery**

Chairman Eric Wagner and Members  
of the Alexandria Planning Commission  
301 King Street, #2100  
Alexandria, VA 22314

Re: **Archstone Communities**  
**April 2, 2002, Planning Commission Docket Items 5-A and 5-B**

Dear Chairman Wagner and Members of the Commission:

On behalf Archstone Communities, enclosed please find supplemental information to accompany the Archstone application, which is scheduled to be considered by the Planning Commission at its April 2, 2002, public hearing. Due to time constraints during the public hearing, we felt it was imperative to provide the Commission with important historical information regarding Cameron Station as well as responses to questions raised at community meetings. We have also provided an analysis of certain points discussed in the Staff Report, which was received on the afternoon of Tuesday, March 26, 2002. We hope that this additional information assists you in your deliberations on the Archstone proposal.

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

Very truly yours,

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

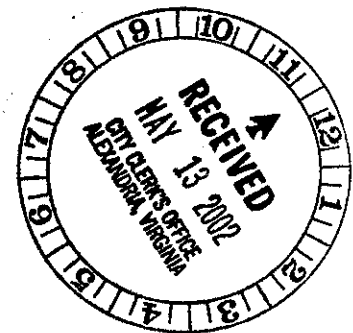
M. Catharine Puskar

MCP:mcm  
Enclosure

Cc: Mayor Kerry J. Donley  
Members of Alexandria City Council  
Eileen Fogarty

Linda Ritter  
Beverly Jett

J:\ARCHSTONE\788.4 Cameron Station\pcletter.doc



WALSH, COLUCCI, STACKHOUSE, EMRICH & LUBELEY

A PROFESSIONAL CORPORATION

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ARCHSTONE – CAMERON STATION (PHASE VI)

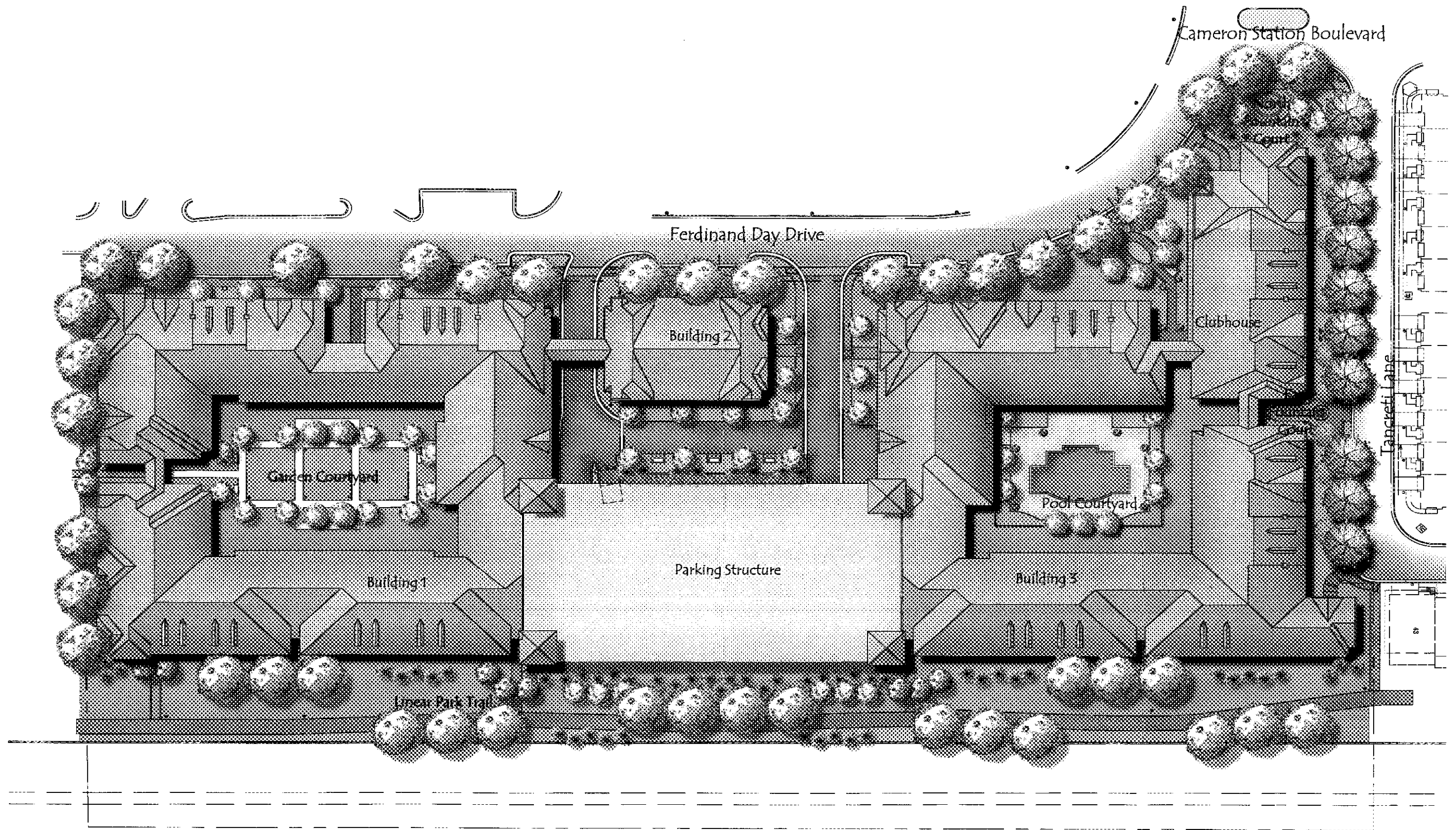
DEVELOPMENT SPECIAL USE PERMIT #2000-0031

**Archstone-Cameron Station**  
**Exhibit List**

1. Plan revisions from May 2001 to Current Plan
2. May 2001 Plan Proposal and February 2002 Plan Proposal
3. May 2001 North Elevation and February 2002 North Elevation
4. May 2001 South Elevation and February 2002 South Elevation
5. Comment/Response List
6. February 19, 2002 Colonial Parking, Inc letter re: parking management plan
7. Pedestrian bridge treatment and alternative treatment
8. Chronology of Meetings
9. January 25, 2002 response letter to Eileen Fogarty's December 21, 2002 letter and attachments
10. February 11, 2002 letter to Eileen Fogarty re: plan revisions and attachments
11. February 14, 2002 Wendy Fields letter to Phil Sunderland with attached Association and Declarant Disclosure Statements
12. Fogarty Certification of Final Development Plan Approval – Phase V
13. CDD Conceptual Design Plan dated Oct. 1995
14. Landmark/Van Dorn Small Area Plan
15. Cameron Station Current Development Summary

### **Plan Revisions from May 2001 to Current Plan**

1. 90 degree reorientation of the parking structure, facing of the parking structure with units along Ferdinand Day Drive and the Linear Park, and architectural treatment of the parking structure along the drive aisles/EVEs.
2. Reduction in the size of the parking structure from 236' x 122' to 184' x 123', which represents a 6,160 square foot reduction in the parking structure footprint and a reduction of 36,960 square feet of parking structure mass.
3. Reduction of 146 (or 26%) above-grade structured parking spaces.
4. Increase in the amount of below-grade parking from 56 to 104 spaces.
5. Relocation of 56 structured parking spaces to embedded ground level spaces.
6. Two full 39-foot connections between Ferdinand Day Drive and the Linear Park with decorative pavers, 5-foot sidewalks, street trees and ornamental lighting.
7. Full building break on the north façade of Building #1.
8. The level of architectural treatment on Tancreti Lane facade extended to north, west, and south facades.
9. Enhanced access for emergency vehicles and enhanced fire protection systems within the buildings.
10. Reallocation of unit types resulting in the reduction in the number of 2 and 3 bedroom units, which in turn reduces the amount of parking and, therefore, reduced the amount of vehicles within Cameron Station.
11. Increase in the width of the sidewalk along Ferdinand Day Drive from 6-feet to 8-feet.
12. Increase in the width of the sidewalk along Tancreti Lane from 5-feet to 6-feet.
13. Automatic irrigation system for all open space and landscaping within the project site.



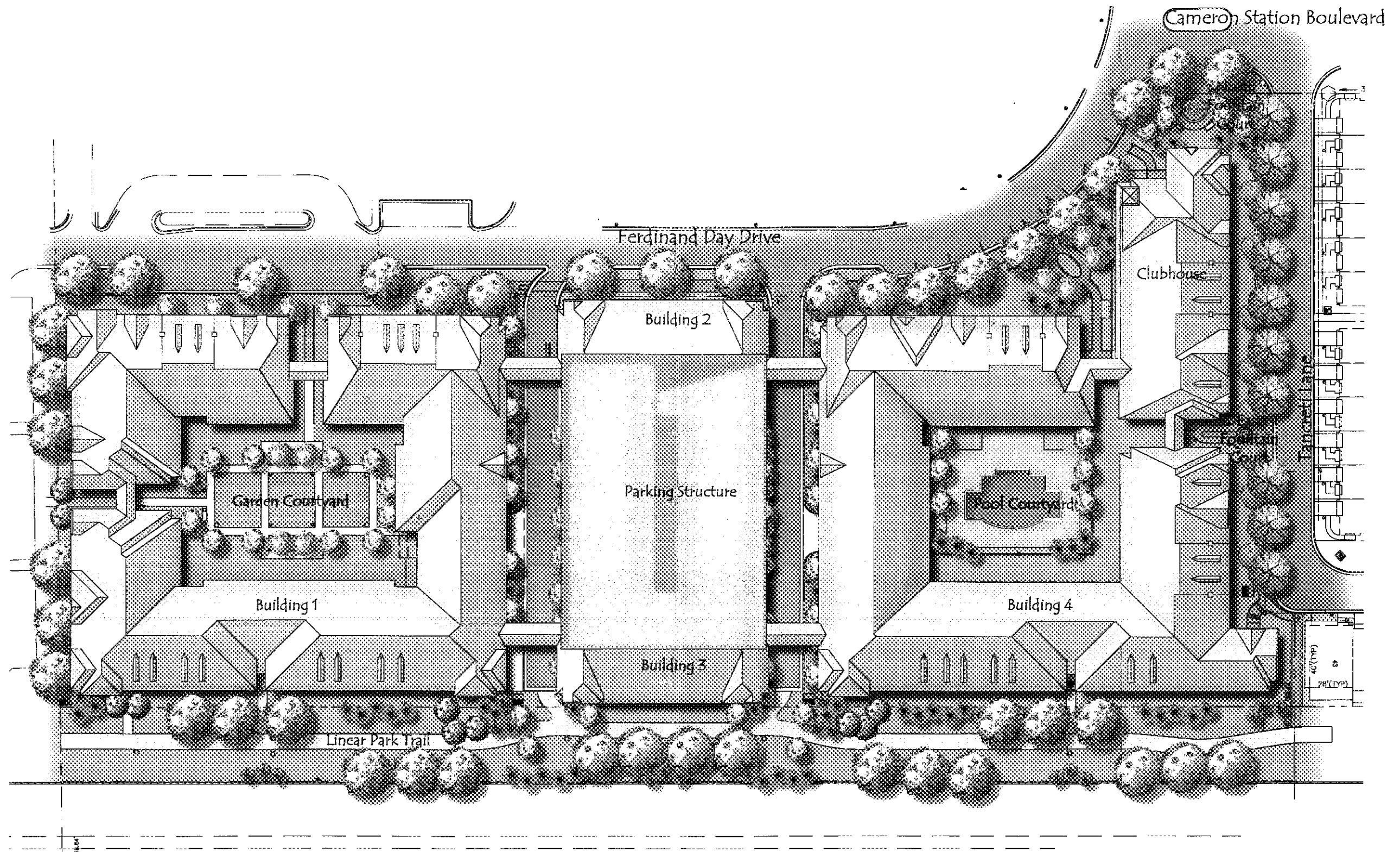
ARCHSTONE  
**Cameron Station**

Plan Proposal presented on May, 2001



Notes: This graphic is for illustrative purpose only.

Scale: 1" = 30'-0"  
 04-02-2001



ARCHSTONE  
**Cameron Station**  
 Current Plan Proposal, February, 2002



North Elevation of Archstone Cameron Station Community from Ferdinand Day Drive  
May, 2001



Current North Elevation of Archstone Cameron Station Community from Ferdinand Day Drive  
February, 2002

ARCHSTONE

Cameron Station

 LandDesign



South Elevation of Archstone Cameron Station Community  
May, 2001



Current South Elevation of Archstone Cameron Station Community  
February, 2002

ARCHSTONE

Cameron Station



**ARCHSTONE-CAMERON STATION  
COMMENT/RESPONSE LIST**

**COMMENT: Want the parking underground or reduced by two levels**

**RESPONSE:**

- Above-grade parking structure consistent with CDD Concept Plan approval:
  - Staff report for CDD Concept Plan states “The Staff recommended concept plan consists of the plan documents entitled Cameron Station and dated November 30, 1995, revised January 15, 1996, the application and written materials submitted with it, and the following development principles. The written material submitted by the applicant is largely descriptive in nature, and where it or the plan documents are inconsistent with the principles below, the principles shall govern.”
  - Applicant materials that are part of, and not inconsistent with, the approved CDD Concept Plan: “Parking for multiple family dwelling units will be provided at the following rate:
    - (1) One Bedroom and Studio Units – 1.3 spaces/Unit
    - (2) Two Bedroom Units – 1.75 Spaces/Unit
    - (3) Three Bedroom or Larger Units – 2.2 Spaces/UnitThese spaces will be provided as surface parking or garage structured parking or a combination of both depending upon the unit type.”
- Economic implications
  - Underground parking inefficient and has greater structural requirements, which drive up costs as much as three times the cost of above-grade parking.
  - Difference between above-grade and below-grade parking requirements:
    - Increased excavation costs
    - Increased earth retention costs
    - Increased waterproofing costs
    - Increased sprinklering costs
    - Increased insulation costs
    - Added power ventilation costs
    - Increased electrical costs
    - Increased mechanical costs
    - Increased construction costs due to method of construction (poured in place concrete vs. precast)
  - Result is to increase density and height to offset increased cost of parking, which, in turn, creates additional costs associated with the type of construction associated with development over four stories.

- Environmental implications
  - Restrictive covenant “prohibits access to or use of groundwater, unless written permission for such access is first obtained from the [government], and, to the extent necessary, from applicable regulatory authorities.”
  - May 2001 staff report, “Many uncertainties remain such as whether the applicant could obtain all applicable approvals and whether penetrating the water table would be in the best environmental interest of the City.”
  
- Open Space implications
  - Placing one level of underground parking across the site would negatively impact the quality of open space and amount/type of landscaping.
  - As noted by Staff in its Phase II staff report for condominiums with what has been referred to by many as “underground” parking, placing parking “underground” does not necessarily result in an increase in open space, but instead, can result in “a degradation of the quality of open space from landscaped areas with the potential for mature trees to hardscape areas with landscaped planters.”
  - As noted by staff, placing the parking underground would also result in the elimination of the swimming pool, which is a very desirable amenity.
  
- Livability/Convenience implications
  - The parking structure is designed to encourage residents to park in the structure and not on the public streets. Placing the parking underground will reduce the convenience and the perception of safety of the parking for the residents and could potentially result in additional on-street parking.
  
- Reaction to plan before Staff and Commission at May 2001 hearing
  - The comments to place parking underground or place two levels underground were made in response to the proposal then before Staff and the Commission, which included an exposed parking structure visible from both Ferdinand Day Drive and the Linear Park. With the revised design, the parking structure is no longer visible.
  - The current design responds to concerns regarding the mass and visibility of the parking structure while also meeting the goals of safe and convenient parking and retaining a lower scale/density development.
  - Mass addressed by:
    - Turning the structure 90 degrees.
    - Reducing the footprint by 6,160 square feet
    - Reducing the mass by 36,960 square feet
    - Increasing the amount of below-grade parking from 56 to 104 spaces.
    - Relocating 56 parking spaces from the parking structure to the ground level imbedded within the proposed buildings.
  - Visibility addressed by:
    - Adding residential units to the north and south facades of the parking structure along Ferdinand Day Drive and the Linear Park

- Adding an architectural treatment to the east and west facades of the parking structure that is similar to the architecture of the units fronting the interior courtyards.
  - Entrances to parking structure and imbedded parking are off of Ferdinand Day Drive and not directly visible from the public right of way.
  - Drive aisles/alleys are treated with brick pavers, street trees, sidewalks, ornamental lighting.
  - No exposed surface parking spaces as with all other portions of Cameron Station.
  - Parking structure is no longer visible to Cameron Station residents
- No benefit to lowering a parking structure by two levels when it cannot be seen and is flanked by actual living units that are four stories in height and taller than the parking structure.
  - Better solution than other “underground” parking within Cameron Station:
    - Portions of some other parking structures within Cameron Station project out of the ground as much as six to seven feet.
    - Above-grade projections create blank brick walls along the street at the pedestrian level punctuated by ramps into the garages.
    - Open spaces between the buildings are over structure – elevated hardscape plazas with landscaped planters.
    - Large area of surface parking at the rear of the building with balconies and patios fronting onto parking spaces.

**COMMENT: Want increased setback for garage/units along Ferdinand Day Drive and Linear Park**

**RESPONSE:**

- Wanting a uniform setback along all frontages runs counter to the idea of encouraging articulation and variation in façade treatments and setbacks to prevent flat a wall of units and achieve a breaking up of the mass. This principle is so fundamental that it has been incorporated into Section 7-1600 of the Zoning Ordinance as one variation that could be utilized to break up a string of townhouses that, by special use permit, can be up to 212 feet in length:
  - “No such special use permit shall be approved unless there is significant variation in the architectural details of individual units sufficient to break the mass of the group of townhouses. The significant variation shall include at least two or more of the following:
    1. Significant variations in building materials and colors;
    2. Significant variations in roof, including variation in roof, including variation in roofline, roof materials and roof types;
    3. Significant variations in fenestration;

4. Significant variations in the setbacks of the townhouses; and
5. Significant variations in other architectural treatments.”

- The setback from an invisible property line is not relevant. It is the setback from the street and/or sidewalk that is relevant. The previous plan had a setback of 13.2 feet from the property line and 20 feet from the face of curb. The current plan has a setback of 4.2 feet from the property line, but 20 feet from the face of curb, just like the previous plan.
- There are tradeoffs. In order to shield the garage while maintaining the same setback from the curb and enhance the pedestrian experience in this area, the applicant is proposing to eliminate 3 on-street parking spaces in front of building #2. However, these are spaces on the public street that staff and the community have consistently indicated they do not want Archstone residents to use anyway, so it should not be a concern.
- Other units in Cameron Station have similar setbacks.

**COMMENT: Want entrances to the embedded parking to line up with the entrances to the parking structure, want the area south of those entrances to be a pedestrian plaza, and want increased setback along the drive aisles to permit planting of different species of trees that would grow larger to mask the garage and enhance the pedestrian experience.**

**RESPONSE:**

- The proposed entrances to the embedded parking have been located as shown to meet Code Enforcement requirements for emergency access to the southern frontage of the building without placing an emergency vehicle easement in the linear park as prohibited by Planning & Zoning. As these entrances cannot be relocated, the result of this comment is not a relocation of entrances but an additional entrance along each drive aisle, which would result in the loss of parking spaces, introduce more curb cuts along the drive aisle/alley and actually detract from the pedestrian experience.
- Brick pavers, street trees, 5-foot sidewalks, ornamental lighting are being provided along the drive aisles to make them attractive pedestrian connections to the Linear Park and Ferdinand Day Drive.
- The parking structure is being treated architecturally to resemble the residential units within the project such that masking the garage with trees is not required.
- The treatment of these drive aisles/alleys exceed the aesthetics of, and will serve pedestrians better than, any other alleys within Cameron Station and many of the private streets within Cameron Station which have minimal landscaping, multiple

curb cuts and driveways, no sidewalks or narrow interrupted sidewalks, transformers, HVAC units etc.

- Although the staff is requiring pedestrian plazas for these areas, the drive aisles cannot be counted as open space. Applicant is providing over 30% open space in the project site, which is consistent with that proposed and required for other phases in Cameron Station. To require additional open space, especially when there is no technical credit for it, is to treat Archstone differently than the rest of Cameron Station.
- The trade off for the increased density approved in the CDD Concept Plan for Cameron Station is the large, highly programmed open spaces areas on the east, west and south of Cameron Station, which staff has previously acknowledged in its staff reports for previous phases of Cameron Station. Why would a resident choose to spend time in an alley when they could utilize the Linear Park, Ben Brenman Park or Armistead Boothe Park?

**COMMENT: The buildings are too massive**

**RESPONSE:**

- Buildings are perceived at the pedestrian level, not from a bird's eye view. From the pedestrian level, these buildings are compatible with the existing development in Cameron Station.
- Due to the provision of additional building breaks, building lengths are now consistent and compatible with the existing development in Cameron Station.
- The CDD Concept Plan acknowledges the potential for larger, longer buildings "in the higher density phases of development...where there are larger buildings occupying large or complete portions of street frontages."
- The existing and additional building breaks that have been provided are consistent with the existing development in Cameron Station
- Building heights are in scale with other buildings in Cameron Station and are as provided for in the CDD Concept Plan.
- Building height is less than that proposed for the high-rise Brookdale building, which is also across the street from townhouses. Staff found the Brookdale height and compatibility with much shorter townhouses acceptable, as evidenced in the Brookdale staff report - "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."

**COMMENT: There is not enough open space being provided.**

**RESPONSE:**

- CDD Concept plan states that “the key open space feature of the Cameron Station Coordinated Development District is the City Parks located at the western and eastern edge of the tract...There is no specific zoning requirement for open space within the developed portion of the tract...the plan relies largely on the public open space for active recreation.”
- The amount of open space is consistent with the amount open space provided in other phases of Cameron Station.
- The quality exceeds the level of open space provided in other phases of Cameron Station.
  - Fountains, benches, ornamental lighting, pool
  - Increased sidewalk widths
  - Enhanced pedestrian connections from Ferdinand Day Drive to Linear Park
  - Significant amount of landscaping on all frontages (no back door)

**COMMENT: The development is too dense.**

**RESPONSE:**

- When the Cameron Station CDD Concept Plan was approved, it was acknowledged that densities would transition from east to west and north to south, with the greatest densities located in this area of the development.
- The proposed density is consistent with that envisioned in the Master Plan and CDD Concept Plan for Cameron Station. The CDD Guidelines set forth in the Landmark/Van Dorn Small Area Plan state “up to 2,510 housing units may be permitted; provided that the actual number of permitted units will be determined as part of the concept plan amendments to be submitted in conjunction with the unapproved phases.”
- There are currently 1535 housing units occupied or under construction within Cameron Station. Taking into account the 261 units approved for the Brookdale site, the total number of housing units is 2,105, which is 405 units less than the 2,510 units set forth in the Guidelines.

- Even taking into account a reduction in units for the school site at 27 units/acre (or 65 units), the proposed number of units is well below the maximum level of development within Cameron Station.

**COMMENT: Eliminate the pedestrian breezeways.**

**RESPONSE:**

- Breezeways are essential component of the development as they facilitate convenient access from parking structure to the residences.
- Convenient, covered access encourages maximum utilization of the parking structure and enhances quality of life for Archstone residents.
- In attempt to minimize appearance, the breezeways have been designed to be attractive but as narrow and transparent as possible while meeting Building Code requirements.
- Can be architecturally enhanced if desired.

**COMMENT: We were promised 24 townhouses across from our homes.**

**RESPONSE:**

- Cannot comment on what and how information was relayed to potential buyers and homeowners.
- 
- Can comment on the facts:
  - Potential purchasers receive a formal disclosure statement which expressly discloses:
    - A permissive density of 2,510 units
    - A mix of single family, townhome, condominium and rental units
    - A range of housing, housing styles and prices
    - Express provision for a retirement facility
    - A declarant reservation to control all zoning, engineering and development plans and approvals for the community
  - Disclosure statement states further “no project plan(s) at any time described or depicted in sales literature for Cameron Station should be viewed by any purchaser...as a final undertaking, representation or commitment by the Declarant.”
  - Every phase of Cameron Station has had amendments – this phase is no different.

- On November 21, 2000, Eileen Fogarty provided Certification of Final Development approval for CDD DSUP #99-0005/Phase V of Cameron Station Development. The Final Development Plan for Phase V did not include the 24 townhomes. In the Certification, Ms. Fogarty affirms, "I hereby certify the final site plan for Phase V to be consistent with the preliminary plan approved by City Council, and with all codes and ordinances. As required by Section 5-606(D) of the Zoning Ordinance, the final plan was made available to the public for review and comment. No written comments were received from the public on the development plan." In addition the certification was published in the local newspapers on November 28, 2000 to make the citizens aware of the decision and the right to appeal.
  
- There has been some question as to whether the Brookdale hi-rise elderly building that has been approved for Phase VII will go forward or not. Cannot help but question that if, by some unforeseen circumstance, townhouses are proposed to replace the Brookdale proposal, whether the same residents who are insisting that the Phase V approval cannot be revised because that was what was shown and approved will be testifying before Planning Commission and City Council insisting that the Brookdale approval go forward because that was what was shown and approved for Phase VII.

**COMMENT: The rental units are not part of the HOA and are taking away dollars that otherwise would be paid to the HOA**

**RESPONSE:**

- January 31, 1998 - Budget section of the disclosure statement (Section 6 of the 1998, Property Owners' Association Act Disclosure) specifically states that multifamily rental units may not be annexed under the homeowners' covenants and accordingly would not have assessment obligations. Specifically "A copy of two pro-forma budgets of the Association for the first ten years of operations are included with this Disclosure Statement. One of the budgets assumes the full development of Cameron Station to its maximum zoning density (see Development Disclosure, below) including within the Association, multifamily rental units; the other budget, while also assuming full development, excludes substantially all of the rental facilities from the Association (or reduces multifamily rental assessments)...In addition, as of the date hereof, the Declarant believes that it is probable that multifamily rental units will not be annexed under the Declaration and accordingly will not have an obligation for Association assessments."
  
- Archstone has own amenities (pool, conference center, fitness facility) and will not have access to Community Club, thereby reducing demand on and maintenance required for the facility



- Archstone will maintain its own open space, buildings, and interior drive aisles, thereby not adding to the maintenance costs borne by the HOA
- In order to assist in the funding of the shuttle bus which all Cameron Station residents will have access to, Archstone will be contributing to the TMP at a rate of \$60/unit per year as is the case for all other units in Cameron Station.

**CONCERN: We want a parking management plan in place now.**

**RESPONSE:**

- Archstone retained Colonial Parking, Inc. to review the site plan and outline the elements that would go into a final Parking Management Plan for this proposal.
- Colonial Parking has indicated that “the task of defining a successful parking management plan for a project that is not yet occupied is difficult, and is likely to fail to address the true issues that might arise once the habits and characteristics develop with full occupancy....We would urge caution in too closely defining your parking management plan in the development process and would encourage you to leave many of the details open until the project reached stabilized occupancy.”
- Based on that professional recommendation, we do not think it prudent to finalize a parking management plan at this date, but are prepared to commit to elements contained in the Colonial Parking letter that would be part of a plan to be developed in consultation with staff.

**COMMENT: There are still 309 units, but the parking has been reduced by 38 spaces since the May 2001 proposal, which will result in more people parking on the street.**

**RESPONSE:**

- There are two applicable requirements relative to parking within Cameron Station. This project meets both requirements:
  - CDD Concept Plan “new residential development shall meet the City’s minimum parking standards. In addition, at least 15% visitor parking shall be provided, which may include on-street parking spaces.”
  - Section 8-200(A)(2)
    - 1.3 spaces for each unit up to and including one bedroom,
    - 1.75 spaces for each two bedroom unit, and
    - 2.2 spaces for each three bedroom unit or larger.

- While there are still 309 units, the unit mix has been reallocated such that the current proposal contains less two and three bedroom units and more one-bedroom units.
- Based on the current unit mix, the Zoning Ordinance parking requirements and 15% visitor parking, 579 spaces are required and have been provided for the development.
- Any revision to the unit mix would have to be designed within the context of the required/approved parking.
- Inconsistent to argue for less cars in Cameron Station and smaller parking structure and then complain when concern addressed through the revision of unit design and amount of parking provided.
- Although the Concept Plan envisions the use of on-street parking for visitor parking, all required parking is provided entirely on-site. That being said, there will be an additional 9 new on-street public parking spaces to be used by the public, including Cameron Station residents and visitors.
- This project is being held to a higher standard than any other phase in Cameron Station:
  - Phase I
    - Condition #22 – “The total number of parking spaces required by the zoning ordinance shall be provided. Where other aspects of the required parking does [sic] not comply with the requirements in the zoning ordinance (including compact and tandem parking), the developer shall notify prospective buyers of the affected units, in its sales and marketing materials, the reason that the parking provided for such units does not comply with the City’s parking requirements.”
    - Condition #28 – Provide a minimum of 15 percent visitor parking.
  - Phase II
    - Condition #17 – “Where the proposed residential parking does not comply with the requirements in the zoning ordinance (including reduced and tandem parking), the developer shall notify prospective buyers of the affected units, in its sales and marketing materials, the reason the parking provided for such units does not comply with the City’s parking requirements. “
    - Condition #20 – “Maintain a minimum of 15% visitor parking. Reallocate some of the visitor parking spaces to better serve visitors to unit types “L”, “M” and “N”.”

- Phase III:
  - Condition #18 - “The total number of parking spaces required by the Zoning Ordinance shall be provided. All parking spaces must meet city standard dimensions for parking spaces. Standard spaces are 9x18.5 feet and compact spaces are 8x16 feet, except that parallel standard spaces are 8x22 feet and parallel compact spaces are 7.5 x 20 feet, clear of all columns. The minimum clear distance before the floor and any overhead obstructions, i.e. beams, HVAC, shall be in accordance with Code Enforcement requirements. Where other aspects of the required parking does [sic] not comply with the requirements in the zoning ordinance (including proportion of compact and tandem parking), the developer shall notify prospective buyers of the affected units, in its sales and marketing materials, the reason that the parking provided for such units does not comply with the City’s parking requirements.”
  
- Phase IV:
  - Condition #13: “The total number of parking spaces required by the Zoning Ordinance shall be provided. All parking spaces must meet city standard dimensions for parking spaces. Standard spaces are 9x18.5 feet and compact spaces are 8x16 feet, except that parallel standard spaces are 8x22 feet and parallel compact spaces are 7.5 x 20 feet, clear of all columns. The minimum clear distance before the floor and any overhead obstructions, i.e. beams, HVAC, shall be in accordance with Code Enforcement requirements. Where other aspects of the required parking does [sic] not comply with the requirements in the zoning ordinance (including proportion of compact and tandem parking), the developer shall notify prospective buyers of the affected units, in its sales and marketing materials, the reason that the parking provided for such units does not comply with the City’s parking requirements.”
  
- Phase V:
  - Condition #21: “The total number of parking spaces required by the Zoning Ordinance shall be provided. All parking spaces must meet city standard dimensions for parking spaces. Standard spaces are 9x18.5 feet and compact spaces are 8x16 feet, except that parallel standard spaces are 8x22 feet and parallel compact spaces are 7.5 x 20 feet, clear of all columns. The minimum clear distance before the floor and any overhead obstructions, i.e. beams, HVAC, shall be in accordance with Code Enforcement requirements. Where other aspects of the required parking does not comply with the requirements in the zoning ordinance

(including proportion of compact and tandem parking), the developer shall notify prospective buyers of the affected units, in its sales and marketing materials, the reason that the parking provided for such units does not comply with the City's parking requirements."

- Phase VII:
  - Condition #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."

**COMMENT: The Archstone proposal will generate additional traffic that will negatively impact the traffic within Cameron Station**

**RESPONSE:**

- Traffic impacts associated with the Archstone proposal were studied by Wells & Associates in conjunction with the Brookdale proposal and have been fully analyzed by T&ES.
- As discussed by Staff at the March 2001 Planning Commission Worksession, the Archstone and Brookdale proposals were found to have no measurable impact on the current Levels of Service for intersections within Cameron Station.
- The proposal contains less than the potential maximum density set forth in the CDD Concept Plan and therefore has less impact than the originally envisioned high-rise apartment building.
- Cameron Station Civic Association March 16, 2001 letter to the Mayor and City Council states "We had productive meetings...that assured us that the existing roadways in Cameron Station are more than adequate to handle the added traffic of this project and the remaining phase VI project, Archstone Apartments."
- Inconsistent to want less traffic and indicate that a high-rise building would be acceptable if parking underground and townhouses provided across from Tancreti Lane.

**COMMENT: Archstone should be participating in the Cameron Station TMP**

**RESPONSE:**

- Archstone is participating in the TMP.

- Archstone had originally proposed to operate a separate shuttle, but the City and community expressed a preference to have Archstone contribute to and utilize the existing Cameron Station shuttle program.
- Archstone will make an annual contribution to the TMP fund as set forth in the TMP Conditions.

**COMMENT: The architecture needs to be revised even more**

**RESPONSE:**

- Not only has the Applicant met Staff's previous requests regarding architectural treatment and detailing, by Staff's own admission, the Applicant has exceeded Staff's "requirements" in this regard.
  - Staff's April 25, 2001 letter to the Planning Commission
    - In reference to architectural revisions to the linear park façade, "The applicant has provided additional architectural detailing and treatment (beyond that required by staff) such as the varied use of materials and elements. The combination of a more varied roof line, additional architectural treatment of the buildings and parking structure and a more varied roofline generally comply with the intent of the building breaks to reduce the perceived mass and length of the southern facades."
    - In reference to the detailing of the then exposed parking structure, "The proposed architectural treatment of the exterior of the parking structure enables the structure to be more compatible with the proposed multi-family buildings and existing building within Cameron Station...Staff believes the applicant has provided an effective treatment of the parking structure and the proposed materials and detailing will enable the building to be more compatible with buildings within Cameron Station."
    - "The applicant has extended this architectural treatment to the facade facing the linear park, which is more effective than Staff's recommendation for a landscape screen on the garage. The proposed treatments and material incorporate materials and design elements used throughout Cameron Station, increasing the projects compatibility with the rest of the community."
    - "The applicant has fully met the intent of this requirement with the architectural treatment now proposed for the garage."

- May 2001 Planning Commission staff report envisioned same level of architectural detail and treatment that was and remains proposed for Tancreti Lane, which has been provided:

- “A recommendation has been included that will provide a level of architectural detail and treatment on Ferdinand Day Drive and the western elevation (adjacent to Armistead Booth Park) that will be equivalent to the architectural treatment currently proposed for Tancreti [sic] Lane. The additional architectural treatment will provide variations in materials and roof lines, breaking the facades into vertical bays and helping to reduce the scale of the buildings to be more compatible with the existing buildings within Cameron Station.”

- May 2001 Planning Commission hearing - testimony by Staff indicated that architecture is acceptable and no longer an issue:

- Mr. Farner stated, “...the Applicant also enhanced the architectural elevations, which was also a recommendation of Staff. They have agreed to carry forward the level of detail and architectural treatment and fenestration provided on Tancreti Lane and carry that forward on the northern and western façade. As stated previously, they are also enhancing the architectural treatment on the southern side, which is adjacent to the linear park.”

- Ms. Fogarty stated, “There are issues with the building breaks...I think the remaining issues upon which most of the testimony and the Staff presentation will focus is on the actual height of the garage. The other issues have, by and large, been addressed.”

- Throughout the process, the Applicant has significantly revised the building elevations so that through the use of materials and design the larger buildings are broken into smaller bays more typical of Cameron Station.
- Except for the treatment of the parking structure and the southern elevation, which have been significantly improved, the Applicant has maintained the architecture that was acceptable to Staff in May 2001, as evidenced by the statements above. The parking structure has been greatly enhanced through the addition of actual units on the north and south facade of the parking structure, which contain architectural detailing similar to the other buildings in the project, and the addition of significant architectural treatment of the east and west facades of the parking structure.
- It is difficult to understand how the architecture of the facades, with an exposed garage clad in brick, was acceptable in May of 2001, but is not

acceptable now, even though the architecture has improved and the garage is completely hidden.

**COMMENT: We do not want rental in Cameron Station**

**RESPONSE:**

- The Archstone at Cameron Station apartments complete the Cameron Station neighborhood as envisioned in the Master Plan and the Cameron Station CDD Concept Plan.
- CDD Guidelines set forth in Landmark/Van Dorn Small Area Plan state “There shall be a mix of housing types to include townhouses, garden apartments, mid-rise and a mix of sizes to include 1, 2, and 3 bedroom units and efficiencies.”
- Cameron Station is a neighborhood, not a gated community. And like other neighborhoods, should contain all types of housing at varying price levels.
- Given that Cameron Station, as built to date, is almost completely homeownership, the proposed development is not only consistent with the Guidelines, but is an important element to complete the vision for this neighborhood as set forth in the Guidelines and Master Plan.
- No evidence to support the contention that rental housing will negatively impact value of homes in Cameron Station.

**COMMENT: There is inadequate emergency access and fire protection.**

**RESPONSE:**

- Given the reorientation of the parking structure, there are now two full 39-foot wide connections from Ferdinand Day Drive to the Linear Park that will accommodate emergency vehicles. With these new connections, the emergency vehicles will have improved access to the buildings fronting on the linear park and better coverage for all buildings in case of an emergency.
- In consultation with the Director of Code Enforcement, we have agreed to provide the highest level of fire protection (full 13) for within the buildings identified on the fire protection plan included in the site plan.

**COMMENT: We do not want affordable housing in Cameron Station.**

**RESPONSE:**

- At this time, Archstone is not proposing to include on-site affordable housing units. Archstone is proposing to pay the standard contribution of \$50/ square foot to the Housing Trust Fund.
- However, we have been asked by some Planning Commissioners and City Council members to determine the desirability of providing such on-site affordable housing.

J:\ARCHSTONE\788.4 Cameron Station\rebuttal.doc





1050 Thomas Jefferson Street, NW  
Suite 100  
Washington, DC 20007  
202-295-8100 ■ Fax 202-295-8111

February 19, 2002

Mr. Jeffrey W. Harris  
Vice President  
Archstone Communities  
6631 Old Dominion Drive  
McLean, Virginia 22101

Re: Parking Management Concepts  
Cameron Station Phase VI

Dear Jeff:

Many thanks for your time last week and for the opportunity to assist you as you consider parking management alternatives for the garage which will serve your residential project at Cameron Station.

I thought it might be helpful for you to know a bit more about Colonial's background and capabilities in order to establish our credibility to accomplish the task that you have assigned to us.

- Colonial Parking, Inc. is a full-service parking management company operating exclusively in the Greater Metropolitan Washington area with a current portfolio of approximately 165 garage and lots.
- The firm operates parking facilities serving urban office buildings, suburban office parks, medical buildings and campuses, government installations, university campuses, retail and mixed-use developments and residential projects.
- Our current residential projects include The Flour Mill, Washington Harbour, Georgian Towers, The Lansburgh and Market Common.
- In addition to its operating services, Colonial provides both design development and feasibility studies and asset management services to clients including Trammell Crow, Boston Properties and Host Marriott.

I believe this background qualifies us for the work at hand.

We have reviewed the site, garage and area plans that you provided and studied the information on the nature of the residential project that you are planning. As a result, we would present the following parking management concepts for your consideration:

1. Parking management plans cannot be established in and of themselves. They must be highly integrated into the nature and characteristics of the project, or generator, that they serve. Whether it be a commercial office building, residential development or shopping center, no two projects are the same and each will develop its own demand and use characteristics and needs. Any parking management plan must be attentive to, and often, respond to, the needs of a project as they develop. Thus, the task of defining a successful parking management plan for a project that is not yet occupied is difficult, and is likely to fail to address the true issues that might arise once the habits and characteristics develop with full occupancy. As this is the case with Cameron Station Phase VI, we would urge caution in too closely defining your parking management plan in the development process and would encourage you to leave many of the details open until the project reaches stabilized occupancy. At this stage, a high degree of flexibility should be built into all your discussions and decisions.
2. The first task in defining your parking management program should be the development of a sense of order in the garage. We suggest that there will be two important steps in this process.
  - A. The first step would be to clearly divide the garage between residents and their visitors by locating the visitor parking on the ground floor and lower levels of the garage and establishing the upper levels of the garage for resident parking. This division can be accomplished through signage, wall graphics and floor striping.
  - B. The second step would be to assign spaces on the resident floors to individual resident parkers on an exclusive basis using a combination of floor numbers and graphics. Given the lack of complimentary uses (like office and residential uses), we do not see the application of either shared parking principles or the ability to take advantage absenteeism or diversity. As a result, we do not believe that you will gain efficiency or parking availability which is commonly associated with unreserved parking. On the other hand, reserving spaces will allow you to better manage the adjacency of a tenants parking to their residences increasing the attraction and use of the garage. In addition, reserved parking allows for considerably improved enforcement.

3. The second task in defining your program will be to establish controls in the garage. As a number of considerations (potential loss of space, ingress/egress configurations and potential queuing difficulties at peak arrival times) prohibit the installation of automated access controls, the key to establishing control will be the proper identification of all of the vehicles in the garage. This can be accomplished as follows:
  - A. As a condition of their leases, all residents with cars should be required to park in the garage and should be assigned a sequentially numbered permanent bumper tag permit which will correspond to the space to which they are assigned. Your property management staff should keep a record of tenants, permits, vehicles and space assignments.
  - B. Those residents with more than one vehicle should be issued permits and spaces as well with a corresponding charge for the additional permit. In this case, the record should also include a payment verification and record. We would suggest that these additional spaces be sold on a first-come, first-serve basis with the possibility of granting some preference to two and three bedroom units in the distribution of the additional permits.
  - C. There are two possibilities for controlling the visitors. The first would be to allow the visitors to park in the garage with no permit or pass, but only in the designated visitor area. The second would be to institute a pass system by providing a supply of visitor passes to each tenant and closely monitoring consumption and use to detect abuse. As property management staff will not be present at night when visitor demand is greatest, it will not be feasible to have an active guest/vehicle identification system.
4. With order and control in place, the final step in the parking management program will be enforcement, which is a process which is likely to have the following parts:
  - A. Regular patrols of the residential section of the garage will enable property management to check for permits on all cars in the residential area and that all residents are parking in their assigned spaces. Violators could receive a warning notice and/or be towed.
  - B. Similar patrols of the visitor area would focus on ensuring that no residential permits were present and visitor cars either had appropriate passes or, if no passes are used, that no vehicle stayed in the garage longer than some acceptable limit for a visitor. Again, violator notices and towing would be used to enforce compliance.

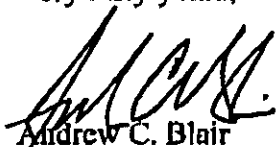
Mr. Jeffrey W. Harris

Page 4

- C. The combination of a requirement to register cars and the use of permanent residential permits should also allow for the identification of residents parking outside of the garage as well.
5. The layout and design of the deck builds in a certain degree of physical security with its clear span bays and lack of hiding and lurking spaces. You may wish to consider installing security phones at either end of each floor and paying careful attention to lighting levels in the garage.

I trust that this addresses your needs and I look forward to answering your questions.

Very truly yours,



Andrew C. Blair  
President  
Chief Executive Officer



CAMERON STATION  
BRIDGE ELEVATION



**CAMERON STATION  
BRIDGE ELEVATION**

(Alternative)

**ARCHSTONE – CAMERON STATION**  
**CHRONOLOGY OF MEETINGS**

<b><u>DATE</u></b>	<b><u>MEETING</u></b>
1. April 10, 2000	Pre-filing meeting w/City of Alexandria Staff
2. May 31, 2000	Meeting with City of Alexandria Staff
3. July 10, 2000	Meeting with City of Alexandria Staff
4. August 2, 2000	Meeting with City of Alexandria Staff
5. August 14, 2000	Meeting with City of Alexandria Staff
6. October 2000	Meeting with Tancreti Lane homeowners
7. October 10, 2000	Meeting with City of Alexandria Staff
8. November 2000	Meeting with Tancreti Lane Homeowners
9. November 2000	Meeting with Cameron Station Civic & Homeowners Assoc.
10. November 2000	Meeting with Tancreti Lane Homeowners
11. November 9, 2000	Meeting with City of Alexandria Staff
12. January 12, 2001	Meeting with City of Alexandria Staff
13. January 25, 2001	Meeting with City of Alexandria Staff
14. January 30, 2001	Meeting with Tancreti Lane Homeowners
15. February 5, 2001	Meeting with City of Alexandria Staff
16. February 7, 2001	Meeting with City of Alexandria Staff
17. February 21, 2001	Meeting with City of Alexandria Staff
18. March 6, 2001	Planning Commission work session
19. March 21, 2001	Meeting with City of Alexandria Staff
20. April 1, 2001	Cameron Station Civic Association
21. April 3, 2001	Planning Commission public hearing– deferral
22. April 30, 2001	Meeting with Cameron Station Civic Association Board
23. May 1, 2001	Planning Commission public hearing – deferral
24. May 7, 2001	Meeting with City of Alexandria Staff
25. July 17, 2001	Meeting with Cameron Station Homeowners Association
26. September 7, 2001	Meeting with City of Alexandria Staff
27. October 23, 2001	Meeting with Cameron Station Homeowners Association
28. November 2, 2001	Meeting with City of Alexandria Staff
29. November 12, 2001	Meeting with City of Alexandria Staff
30. November 19, 2001	Meeting with Cameron Station Civic Association Board
31. December 3, 2001	Meeting with Cameron Station Civic Association
32. January 14, 2002	Meeting with City of Alexandria Staff
33. January 25, 2002	Meeting with City of Alexandria Staff
34. February 6, 2002	Meeting with City of Alexandria Staff
35. February 11, 2002	Meeting with Cameron Station Homeowners Association
36. February 20, 2002	Meeting with Cameron Station Civic Association
37. February 21, 2002	Meeting with Woodland Hall Condominium Association
38. March 13, 2002	Meeting with Woodland Hall Condominium Association Board
39. March 18, 2002	Meeting with City of Alexandria Staff
40. March 20, 2002	Meeting with Tancreti Lane Homeowners

\* City of Alexandria Staff includes staff from one or more City departments



**WALSH COLUCCI  
STACKHOUSE EMRICH  
& LUBELEY PC**

Nan E. Terpak  
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January 25, 2002

**Via Facsimile**

Eileen Fogarty  
Director  
Department of Planning and Zoning, City of Alexandria  
301 King Street, Room 2100 City Hall  
Alexandria, VA 22314

**RE: Archstone at Cameron Station**

Dear Eileen:

I received your voicemail that you left yesterday evening. In that message, you indicated that there were some elements of Cathy's draft response letter you agreed with and some that you did not agree with. When we spoke on Monday, you agreed to arrange a conference call for Wednesday with the express purpose of discussing each comment and response and eliminating those items that we agree on. Cathy and I had hoped that, as a result of that conference call, we could revise our response letter to address only the remaining issues. Given that such a conference call was not scheduled and the fact that you are going to be out of town for a week, we have attached our formalized response to your December 21, 2001 letter.

I also want to register our strong objection to your comment that the application cannot be scheduled for the March 2002 Planning Commission docket. As you know, this application has been in the process for almost two years. The most recent plan, which addressed all Staff completeness comments, was submitted to your office on November 8, 2001. Despite numerous attempts to obtain feedback on that plan, we did not receive any comments until over six weeks later, on December 21, 2001. The constant delay and inconsistency of review comments over the course of the project has created serious financial and contractual implications for our client. In Cathy's letter, we have indicated those items which we will revise on the site plan and will instruct our consultants to begin working on those immediately. With our commitment to make the modifications as specified in the attached letter, in conjunction with the November 8, 2001 site plan, Staff has the necessary information to prepare a Staff Report for the March 2002 hearings.

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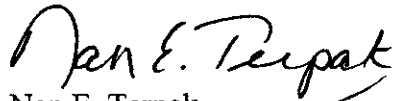
ATTORNEYS AT LAW



Thank you for your attention to this matter.

Very truly yours,

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

  
Nan E. Terpak

NET/jms

Attachments

cc: Kim Johnson  
Jeff Farnar  
Jeff Harris  
Tony Morse  
Stephen Jordan  
M. Catharine Puskar  
Martin D. Walsh

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**I. Entrance Drive Aisles: Revise the central portion of the site circulation to reduce the amount of pavement, to enhance pedestrian circulation, and provide additional landscaping and provide for loading outside the EVE by providing the following:**

- 1. Relocate the entrance for the surface parking to the north to align with the entrances to the parking structure.**

RESPONSE: The Applicant has looked at the potential for relocating the entrance for the embedded parking to the north to align with the entrances to the parking structure. The Applicant cannot eliminate the entrance to the embedded parking due to Code Enforcement requirements for adequate emergency access for the development. Staff has indicated that they would prefer to maintain the existing entrance for limited use by emergency vehicles and have the Applicant add a second entrance to the embedded parking to the north. The Applicant does not find this solution to be either desirable or feasible for two reasons. First, adding a new entrance would require the elimination of a number of embedded parking spaces, which is contrary to Staff's stated desire for maximized parking beneath the building. Second, the Applicant believes that having two penetrations along this frontage into a parking area would detract from, instead of enhance, the pedestrian experience in this area.

- 2. Design the southern portion of the drive aisle/EVE to be utilized as a pedestrian courtyard rather than for general resident/visitor traffic.**

- a. Utilize decorative paving for the portion of the EVE that will not be utilized for general traffic in order to serve pedestrians.**

RESPONSE: Staff is requesting that a majority of the drive aisles/EVEs be utilized as a pedestrian courtyard. In the above response, the Applicant has explained why it is necessary to maintain vehicular access to the existing garage and embedded parking entrances. That being said, the Applicant has already agreed to use decorative paving for the drive aisles/EVEs to enhance their appearance. In addition, the Applicant is proposing to provide five-foot brick sidewalks, landscaping, and ornamental lighting along these drive aisles to provide an attractive pedestrian connection. The proposed treatment of these areas exceeds the aesthetics of, and will serve pedestrians better than, many other streetscapes for private streets within Cameron Station. Subject to Staff's concurrence, the Applicant will revise the site plan to incorporate these improvements.

In addition, the drive aisles/EVEs, by definition, cannot be counted toward open space calculations. The Applicant is providing 30% open space in the project site, which is consistent with the 20%-30% proposed and required in earlier phases of Cameron Station, and to require any additional open space, especially when the Applicant will

get no technical credit for it, is to treat this Applicant differently than the rest of Cameron Station.

**b. Center the drive aisles between the buildings to permit street trees on each side of the drive aisle.**

RESPONSE: In order to accommodate Staff's desire for pedestrian connections, the Applicant has incorporated a five-foot sidewalk on one side of each drive aisle/EVE, which has the result of placing the drive aisle/EVEs off center. However, street trees will be provided on each side of the drive aisle/EVEs. The drive aisles do not need to be centered to accommodate these plantings. Subject to Staff's concurrence, the Applicant will revise the site plan to incorporate these improvements.

**c. Provide amenities such as benches and trash receptacle in the area adjacent to the courtyard (outside the EVE) to encourage its use.**

RESPONSE: The area adjacent to the courtyard outside the EVE will be landscaped and include ornamental lighting to enhance the pedestrian access and encourage its use. Subject to Staff's concurrence, the Applicant will revise the site plan to incorporate these improvements.

**d. Provide a more appropriate connection between the EVE/Courtyard and the adjacent path within the linear park.**

RESPONSE: The Applicant submits that the connection provided in the November 7, 2001 site plan submission is appropriate. Knock-away bollards are provided across the drive aisles/EVEs below the southernmost pedestrian breezeways to keep vehicles (except emergency vehicles) from this area and enhance the pedestrian experience to the linear park. In addition, the Applicant has provided an 8-foot pass connection between the drive aisles/EVEs and the adjacent path within the linear park.

**3. Revise the Site Plan to provide for loading/moving vans etc. outside the EVE.**

RESPONSE: The Applicant is in the process of consulting with Code Enforcement regarding the location of the loading/moving space and its relationship to the EVE. If the current location is unacceptable to Code Enforcement, the Applicant will have to relocate the loading/moving space to the western side of the EVE immediately in front of the proposed transformer.

**II. Building Setbacks/Orientation: The setbacks for the central building/garage have been decreased significantly. Staff will not support a reduction of the previously proposed setbacks on the site plan that was represented to the Planning Commission.**

- 1. Provide the same setback from Ferdinand Day Drive and from the Linear Park for building #2 as is provided for adjoining buildings #1 and # 3 (and as was provided previously).**

RESPONSE: In order to accommodate some additional setback from Ferdinand Day Drive, the Applicant proposes to eliminate the five (5) parallel parking spaces along Ferdinand Day Drive adjacent to building #1 and building #2. Given Staff's position that they do not want Archstone residents parking on the street, Staff should support the Applicant eliminating spaces that would encourage such on-street parking. In addition, this revision will result in an additional 8 feet of area available to be landscaped and will enhance the streetscape and the pedestrian experience along this frontage. The Applicant maintains that the proposed setback is adequate and provides variation in the façade while screening the parking structure, thereby achieving two fundamental goals that Staff has consistently espoused throughout the process.

**III. Parking: Staff continues to be concerned that the location of the parking structure relative to some units might result in residents utilizing parking provided for other residents and uses (adjoining townhouses, the school and the park). Staff's proposed a parking management plan to address these concerns; the applicant objected to this recommendation and staff cannot support the project without such a plan in place. In addition, the newly revised plan has now reduced the total amount of parking provided with this project by approximately 40 spaces; the proposed level of visitor parking (15%) is significantly less than the amount proposed by the applicant on the previous site plan (19%). The elimination of spaces increases the previous concerns regarding parking. Therefore, staff is recommending the following regarding the amount and location of the parking:**

RESPONSE: The statement that "the applicant objected to this recommendation and Staff cannot support the project without such a plan in place" is inaccurate. In fact, during the May 1, 2001 Planning Commission hearing Jonathan Rak stated, "what we've proposed in terms of a condition with the Staff is that we would submit a parking management plan to the Staff for their review and approval." (See Attachment 1).

In addition, the statement that "staff cannot support the project without a such a plan being in place" is inconsistent with its May staff report, which states as part of condition #6 that "If the Director of P&Z determines that residents of the facility or visitors are utilizing parking spaces designed for other residents, the school or the parks, the city

may require implementation of a parking management and enforcement program to reduce off-site parking.” (See Attachment 2).

Furthermore, this statement treats this Applicant differently than Brookdale, a similarly situated project, whose conditions required approval of a parking management plan prior to the release of the final site plan. (See Attachment 3).

Finally, while it is true that the revised plan has reduced the total amount of parking, the provided parking meets the Zoning Ordinance requirements based on unit numbers and bedroom counts. The proposed visitor parking also meets the requirements of the Cameron Station Concept Plan. That being said, the Applicant is agreeable to providing a parking management plan, some details of which are described herein.

- 1. Staff will likely not support the proposed reduction in visitor parking from 19% to 15% visitor parking spaces. Submit a detailed parking study to evaluate the proposed level of parking that is being proposed.**

RESPONSE: There is no basis for Staff to oppose the proposed parking. Please refer to page 3 of the Brookdale-Cameron Station staff report prepared by Planning & Zoning, which states, “the Cameron Station Concept Plan requires that all uses meet the City’s Zoning Ordinance parking requirement, plus provide 15% visitor parking.” (See Attachment 3). The Applicant meets the technical requirements for parking and therefore, there is not a “reduction in visitor parking” to be opposed by Staff.

- 2. Provide additional information regarding the controlled access for the parking structure.**

RESPONSE: The Applicant will incorporate the details regarding the security of the parking structure as part of the parking management plan to be reviewed by staff and the police department.

- 3. Label all visitor parking spaces on the garage plan.**

RESPONSE: The Applicant agrees to label all visitor parking spaces on the garage plan and to provide adequate signage to direct visitors to those spaces.

- 4. Resident parking spaces shall be unassigned in order to maximize the availability of parking resources.**

RESPONSE: The Applicant supports the Police Department recommendation R-8 in the May staff report that “Residents should have assigned parking spaces in the garage.” (See Attachment 2). As discussed on numerous occasions, the Applicant continues to believe that assigned parking spaces are necessary in order to achieve two

goals consistently espoused by Staff. First, by having an assigned parking space, residents will be assured that there is a designated space they can park in versus having to search through all levels of the parking structure, thereby reducing the attractiveness of parking on-street. Second, with the assignment of parking spaces, property management can assure that the resident's parking space is located in proximity to the unit, thereby assuring the quality of life for the residents.

Generally, the theory of unassigned parking spaces is to maximize transient parking. In a static community such as this, that theory does not apply. In fact, having unassigned parking spaces "in order to maximize the availability of parking spaces" would encourage more resident cars than there are spaces. This would actually increase the use of on-street parking and the level of traffic within Cameron Station. By assigning the parking spaces, property management can assure that there will be one car per space for the development.

5. **Provide a parking management plan aimed at assuring residents and visitors to the project will utilize the garage spaces rather than surface spaces surrounding the project.**

Response: As stated above, the Applicant is currently preparing a parking management plan aimed at assuring residents and visitors to the project will utilize the garage spaces rather than surface spaces surrounding the project. Short and long term visitor parking will be designated for the convenience of visitors. Residents will have assigned spaces in proximity to their units and by having the space assigned, the resident will be assured that their parking space is available no matter what hour they come home. Also, the residents will be able to walk from the parking structure to their unit in a covered pedestrian walkway. In addition, Cameron Station currently has a parking management plan in place which enforces towing for cars parked on private streets without appropriate Cameron Station HOA identification. As Archstone will not be part of the HOA and will have different identification, its residents would be towed if parked on those private streets. Furthermore, on-street parking is already restricted in the vicinity of the school as spaces along Ferdinand Day Drive already have signage limiting them to school use during certain hours. Finally, although no shortage of parking is anticipated in the parking lot on the west end of the property, that parking is part of Armistead Booth Park, and as such, the Parks and Recreation Department has the ability to limit parking in that lot with signage should parking become a problem in the future.

- IV. **Building Mass and Scale and Elevations: Parking has not been placed underground as directed by the Planning Commission, therefore the large above ground structure still adds significant mass to the site. Nor have the breaks in buildings recommended by the**

Staff and Planning Commission been provided. Further, staff believes that the architectural elevations have evolved to a design that provides significant variation but not in such a way that the variation contributes to effectively breaking the scale and mass of the building; the design should be further refined to do so.

1. **Underground the parking per the Planning Commission recommendation. If it is the applicant's assertion that all or a portion of the parking garage cannot be provided underground, provide detailed environmental and/or economic information, data and descriptions showing why the parking garage has not been placed underground. Staff requested this information during Completeness Review and it was not provided.**

RESPONSE: Staff never requested "detailed environmental and/or economic information, data, and description showing why the parking garage has not been placed underground." Instead, Staff's comment during Completeness Review was the following: "Provide a description of why all or a portion of the parking structure cannot be located below grade." The Applicant thoroughly responded to this comment in its November 8, 2001 response letter to Staff. (See Attachment 4).

In the Applicant response letter, the Applicant addressed the restrictive covenant and environmental questions relative to underground parking. The May staff report also recognized that "many uncertainties remain such as whether the applicant could obtain all applicable approvals and whether penetrating the water table would be in the best environmental interest of the City." (See Attachment 2). Having said that, the purpose of underground parking, as desired by the Planning Commission, is to hide the parking. The Applicant has addressed the desire to hide the structured parking by encapsulating the parking structure in units and architectural façade treatments.

Finally, the request by Staff to lower the parking garage two levels is a moot request in the context of the current proposal. With the parking structure hidden by architectural façade treatments and encapsulated in units, lowering the parking structure by two levels would not result in a reduction of the profile and massing of the garage. Reducing the parking structure by two levels will have no impact on the perceived mass of a parking structure that cannot even be seen.

Finally, touring Cameron Station, one example of "underground parking" resulted in brick walls along the streets and sidewalks and elevated plazas that compromised the landscaped areas. We believe that the proposed streetscape and open space without parking under it is a better plan.

2. **Provide a minimum 15 ft. wide break on each side of buildings #1 and #3. The openings shall be completely unobstructed, with no above-grade pedestrian walkways.**

RESPONSE: This comment is contrary to Staff's position espoused in its April 25, 2001 letter to the Planning Commission (See Attachment 5) and in Staff's statements at the May 2001 hearing. (See Attachment 1).

The proposed breaks have always included above-grade pedestrian walkways. Staff has previously acknowledged and accepted the "above-grade pedestrian walkways" as part of these breaks. At the Planning Commission hearing, Mr. Farner stated, "The applicant is proposing both full building breaks, partial building breaks, and partial building breaks with openings at the lower level. The continuous building breaks range in width from 20 to 28 feet and are unobstructed other than the pedestrian walkways." In addition, he explained to the Commissioners that, even though there are above-grade pedestrian connections in the breaks, they have been minimized and set back. Mr. Farner stated, "I think the elevations are actually a little misleading in the fact that they are not in perspective. You are not gaining the depth of how far the pedestrian walkway's actually set back. It is actually set back approximately 30 feet so, although there is a walkway connecting those buildings, it is set back 30 feet from the face of the building, and the applicant has tried to design those walkways to be as light and airy and open as possible. So I think they at least tried to design those to be the minimum necessary to accommodate access while still, again, maintaining an open connection between the buildings."

Staff has also accepted the 8-foot partial breaks along the linear park. At the Planning Commission hearing, Jeff Farner stated, "Adjacent to the linear park, Staff recommended partial building breaks and what the applicant provided, although less than the other building breaks that are being provided, what the building break does is create a variation in the roofline, as depicted by the red line on the graphic. Also, the applicant provided additional architectural detailing and treatment that were previously not provided, and Staff feels that in combination of all these features, the roofline, the building breaks, and the architectural detailing and additional treatment generally accomplish the goal of providing a building break and reducing the mass and length of the perceived building facades."

Staff's April 25, 2001 letter echoes those statements: "Staff had recommended that two partial breaks be provided along the rear of the building, adjacent to the linear park. The applicant has provided the two breaks, but they are very minor in size (8 ft.). Nonetheless, the breaks create a significant variation in the roofline that was not present



in the original submission. In addition, the breaks provide additional visual interest by providing shadow lines and breaking up the continuous line for the building. The applicant has provided additional architectural detailing and treatment (beyond that required by Staff) such as the varied use of materials and elements. The combination of a more varied roofline, additional architectural treatment of the buildings and parking structure, and a more varied roofline, generally comply with the intent of the building breaks to reduce the perceived mass and length of the southern facades.”

All breaks are as previously proposed and accepted by Staff, including above-grade pedestrian walkways. In addition, the current plan provides two full 39-foot breaks running from Ferdinand Day Drive to the linear park, which significantly break up the building mass and enhance the pedestrian connectivity to open space as desired by Staff.

At the Planning Commission hearing and in the April 25, 2001 letter, staff had remaining issues with only two building breaks. As stated by Mr. Farner at the Planning Commission hearing, “...there are two building breaks that still continue to cause some concern for Staff and that is the partial building break for Building No. 1 and also the building break on the western elevation.” Given the desired width of the break stated in the above comment, the break along the western façade exceeds that which is being requested. As to the partial break for Building No. 1 along Ferdinand Day Drive, the Applicant is willing to provide a continuous break. Subject to Staff’s concurrence, the Applicant will revise the site plan to reflect the full break for Building No. 1 along Ferdinand Day Drive.

3. **Revise the buildings elevations so that through the use of materials and design the larger buildings are broken into smaller bays more typical of Cameron Station [See attachment No. 1.]**
  - a. **Break the massing of the building into bays no less than 18’ wide and no more than 30’ wide. Separate adjacent bays by downspouts, changes in building material, color, roof material, and/or significant projection/recession of the building plane.**
  - b. **Design each bay in one, unified architectural style, with consistent detailing and elements appropriate to that style. For example, in each bay provide shutters on all windows, not just one, use jack arches or rounded ones, not some of each, use the same window type (not 2/1 on some floors, 9/1 on others) etc.**
  - c. **Provide a prominent front door for one of the ground floor units within each bay adjacent to Ferdinand Day Drive and Tancreti Lane. The design and style of each door and surround details need to be appropriate to the style of that townhouse bay. These doors should have sidewalk connections to the adjoining sidewalk.**

- d. **If a base is provided and appropriate to the architectural style of a particular bay, use materials and details appropriate to that style. A continuous brick base contradicts the goal of making the building look like a series of townhouse bays, and reinforces the image of the building as one large mass.**
- e. **Design porches and balconies in the style of the individual bay. Using the same detailing on all balconies reinforces the image of the building as one large mass.**
- f. **Give chimneys the appearance of masonry with stucco or masonry/stone veneer. Do not use wood or vinyl cladding.**
- g. **Provide color elevations to illustrate that there is a significant variation in the building materials and color between bays through the use of varied building materials with offsets in the building wall between the various materials and architectural building elements.**
- h. **Provide additional details regarding the treatment and design for the eastern and western portion of the parking structure.**

RESPONSE: Not only has the Applicant met Staff's previous requests regarding architectural treatment and detailing, by Staff's own admission, the Applicant has exceeded Staff's "requirements" in this regard.

In Staff's April 25, 2001 letter to the Planning Commission, (See Attachment 5), in reference to architectural revisions to the linear park façade, Staff wrote, "The applicant has provided additional architectural detailing and treatment (beyond that required by staff) such as the varied use of materials and elements. The combination of a more varied roof line, additional architectural treatment of the buildings and parking structure and a more varied roofline generally comply with the intent of the building breaks to reduce the perceived mass and length of the southern facades."

In reference to the detailing of the then exposed parking structure Staff wrote:

"The proposed architectural treatment of the exterior of the parking structure enables the structure to be more compatible with the proposed multi-family buildings and existing building within Cameron Station...Staff believes the applicant has provided an effective treatment of the parking structure and the proposed materials and detailing will enable the building to be more compatible with buildings within Cameron Station."

"The applicant has extended this architectural treatment to the facade facing the linear park, which is more effective than Staff's recommendation for a landscape screen on the garage. The proposed treatments and material incorporate materials and design elements used throughout Cameron Station, increasing the projects compatibility with the rest of the community."

"The applicant has fully met the intent of this requirement with the architectural treatment now proposed for the garage."

In the staff report for the May Planning Commission hearing, (See Attachment 2), Staff wrote "A recommendation has been included that will provide a level of architectural detail and treatment on Ferdinand Day Drive and the western elevation (adjacent to Armistead Booth Park) that will be equivalent to the architectural treatment currently proposed for Tancreti [sic] Lane. The additional architectural treatment will provide variations in materials and roof lines, breaking the facades into vertical bays and helping to reduce the scale of the buildings to be more compatible with the existing buildings within Cameron Station."

At the Planning Commission hearing, Mr. Farner stated ..."the Applicant also enhanced the architectural elevations, which was also a recommendation of Staff. They have agreed to carry forward the level of detail and architectural treatment and fenestration provided on Tancreti Lane and carry that forward on the northern and western façade. As stated previously, they are also enhancing the architectural treatment on the southern side, which is adjacent to the linear park." In addition, Ms. Fogarty stated "There are issues with the building breaks...I think the remaining issues upon which most of the testimony and the Staff presentation will focus is on the actual height of the garage. The other issues have, by and large, been addressed." (See Attachment 1).

Throughout the process, the Applicant has significantly revised the building elevations so that through the use of materials and design the larger buildings are broken into smaller bays more typical of Cameron Station. Except for the treatment of the parking structure and the southern elevation, which have been significantly improved, the Applicant has maintained the architecture that was acceptable to Staff in May 2001, as evidenced by the statements above. The parking structure has been greatly enhanced through the addition of actual units on the north and south facade of the parking structure, which contain architectural detailing similar to the other buildings in the project, and the addition of significant architectural treatment of the east and west facades of the parking structure. The Applicant is at a loss to understand how the architecture of its facades, with an exposed garage clad in brick, was acceptable in May of 2001, but is not

acceptable now, even though the architecture has improved as the garage is now completely hidden.

V. **Open Space/Landscaping:**

1. **Provide a minimum 8 ft. wide brick sidewalk along Ferdinand Day Drive and a 6 ft. wide brick sidewalk with a 5 ft. landscape strip between the sidewalk and the Street on Tancreti Lane.**

**RESPONSE:** The Applicant will remove five parallel parking spaces along Ferdinand Day Drive and provide a minimum 8 ft. wide brick sidewalk along Ferdinand Day Drive. The Applicant proposes to maintain the 5 ft. sidewalk along Tancreti Lane. This is consistent with what was required on the Brookdale application for Harold Secord Street, is larger than many other sidewalks in Cameron Station, and is adequate for such a private street. It is also consistent with the Applicant's agreement with the Tancreti Lane residents. (See Attachment 6). Subject to Staff's concurrence, the Applicant will revise the site plan to reflect these improvements.

2. **Enhance the existing pedestrian crossing at the intersection of Cameron Station Boulevard and Ferdinand Day Drive that crosses the northern drive aisle (west-bound), landscape median, and southern drive aisle (east-bound) of Cameron Station Boulevard.**

**RESPONSE:** As part of its community benefit package, the Applicant agrees to provide a brick paver/stamped concrete pedestrian crossing at this intersection.

3. **Provide an automatic irrigation system shall be provided for all open space and landscaping.**

**RESPONSE:** The Applicant agrees to provide an automatic irrigation system for all open space and landscaping within the project site, but not to include the linear park dedication.

4. **Revise the design, type of landscaping and amenities within the northeastern portion of the site to be more consistent with the pocket park/open space within Phase V to provide a consistent and unified streetscape for Cameron Station Boulevard and Ferdinand Day Drive. A fountain shall only be permitted on the southern pocket park if a similar feature is provided within the northern park.**

**RESPONSE:** As part of its community benefit package, the Applicant agrees to upgrade the landscaping and amenities in the northern pocket park to provide a consistent and unified streetscape.

5. **Provide Willow Oak street trees the entire length of Ferdinand Day Drive and London Plane street trees along Tancreti Lane a minimum of 4" caliper at time of planting at a maximum spacing of 35' on-center.**

RESPONSE: This comment has already been addressed in the November 7, 2001 site plan submission. Willow Oaks have been provided the entire length of Ferdinand Day Drive except for the Thornless Honey Locust required under comment number 9. Please see submitted site plan.

6. **Provide additional landscaping, including shrubs and groundcover and street trees adjacent to Ferdinand Day Drive, Tancreti Lane and the linear park.**

RESPONSE: The proposed landscaping meets or exceeds all City standards. The Applicant has already agreed to incorporate the Tancreti Lane exhibit showing additional landscaping along Tancreti Lane.

7. **Provide six Yoshino Cherry trees and two Queen Elizabeth Hedge Maple trees in the open space/pocket park on the northeastern portion of the site or similar landscaping as provided within the pocket park on the northern portion of Cameron Station Boulevard (Phase V).**

RESPONSE: This comment has already been addressed in the November 7, 2001 site plan submission. The Applicant has provided the additional Yoshino Cherry trees. The landscape architect has advised the Applicant that adding two Queen Elizabeth Hedge Maples will look out of place in this area. As the Applicant has agreed to upgrade the pocket park on the northern portion of Cameron Station Boulevard as part of its community benefit package, the landscaping on each of these parks will be similar.

8. **Provide a significant amount of additional evergreen plantings shall be provided on the southern portion of the linear park.**

RESPONSE: Any landscaping on the southern portion of the linear park is offsite and therefore, if provided, would be part of a community benefit package.

9. **Replace the Bradford Pear along Ferdinand Day Drive with Thornless Honey Locust.**

RESPONSE: This comment has already been addressed in the November 7, 2001 site plan submission. The Bradford Pears along Ferdinand Day Drive have been replaced with Thornless Honey Locust. Please see submitted site plan.

## VI. Miscellaneous Issues

1. **Eliminate the proposed freestanding sign.**

RESPONSE: The Applicant proposes to maintain the proposed monument sign. The proposed sign is attractive and provides screening for a required transformer while directing visitors to the building.

2. **Replace the existing ninety-degree parking spaces on the western portion of Ferdinand Day Drive with parallel parking spaces.**

RESPONSE: The Applicant does not have the ability to replace the ninety-degree parking spaces on the western portion of Ferdinand Day Drive with parallel parking spaces, as they are outside of the limits of our property and are utilized by the school and parks. In addition, this comment further reflects Staff's inconsistency with regard to this Application in that condition 7 of the May 2001 staff report required that "the two proposed parallel parking spaces on the northern portion of building #1 shall be relocated and be ninety-degree parking spaces adjacent to the existing parking spaces on the western portion of Ferdinand Day Drive." (See Attachment 2).

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January 25, 2002

**ARCHSTONE COMMUNITIES  
Cameron Station**

**Partial Transcript  
Alexandria Planning Commission Hearing  
May 1, 2001**

**Chairman Wagner.** Ms. Fogarty.

**Eileen Fogarty.** Thank you Chairman Wagner. I just wanted to spend a minute before Jeff goes through our formal presentation trying to put this application into some context and attempting to identify the perspectives that you are going to hear tonight, because I think what is important to remember tonight is that there is legitimacy to everyone's perspective, and I think what we have in terms of an application is a greatly improved application before the Commission. First, the Archstone application came to the City. From their perspective, I think they felt they were presenting something that was a lower density than was allowed. They had worked with the residents on Tancreti and had reached some accord with those residents. And, when the City Staff had a list of issues which involved the garage, the massing, and the bulk, I think from the context in which they had come forward, the applicant was reluctant to make major changes. They certainly through the process made some changes. The Staff Report then came out and the Staff identified several major issues—the garage, the massing, the bulk, the façade treatments, the desire to have the other elevations look like Tancreti, the desire to have breaks in the building, and to lower the garage. The applicant's response was to take the comments seriously and attempt, even though they did not respond to all of the comments, I think they made a very serious attempt to try and address them. The community, in seeing the comments, I think developed, many people who had not been aware of the project, developed strong positions in terms of what they thought the effect the project would have on their community. So, what you have before you this evening is a greatly improved project but also a project where there really remains one primary issue and that is the height of the garage that is still not resolved. There are issues with the building breaks, but I think most of these issues, as Jeff Farner will show the Commission, either could be addressed with some adjustments on the part of the Commission and/or the applicant, and a couple of them have met the intent of Staff's desire. I think the remaining issue upon which most of the testimony and the Staff presentation will focus is on the actual height of the garage. The other issues have, by and large, been addressed. With that, I would like Jeff to do the Staff presentation.

**Jeff Farner.** Thank you. Mr. Chairman, as you know, at the April 3<sup>rd</sup> Planning Commission meeting, the applicant requested deferral to address issues that were raised by Staff, the Commission, and also residents. And, those three issues were the building mass, the footprint, the parking structure, and public safety. The first issue regarding building mass, the intent of the recommendation within the Staff Report to provide building breaks, the intent of that recommendation was to reduce the overall mass of the buildings and reduce the footprint and

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and also create continuity of open space. In an attempt to address some of these issues, the applicant revised both the site plan and the architectural elevations in three fundamental ways. One is provision of building breaks, the second being enhanced architectural treatment, and the third being variation in rooflines. The original site plan provided one building break on Tancreti Lane. In response to the Staff Report, the applicant revised the site plan to provide building breaks for each façade of buildings 1, 2, and 3 and partial building breaks adjacent to the linear park. So, as I stated, the applicant is proposing both full building breaks, partial building breaks, and partial building breaks with openings at the lower level. The continuous building breaks range in width from 20 to 28 feet and are unobstructed other than the pedestrian walkways. The building break for Building No. 1 is a partial building break, being recessed to the interior hallway and again not a full continuous building break as with the other buildings. Although many of the proposed building breaks do meet the intent of reducing the mass and increasing the continuity of the open space, there are two building breaks that still continue to cause some concern for Staff, and that is the partial building break for Building No. 1 and also the building break on the western elevation. Adjacent to the linear park, Staff recommended partial building breaks and what the applicant provided, although less than the other building breaks that are being provided, what the building break does is create a variation in the roofline, as depicted by the red line on the graphic. Also, the applicant provided additional architectural detailing and treatment that were previously not provided, and Staff feels that in combination all of these features, the roofline, the building breaks, and the architectural detailing and additional treatment generally accomplish the goal of providing a building break and reducing the mass and length of the perceived building façades. The two remaining building breaks referred to earlier, again, are the partial building break for Building No. 1 and the building break on the western façade. Staff believes these do not generally accomplish the goal of reducing the mass. Therefore, Staff is recommending that the partial building break be a continuous building break and the building break on the western façade be a similar width, comparable to the other building breaks that are being proposed. In addition to providing the building breaks recommended by Staff, the applicant also enhanced the architectural elevations, which was also a recommendation of Staff. They have agreed to carry forward the level of detail and architectural treatment and fenestration provided on Tancreti Lane and carry that forward on the northern and western façade. As stated previously, they're also enhancing the architectural treatment on the southern side, which is adjacent to the linear park.

**John Komoroske.** Before you move on, could you go back to the previous slide? Is that a before and after, or is that two different---

**Jeff Farner.** It is a before and after, obviously one is a color rendering but it sort of gives you a general idea in terms of what was being proposed, in terms of roofline, treatments, vertical articulation that was being proposed, so this is actually a completeness but, in general, it is very similar to what was being proposed by the applicant.

**John Komoroske.** Thank you.



in trying to answer the question regarding parking, I guess the question was could all the parking be provided 1 level under grade, and I believe the answer is yes.

**Chairman Wagner.** Thank you. Ms. Fogarty, is there anything further that Staff wishes to add at the outset?

**Eileen Fogarty.** No, I think that that focuses Jeff's presentation, really focuses on the major issues. Thank you.

**Chairman Wagner.** Thank you very much.

**Stewart Dunn.** Mr. Chairman, I would like to ask a question. Mr. Farner, the first elevation you showed was what you labeled Full Building Break. I guess a lot of this depends on how you see it. I looked at that and I think where's the break? If you look at that frontage, there is a door, there are railings, and other things. Is that what you would describe as a full building break? --- Now it's a little easier to see there than in the black and white that we have, but even there, that's not a rather obvious building break to me. It looks like there is a door there that definitely obstructs the entry.

**Donna Fossum.** Aren't those breezeways?

**Stewart Dunn.** Yes, at the upper level, yes. There are breezeways at the upper level and it looks like it has a roof on it.

**Jeff Farner.** I think the elevations are actually a little misleading in the fact that they are not in perspective. You are not gaining the depth of how far the pedestrian walkway's actually set back. It is actually set back approximately 30 feet so, although there is a walkway connecting those buildings, it is set back 30 feet from the face of the building, and the applicant has tried to design those walkways to be as light and airy and open as possible. So I think they at least tried to design those to be the minimum necessary to accommodate access while still, again, maintaining an open connection between the buildings.

**Stewart Dunn.** Mr. Farner, I asked Mr. Rak if he had a scale model. He said he did not. Do you have a scale model.

**Jeff Farner.** No.

**Stewart Dunn.** I think it would be extremely helpful to the Commission, at least to this Commissioner, to have had a scale model. I don't know whose responsibility that is, since the applicant has the burden of proof, then perhaps it was the applicant's.

**Donna Fossum.** Mr. Chairman.

**Chairman Wagner.** Mr. Leibach.

**Richard Leibach.** Mr. Chairman, I want to hear from the public, but just a few questions of Mr. Rak, please. It is my understanding that there will be 1 reserved parking space for each unit. Is that correct, and then the other spaces would be for its overflow. Is that—

**Jonathan Rak.** If I can just quickly address that. What we've proposed in terms of a condition with the Staff is that we would submit a parking management plan to the Staff for their review and approval, and they would make the ultimate decision as to how this works. In the normal approach and the successful approach that Archstone has taken in other similar communities is to assign at least the first parking space for the apartments and to put that on the same level as the apartment itself. Obviously, we can't fit enough spaces on a single level to have 2 spaces per unit on that same level. So we divided up a little bit and some of those second spaces would be available maybe a level below or a level above. But, again, the parking management plan would be something that would be reviewed and approved by the Planning Director.

**Richard Leibach.** You had mentioned stair towers. What I did not hear you mention was elevators. If an individual with their second car is required to park on the top floor, how then does that individual get to the other floor that he might live on.

**Jonathan Rak.** I misspoke. They enclose stairs but there are elevators. Two of these-- Basically, there are two elevators, one here and one here, so that there are elevators that serve all floors of the parking structure.

**Richard Leibach.** Did I also hear you say that some of the overflow parking would be set aside for visitors?

**Jonathan Rak.** Yes, that is correct.

**Richard Leibach.** How would the visitors access what I hope would be a secure parking facility? How is that done?

**Jonathan Rak.** They would drive into the driveway entrance, and there is essentially, I know there is a more elaborate term, but a call box that you would pull up to and you would be able to dial the person that you were going to visit. They could give you access. You could dial the management of the facility and they would let you in. We also have configured the parking so that there would be a limited number of spaces that would be within this first level of the parking structure but before you actually got to the gates. We always get asked the question of where does the pizza delivery guy go. He would be able to pull in there off-street into a visitor space and then go, and wouldn't even have to call up the apartment unit before he actually stops his vehicle, goes to one of the doors, and then calls up the apartment that he wants to visit.

Docket Item #11-A  
DEVELOPMENT SPECIAL USE PERMIT #2000-0031  
ARCHSTONE - CAMERON STATION (Phase VI)

Planning Commission Meeting  
May 1, 2001

**ISSUE:** Consideration of a request for a development special use permit, with a preliminary site plan, to construct a multi-family residential project.

**APPLICANT:** Archstone Communities Trust  
by Anthony C. Morse, engineer

**LOCATION:** 450 Ferdinand Day Drive

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

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**PLANNING COMMISSION ACTION, APRIL 3, 2001:** On a motion by Ms. Fossum, seconded by Mr. Gaines, the Planning Commission voted to defer the request. The motion carried on a vote of 7 to 0.

Reason: The applicant requested deferral.

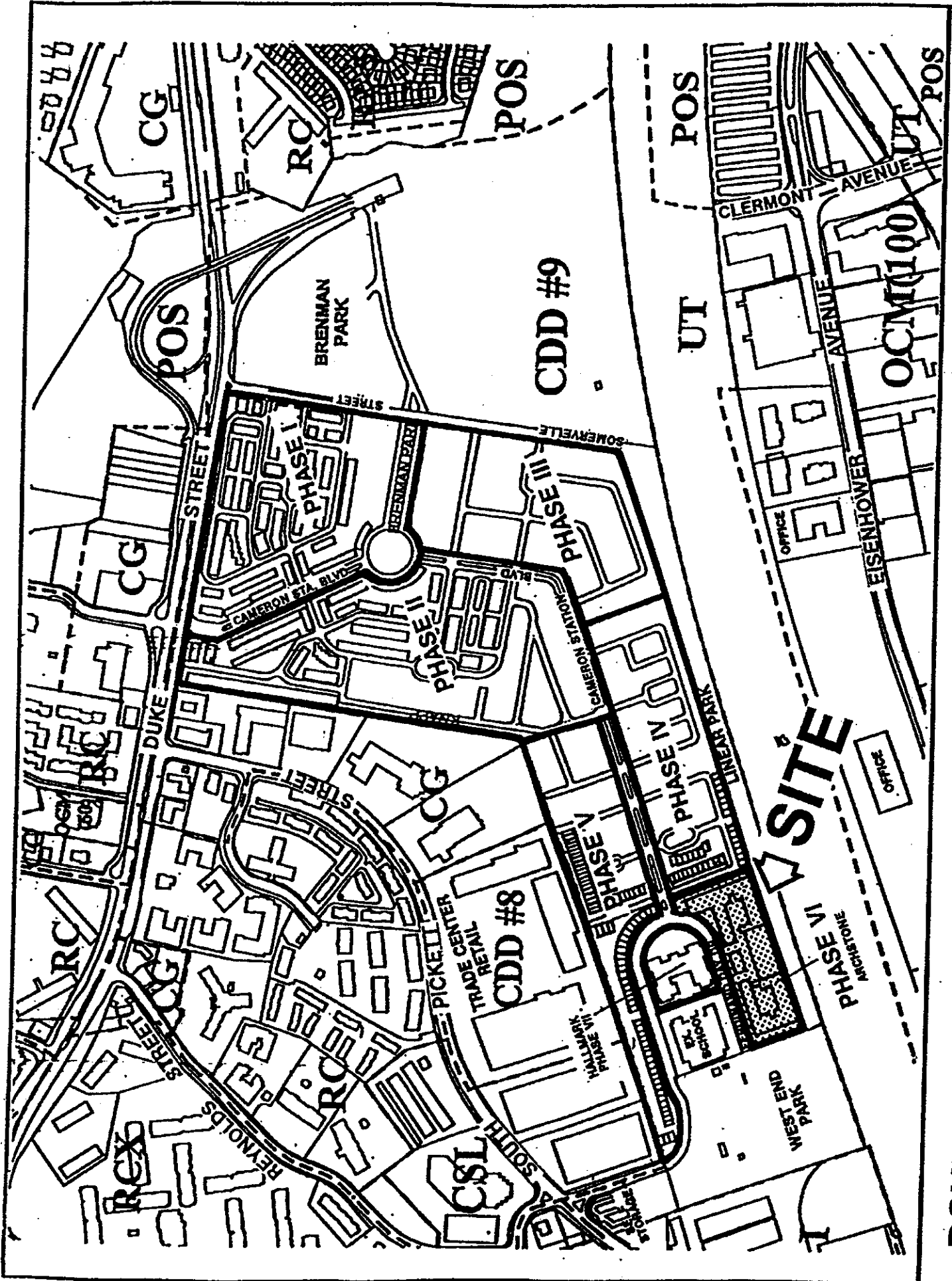
**PLANNING COMMISSION ACTION, MARCH 6, 2001:** The Planning Commission noted the deferral of the request.

Reason: The staff requested the deferral.

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DSUP #2000-0031

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SUMMARY:

The proposed preliminary site plan to construct a 309-unit apartment complex and above grade parking structure as the final phase (Phase VI) of Cameron Station raises fundamental issues that have not been addressed by the applicant. These issues include:

- Inconsistency with the intent of the CDD zone to encourage innovative urban and architectural design.
- Incompatibility of the mass of the buildings and parking garage with the existing development pattern of Cameron Station.
- Excessive distance between the parking garage and many of the units.
- Lack of livability and quality of life.

The most fundamental of the above issues is whether the layout, mass and design of the proposed buildings and parking structure are compatible with the established development pattern for Cameron Station. Staff believes the answer is no. The footprints of the buildings are significantly larger than any of the multi-family building forms approved within Cameron Station, and will create large expanses of buildings unprecedented within the development. In addition, the proposed above grade parking structure will be the first within the development; all other parking structures are below grade.

Staff recommends that the development only be approved if there are extensive conditions to address these remaining concerns. The applicant acknowledges that the changes proposed by staff can be implemented, but many of the changes will result in a reduction in the number of units. Both Archstone and Greenvest representatives have stated that they are entitled to the 309 units proposed because the number does not exceed the maximum number permitted by the Cameron Station Coordinated Development District. The zoning ordinance does not entitle an applicant to the full development potential approved under the CDD concept plan. Rather, the concept plan establishes the maximum number of units that may be requested by the applicant in site plans for a project. For an individual site plan to be approved it needs to comply with all applicable site plan issues such as parking, height and special use permit requirements, as well as the standards established by the CDD zoning, one of which is innovative urban and architectural design. While staff does not object to the proposed density, height or use; the primary concern is the extensive length of the buildings and the scale and bulk of the parking structure.

Theoretically, the site could accommodate 309 units, or even more if the parking structure was located below grade because the parking structure detracts from open space while providing additional bulk to the site. The applicant has chosen to proceed with this particular unit type and above grade parking structure which limits the ability to provide building breaks without the loss of units. The issue of density and entitlement within the Cameron Station ADD are discussed in more detail within the staff report.

The applicant argues that they have made many changes to the plans since they were initially submitted in June 2000, and that for staff to continue to require changes is unreasonable. While it is true that the applicant has revised the site plan, the initial site plan and number of units were unrealistic because of the lack of open space, inadequate vehicular circulation, landscaping, setbacks, provision of emergency access, number of curb cuts etc. While the subsequent site plan addressed vehicular circulation and emergency access, the site plan did not incorporate design elements consistent within the remainder of Cameron Station.

From the onset, staff expressed concerns about the length of the building walls and their lack of articulation and architectural detailing, about the quality and connectedness of the open space, impacts on the linear park, inadequate pedestrian circulation and the detailed site plan issues related to creating a livable project. Residents within the townhouses on Tancreti Lane adjacent to the eastern portion of the proposed building, expressed similar concerns. The applicant met with the adjoining residents and made changes to the *eastern facade* to address the Tancreti resident concerns, adding a break to the building; and providing an additional building setback, architectural detailing more consistent with a townhouse character and scale, and additional landscaping.

The applicant was not as responsive to the numerous concerns raised by staff. While the applicant made many changes to the plan, the changes were incremental adjustments and failed to address the fundamental issues raised by staff. The most significant outstanding issues, and staff's recommendations to address them, are summarized below.

1. Scale of Buildings. All of the buildings and the above ground parking structure within this project are connected to each other, resulting in a massive building footprint that is inconsistent with other development in Cameron Station. Along the Linear Park, the building is approximately 700 ft. in length. Comparable multi-family building footprints range from 90 ft. to 180 ft. in length. The applicant provided a building

break on Tancreti Lane to create the appearance of smaller scale buildings more compatible with the adjoining townhouses. Staff is recommending similar breaks be provided on the other facades. The breaks could be complete (4- levels) and narrower, or partial (2 levels) and wider. The proposed building breaks will reduce the perceived scale and mass of the buildings.

2. Parking Garage. The project includes a six-level above grade parking structure of untreated precast concrete. To reduce the mass and scale of the parking structure, the parking would be located below grade similar to other multi-family developments within Cameron Station. The applicant has stated that due to the design of the project and the water table the parking structure could not be located below grade. While these are legitimate concerns staff believes all of the parking could be located below grade although the parking structure would probably be limited to one level below grade due to the level of the water table.

To minimize the perceived mass of the parking structure, the height should be lowered to so that it is not higher than the wall of the apartment buildings, and it would be treated architecturally to blend into the development rather than left as a basic, untreated concrete structure. Staff is recommending that the garage be lowered two levels and significant architectural treatments and materials on the front (northern) facade to provide the appearance of a building rather than a parking garage. In addition, staff is recommending landscaping/screening for the rear (southern) facade of the garage (facing the Linear Park to the south) to provide a landscape screen for this portion of the garage adjacent to the City parkland. A less desirable alternative would be to require the applicant to provide the architectural treatment and landscape screening rather than lowering the height of the parking garage.

3. Architecture - Design. A recommendation has been included that will provide a level of architectural detail and treatment on Ferdinand Day Drive and the western elevation (adjacent to Armistead Booth Park) that will be equivalent to the architectural treatment currently proposed for Tancreti Lane. The additional architectural treatment will provide variations in materials and roof lines, breaking the facades into vertical bays and helping to reduce the scale of the buildings to be more compatible with the existing buildings within Cameron Station.

There are many other issues addressed by staff recommendations, but the above are the most fundamental issues and are the ones the applicant has declined to address. Staff can only support approval of this proposed project if the conditions addressing these numerous fundamental issues and other concerns outlined within the staff report are addressed.

**STAFF RECOMMENDATION:**

Staff recommends **approval** of the proposed development special use permit with preliminary site plan subject to compliance with all applicable codes and ordinances and the following conditions:

1. Provide a minimum 35 ft. wide break on the northern, eastern and western sides of buildings # 1 and # 3. The openings shall be unobstructed other than above-grade pedestrian walkways. (P&Z)
2. Provide partial building breaks on the southern facades (adjacent to the linear park) of buildings # 1 and # 3. (P&Z)
3. The two drive aisles that provide ingress/egress to the parking structure shall be no wider than 22 ft. and the surface for the drive aisles shall be decorative brick to the satisfaction of the Director of P&Z. (P&Z)
4. The connection between the two drive aisles shall be designed as a pedestrian plaza including decorative pavers, amenities such as benches and trash receptacles and a significant amount and type of additional landscaping. The final design of the plaza shall minimize vehicular circulation to the satisfaction of the Director of P&Z and Code Enforcement. (P&Z)
5. The design of the parking structure shall be revised to provide the following to the satisfaction of the Director of P&Z:
  - a. A maximum of four levels shall be above grade (including the roof-top level) and the height shall be below the fascia of the adjoining buildings. The remainder of the required parking shall be provided within a parking garage that shall be located completely below grade.
  - b. The additional parking that is located below grade shall not decrease the amount or quality of open space, landscaping or setbacks.
  - c. Bicycle racks shall be provided within the parking garage.
  - d. The entire northern facade of the parking structure shall at a minimum provide architectural design and treatment with materials such as brick or stone to provide openings that are suggestive of windows.



- e. The grading on the southern portion of the parking garage adjacent to the linear park shall remain as generally depicted on the preliminary plan and the proposed retaining wall shall not be located within the linear park. The design and height of the retaining wall shall be to the satisfaction of the Director of P&Z.
  - f. A landscaping product such as "green screen" or similar landscape screening shall be provided on the entire southern portion of the parking garage. The type and quantity of plant material for the landscape screening shall be to the satisfaction of the Director of P&Z.
  - g. The open areaway and retaining wall/railing on the northern portion of the parking garage shall be removed and replaced with landscaped open space.(P&Z)
6. The total amount of parking provided shall not be less than the zoning ordinance requirement plus 19% visitor parking within the parking structure. Visitor parking within the parking structure shall not have controlled access and shall be reserved for the use of visitors. All resident spaces shall be unassigned in order to maximize the availability of parking resources. Employee parking shall be provided within the garage. In order to discourage resident and visitor use of parking spaces elsewhere in the development and in the city parks, the apartment complex shall register all cars, shall identify all resident cars with a sticker, and shall require, as part of the lease, that residents utilize only those spaces in the development provided for the residents. If the Director of P&Z determines that residents of the facility or visitors are utilizing parking spaces designed for other residents, the school or the parks, the city may require implementation of a parking management and enforcement program to reduce off-site parking. (P&Z)
7. The two proposed parallel parking spaces on the northern portion of building # 1 shall be relocated and be ninety-degree parking spaces adjacent to the existing parking spaces on the western portion of Ferdinand Day Drive. (P&Z)
8. The gate/door for the trash compactor 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. The trash compactors, trash collection dumpsters and recycling shall be partially located within the parking structure. Clearly label all dumpsters and recycling containers on the final site plan. (P&Z)
9. The emergency access to the pool shall be brick and shall be incorporated into the sidewalk network to the satisfaction of the Directors of P&Z and Code Enforcement. (P&Z)

10. A minimum 8 ft. wide brick sidewalk shall be provided along Ferdinand Day Drive and a minimum 6 ft. wide brick sidewalk with a 5 ft. landscape strip between the sidewalk and the street shall be provided along Tancreti Lane. All sidewalks shall align and connect with the proposed and existing adjacent sidewalks and the linear park trail. A 6 ft. wide sidewalk and a continuous 4 ft. landscape strip adjacent to the curb shall be provided on the eastern drive aisle. Underground utilities shall be located to allow planting within the planting strip between the sidewalk and the curb. (P&Z)
11. The sidewalk on Ferdinand Day Drive shall continue over the proposed curb cuts to provide an uninterrupted brick sidewalk. A public access easement shall be provided for all portions of the proposed sidewalks that are not located within the public right-of-way. (P&Z)(T&ES)
12. Enhance the existing pedestrian crossing at the intersection of Cameron Station Boulevard and Ferdinand Day Drive that crosses the northern drive aisle (west-bound), landscape median, and southern drive aisle (east-bound) of Cameron Station Boulevard to the satisfaction of the Directors of P&Z and T&ES. (P&Z)
13. A subdivision plan for the linear park shall be approved prior to the release of the final site plan. All subdivisions, easements and reservations shall be approved and recorded prior to release of the final site plan. (P&Z)
14. The applicant shall coordinate with the developer to ensure that all improvements to the linear park (adjacent to Phase VI) shall be completed prior to the issuance of the final certificate of occupancy permit. (P&Z)
15. Emergency Vehicle Easements(EVE) and/or access shall not be located within the linear park. (P&Z)
16. Temporary structures for construction or sales personnel shall be permitted and the period such structures are to remain on the site, size and site design for 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 first certificate of occupancy. (P&Z)

17. A detailed open space plan shall be approved in conjunction with the release of the final site plan, and any physical elements within the open spaces shall also be shown on the approved final site plan. The amount of required open space (32.00%) and the open space calculations shall not include any portion of the linear park. The dimensions of the interior courtyards shall not decrease from the level generally depicted on the preliminary site plan. The open space, courtyards and linear park shall provide the amenities provided on the preliminary plan and shall also at a minimum provide the following to the satisfaction of the Director of P&Z:
  - a. Amenities such as benches, trellis, sitting areas, gas grills, trash receptacles and decorative pavers and additional amenities to encourage their use.
  - b. An automatic irrigation system shall be provided for all open space and landscaping.(P&Z)
18. The applicant shall provide a "Club House" area including a fitness facility, outdoor swimming pool, community room and similar level of amenities as generally depicted on the preliminary plan and application to the satisfaction of the Director of P&Z. (P&Z)
19. A minimum 8 ft. side yard setback shall be provided on the western portion of the property line. A minimum 8 ft. rear yard setback shall be provided for the parking structure and a minimum 13 ft. setback shall be provided for all remaining buildings adjacent to the linear park. (P&Z)
20. Freestanding signs other than traffic/directional signs shall be prohibited. Flat wall signage shall be limited to the minimum necessary to identify the building and shall be limited to the Ferdinand Day Drive facade to the satisfaction of the Director of P&Z. (P&Z)
21. The proposed fence on Tancreti Lane shall be a maximum height of 3.5 ft permitted by the Zoning Ordinance. Fences or retaining walls other than those depicted on the preliminary site plan shall not be permitted. (P&Z)

22. The level of detail, articulation and materials for the east, north and west facades shall generally be consistent with the elevations depicted with the preliminary site plan and shall at a minimum provide the following to the satisfaction of the Director of P&Z.
- a. Primarily brick and/or stone facades.
  - b. Significant variation in building materials and color through the use of varied building materials with offsets in the building wall between the various materials and architectural building elements. .
  - c. Significant variation in roofs, including variation in roof-line, provision of shingle roof material and dormers.
  - d. Significant variations in fenestration and other architectural treatments.
  - e. HVAC units and grates shall be located to minimize visibility from Ferdinand Day Drive, Tancreti Lane. Through the wall units shall not be permitted.
  - f. The railings for the balconies on Ferdinand Day Drive (balconies are not proposed on Tancreti Drive) shall be spaced to minimize visibility into the balconies from the adjoining streets. (P&Z)
23. The southern (linear park) elevation shall at a minimum provide the following to the satisfaction of the Director of P&Z.
- a. Significant variation in building materials (brick/siding) and color through the use of varied building materials.
  - b. Variations in the roof-line.
  - d. HVAC units and grates that are located to minimize visibility from linear park.
  - e. The railings for the proposed balconies shall be spaced to minimize visibility into the balconies. (P&Z)
24. The design, type of landscaping and amenities within the northeastern portion of the site shall be consistent with the pocket park/open space within Phase V to provide a consistent and unified streetscape for Cameron Station Boulevard and Ferdinand Day Drive. A fountain shall only be permitted on the southern pocket park if a similar feature is provided within the northern park. (P&Z)

25. A final landscape plan shall be provided with the final site plan to the satisfaction of the Director of P&Z and RP&CA. The plan shall include the level of landscaping shown on the preliminary landscape plan and shall, at a minimum, also provide:
- a. Willow Oak street trees the entire length of Ferdinand Day Drive and London Plane street trees along Tancreti Lane a minimum of 4" caliper at time of planting at a maximum spacing of 35' on-center.
  - b. A significant amount and variety of additional landscaping, including shrubs and groundcover and street trees adjacent to Ferdinand Day Drive, Tancreti Lane and the linear park.
  - c. Plant material within the planting area between the parking structure and adjacent buildings which are tolerant to low levels of light. Replace the leyland cypress in the courtyard spaces with a more shade tolerant species such as Southern Magnolia, Canadian Hemlock, Foster Holly and American Holly.
  - d. Six Yoshino Cherry trees and two Queen Elizabeth Hedge Maple trees in the open space/pocket park on the northeastern portion of the site or similar landscaping as provided within the pocket park on the northern portion of Cameron Station Boulevard (Phase V).
  - e. The linear park trail shall be located above the underground utilities to maximize planting areas for landscaping.
  - f. A significant amount of additional evergreen plantings shall be provided on the southern portion of the linear park.
  - g. The applicant shall make a best effort to conceal grate inlets and inlet pipes proposed to be located in the courtyard, open space and linear park. Grate inlets shall be located at grade.
  - h. Replace the Bradford Pear along Ferdinand Day Drive with Thornless Honey Locust.
  - i. Specify cultivars for all relevant plant materials.
  - j. All landscaping shall be maintained in good condition and replaced as needed.
  - k. All underground utilities and utility structures shall be located away from the proposed landscaping and street trees 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)
26. As trees mature they are to be limbed up to a minimum of 6 feet. Do not plant trees under or near light poles. The proposed seating along the at grade walkways should be as close to the walkways as possible. (P&Z)

27. 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. (P&Z)
28. The applicant shall submit as-built plans for each building and the parking garage to the Department of P&Z prior to issuance of a certificate of occupancy permit. (P&Z)
29. If fireplaces are included in the development, the applicant shall install gas fireplaces to reduce air pollution and odors. (Health)
30. Provide a lighting plan with the final site plan to the satisfaction of the Director of T&ES in consultation with the Chief of Police. The plan shall:
  - a. Show existing and proposed street lights and site lights;
  - b. Indicate the type of fixture, and show mounting height and strength of fixture in Lumens or Watts;
  - c. Provide manufacturers' specifications for the fixtures; and
  - d. Provide lighting calculations to verify that lighting meets City Standards
  - e. Lighting shall be shielded to mitigate impact upon adjoining properties per Sec.13-1-3 of the City Code of Alexandria..(Police) (T&ES)
31. Due to the close proximity of the site to the railroad tracks, the applicant shall:
  - a. Prepare a noise study identifying the levels of noise to which the residents at the site will be exposed and if needed some combination of noise mitigation measures or others listed in the following recommendation to the satisfaction of the Directors of T&ES and P&Z..
  - b. Identify options to minimize noise exposure to future residents at the site, particularly in those units closest to railroad tracks, including special construction methods to reduce noise transmission, including:
    1. Special construction methods to reduce noise transmission.
    2. Triple-pane glazing for windows
    3. Additional wall and roofing insulation
    4. Installation of resilient channels between the interior gypsum board leaf and the wall studs.
    5. Others as identified by the applicant.
    6. Installation of a berm or sound wall.

- c) If needed, install some combination of the above-mentioned noise mitigation measures or others to the satisfaction of the Director of Planning & Zoning, and the Director of the Health Department. (Health)
32. The applicant shall furnish each prospective tenant 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)
33. The applicant is to consult with the Crime Prevention Unit of the Alexandria Police Department regarding security and locking hardware of the proposed building. This is to be completed prior to the beginning of construction. (Police)
34. Garage areas for the parking garage should have controlled access. Walls and ceilings of the parking garage shall be painted white. If there 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 the buildings and garages are occupies then emergency buttons are not recommended. (Police)
35. The City Attorney has determined that the City lacks the authority to approve the gravity fed sanitary sewer systems which serve over 400 persons. Accordingly, the overall sanitary sewer system for the proposed development must be submitted for approval by the Virginia Department of Health (VDH). Both City and VDH approval are required, though City approval may be given conditioned upon the subsequent issuance of VDH approval. Should state agencies require changes in the sewer design, these must be accomplished by the developer prior to the release of a certificate of occupancy for the units served by this system. Prior to the acceptance of dedications of the sewers by the city or release of any construction bonds, the developer must demonstrate that all necessary state agency permits have been obtained and as-built drawings submitted to the City that reflect all changes required by the state.(T&ES)
36. 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)
37. All private streets and alleys must comply with the City's Minimum Standards for Private Streets and Alleys.(T&ES)

38. Provide all pedestrian and traffic signage to the satisfaction of the Director of T&ES.(T&ES)
39. Provide letter of acceptance from Fairfax County for all sanitary sewer connections to Fairfax County trunk sewer prior to the release of final site plan.(T&ES)
40. Proposed sanitary sewers shall be located outside of all Fairfax County sewer easements with the exception of Fairfax County approved connections. (T&ES)
41. Maintain minimum 10 feet horizontal separation (edge to edge) between water lines and sanitary sewer, or provide minimum vertical separation of 18-inches between bottom of water line and top of sewer main, or provide pressure tested DIP (AWWA approved water pipe) for sanitary sewer.(T&ES)
42. Require minimum class IV RCP for storm sewers located in pavement or EVE easements.(T&ES)
43. All buried utilities (sanitary, storm sewer, and water) and related structures shall be located outside of the bearing load of all structures.(T&ES)
44. Require minimum 16 feet vertical clearance above buried utility alignments for bury depths not exceeding 10 feet. Bury depths exceeding 10 feet will require additional vertical clearances to the satisfaction of the Director of T&ES.(T&ES)
45. All structures, including foundations, shall be located outside of the 50 feet buffer of the Resource Protection Area for Backlick Run. The reduced RPA limit shall be a minimum 50 feet and shall be clearly depicted and labeled on the site plan. (T&ES)
46. Grasscrete pavers located within EVE easements shall meet HS-20 loads. Provide construction specifications sealed by a P.E. registered in Virginia.(T&ES)
47. Existing sanitary sewer within Ferdinand Day Drive shall not be abandoned. (T&ES)
48. Provide 25 feet curb radius on western entrance on Ferdinand Day Drive.(T&ES)
49. 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)



50. Align western entrance on Ferdinand Day Drive across from the existing entrance on Harold Secord Street. (T&ES)
51. All construction activities must comply with the Alexandria Noise Control Code, Chapter 11, Section 5, which sets the maximum permissible noise level as measured at the property line.
  - a. Monday through Friday from 7 am to 6 pm and Saturdays from 9 am to 6 pm.
  - b. No **construction** activities are permitted on Sundays.
  - c. 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. (T&ES)
52. The applicant shall be permitted to make minor adjustments to the preliminary site plan as long as the changes do not result in a reduction of building setbacks, loss of open space, loss of parking or increased height. (P&Z)
53. 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)

54. 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. (P&Z, T&ES)

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

1. Special use permit for a CDD preliminary development plan.

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**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, Archstone Communities Trust, is requesting approval of a development special use permit with a preliminary site plan to construct a 309-unit multi-family facility within Phase VI of Cameron Station. In conjunction with the development special use permit, the proposed development will also require an amendment to the approved Transportation Management Plan (SUP#2000-0085) and an amendment to revise the boundary of Phase V (DSUP#2000-0032), eliminating a section of previously approved townhouses adjacent to Tancretti Lane.

Phase VI is a 5.15 acre site that is located at the southwestern portion of Cameron Station with frontage on Ferdinand Day Drive and Tancretti Lane. The proposed Brookdale senior living facility and the Samuel Tucker elementary school are located to the north of the site, the City's Armistead Booth Park is located to the west, the Linear Park to the South, and, to the east, are townhomes approved as part of Phase IV of Cameron Station. The subject property is currently vacant. The table below provides a summary of the approved and proposed development characteristics for Phases I-VII of Cameron Station.

CAMERON STATION DEVELOPMENT SUMMARY								
Phase	Approved					Proposed		TOTAL
	I	II	III	IV	V	VI	VII	
Land Area (Acres)	20.52	24.02	14.11	11.52	11.80	5.15	2.44	89.56
Total Number of Units	341	541	317	214	191	309	261	2,174
Single Family								
Townhouse	15	6	0	0	11		0	
B/B Townhouse	169	153	207	178	120		0	
Stacked Townhouse	4	54	0	36	0		0	
Multifamily	40	52	0	0	60		0	
Multifamily/Elderly	113	276	110	0	0	309	0	
	0	0	0	0	0		261	
Density (Units/Acre)	16.62	22.52	22.47	18.58	16.19	60.39	107.0	24.27
Gross Floor Area (Square Feet)	819,914	910,513	777,817	648,311	451,700	485,000	388,700	4,481,955
Open Space (Acres & Percent)	6.0 (29.2%)	6.98 (29%)	3.94 (27.9%)	2.31 (20%)	3.42 (29.9%)	1.68 (32.65%)	0.85 (35%)	25.18 (28.1%)

**Proposed Development:**

The applicant requests approval of a development special use permit to construct a 309-unit multi-family facility: 100 one-bedroom, 156 two-bedroom, and 53 three-bedroom units. Several recreational amenities are proposed that include a clubhouse/fitness center with pool that are incorporated into the northeastern building located adjacent to Ferdinand Day Drive. The applicant will retain ownership of the property and Archstone Communities will act as the community's property manager. The facility will be comprised of three four-level buildings and an above grade central parking structure; the proposed buildings and parking garage are approximately 50 ft. in height.

The buildings extend outward from a central seven-level (one level below grade) parking structure creating two interior courtyards. Two of the buildings connect to the parking structure and provide access to the adjoining units through open walkways. The third smaller detached building also connects to the parking garage via the ground level walkways and aerial walkway.

The project will be accessed from two curb cuts on Ferdinand Day Drive that will provide ingress/egress to the parking garage. In addition to the parking and visitor parking within the parking structure 15 additional on-street parking spaces are also provided. The proposed development pattern is similar to recent multi-family projects within the City such as Alexan, Bush Hill, Jefferson @ Mill Road and Lincoln Properties, that are comprised of 3-4 level "garden-style" apartment buildings connected to above ground parking structures that create courtyards between the building extensions.

**Zoning**

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

<b>ARCHSTONE @CAMERON STATION</b>		
Property Address:	450 Ferdinand Day Drive	
Total Site Area:	5.15 Acres (Phase VI)	
Zone:	CDD/Coordinated Development District # 9	
Current Use:	Vacant	
Proposed Use:	Multi-Family	
	<u>Permitted/Required</u>	<u>Proposed</u>
FAR	N/A	2.16
No. of Dwellings	2,510 total ***	309 proposed
Density	NA	60.39 du/acre
Yards	NA	12' min Ferdinand Day Drive(North) 7' min. adjacent to Linear park(South) 15' min Tancretti Lane(East) 6' min adjacent to West Park(West)
Height	50 feet.	50 feet
Open Space	no specific requirement in ordinance, but 20%-30% proposed and required in earlier phases	32.65% (1.68 acres)
Parking	1.3 x 100 (1 Br) = 130 1.75 x 156(2 Br) =273 2.2 x 53 (3 Br)=117 Visitor Parking (.15 x 520) =78 Total = 598	Parking Structure 617 <u>Surface Parking 15</u> Total 632

\*\*\* For a more detailed description of density refer to the staff report.

**STAFF ANALYSIS:**

While the proposed multi-family use, density and height are appropriate for this portion of Cameron Station, the design and layout of the project do not comply with the fundamental intent of the CDD zone to create "the highest quality urban and architectural design ..." Staff has worked extensively with the applicant in an attempt to develop a site plan that could be more compatible with the existing development pattern of Cameron Station. While the applicant has revised the site plan to address several of the concerns of the staff and residents, the building footprints remain too large for this portion of Cameron Station. The concern is not the number of units but rather where and how the units are organized on the site.

To address the concern of the building footprints and length of buildings staff is recommending "breaks" in the building and reducing the height of the parking structure. The proposed building breaks will improve the perceived mass and scale of the buildings parking garage, open space and pedestrian circulation. The building breaks will also indirectly affect the concern regarding the livability of the proposed facility.

In addition, to the fundamental planning and urban design principles there are less tangible concerns about the livability and quality of life for the residents of the proposed development. The extended length of many of the interior corridor (200 ft. - 400 ft.), completely enclosed open space courtyards, proximity of available parking, provision of sunlight for certain units, location of refuse collection etc. will detract from the quality of life for many of the residents. While these are not issues that are directly regulated by the zoning ordinance or the concept plan these issues will likely cause future complaints for the management of the facility and various City departments. While the applicant alleges that these are operational issues that can be addressed by the management, staff believes that the issues will likely directly affect City departments and future residents and therefore need to be addressed by the applicant.

Because of the extent of issues that have not been addressed by the applicant staff has recommended approval contingent upon the conditions within the staff report. The conditions will require significant revisions to the site plan including a reduction in the number of units to comply with the recommendations outlined within the staff report. A more detailed discussion of the fundamental concerns of building scale, location of parking, parking structure, density and multi-family use are discussed in further detail below.

**Building Scale and Mass:**

Scale is the relationship of a buildings mass, height and setbacks in relation to the context of the exiting development pattern. Of particular concern is the perception of scale from the pedestrian realm and the adjoining streets. The proposed uninterrupted building lengths of 240 ft. to 700ft. are dramatically different than the existing development pattern and neo-traditional urban form of Cameron Station. In context, the length of a traditional city block is approximately 300 ft.-350 ft. Therefore, the proposed uninterrupted building lengths will appear as approximately two traditional city blocks.

The uninterrupted building walls will create several visually imposing buildings without visual breaks or relief for the pedestrian, passing motorists and also the adjoining residents. The design of the project will create the appearance of a walled “fortress effect” for the interior and exterior of the development. In comparison, the range of building footprints for existing multi-family within Cameron Station are as follows:

**Comparable Building Footprints Within Cameron Station**

Unit Type	Building Dimension
Centex (Range)	90ft. X 60 ft. to 160 ft. x 60 ft.
Carlton Condominium (Range)	80 ft. x 140 ft. to 180 ft. x 80 ft.
Stacked Condominiums	160 ft. x 45 ft.
Townhomes (Tancretti Lane)	130 ft. x 40 ft.
Archstone @Cameron Station (Range )	260 ft. x 60 ft. to 700 ft. x 60 ft.

In addition to the numerical comparison, the building footprints of the adjoining townhomes (Tancretti Lane) and comparable existing multi-family buildings within Cameron Station. are depicted below:

TOWNHOMES (TANCRETI LANE)



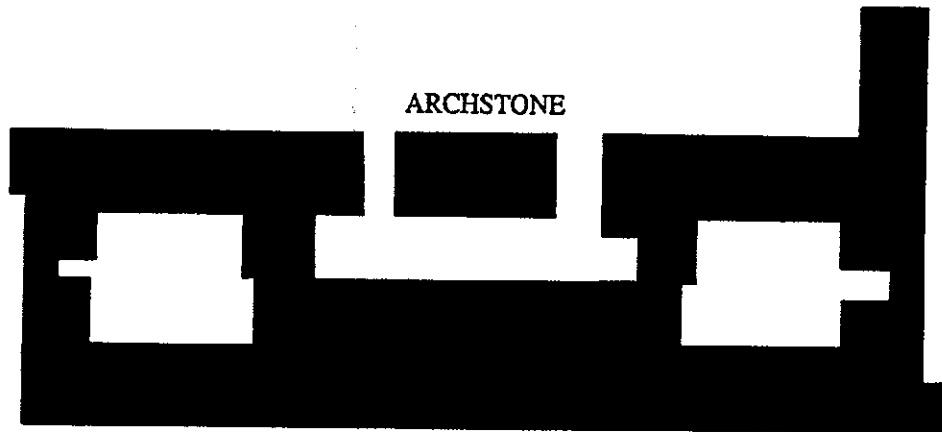
CENTEX



CARLTON CONDOMINIUM



ARCHSTONE

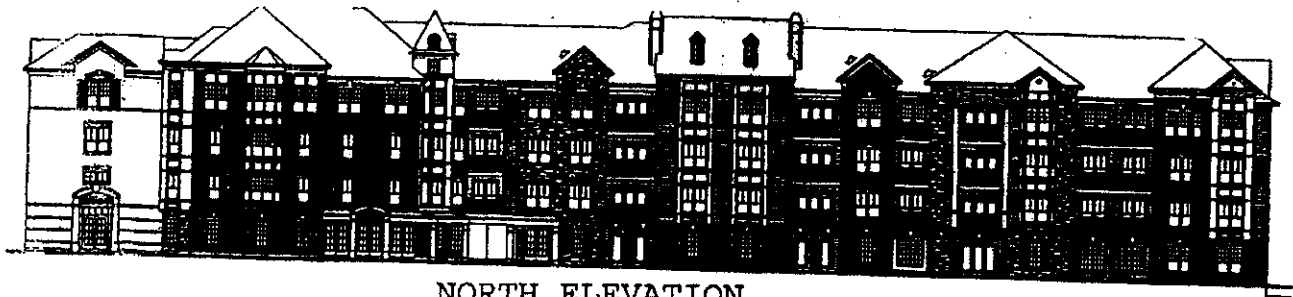


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While there are elements of the proposed design including the Tancreti Lane architectural elevations that do have individual merit, the layout and scale of the individual buildings and development do not acknowledge the existing development pattern of Cameron Stations or basic urban design of providing building footprints and heights that are compatible with the existing neighborhood.

Clearly the building footprints exceed any precedent established within Cameron Station including the Main Street Condominiums. In fact, the 700 ft. of uninterrupted building on the southern portion of the building is more than double the length of any residential building footprint in Cameron Station. To provide building forms that are more consistent and compatible with the Cameron Station, staff is recommending several additional breaks within the buildings as depicted below:

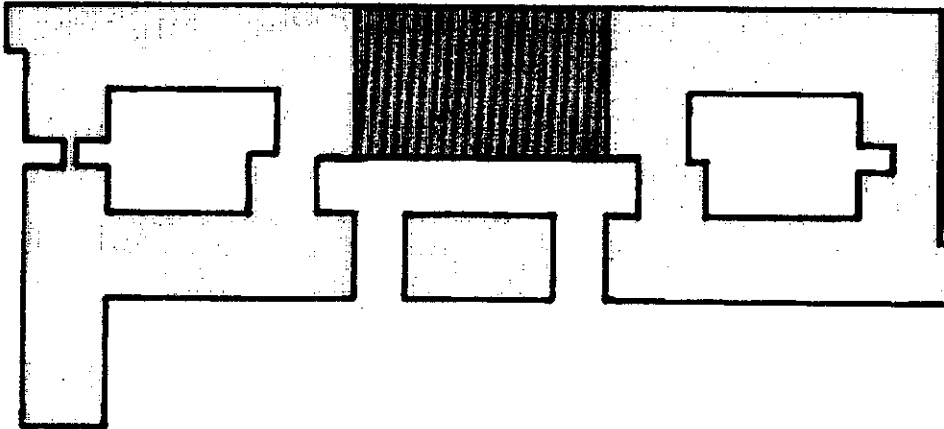


NORTH ELEVATION

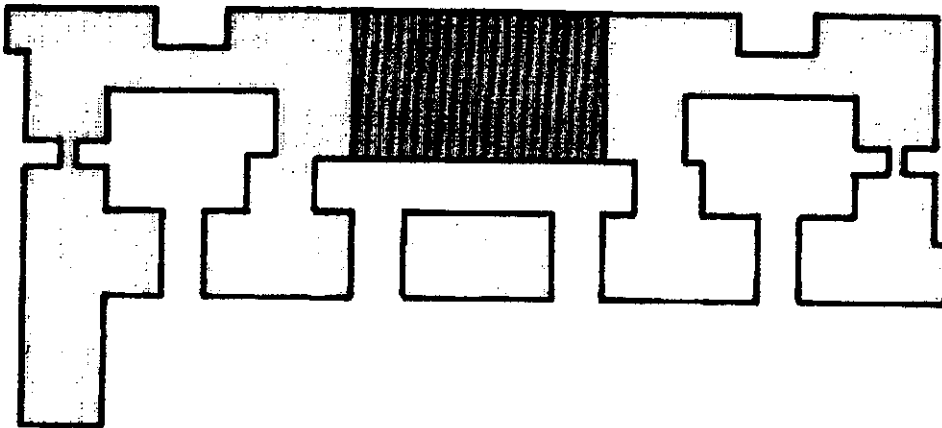


NORTH ELEVATION WITH BUILDING BREAKS

SITE PLAN WITHOUT BUILDING BREAKS



SITE PLAN WITH BUILDING BREAKS



25  
24

The additional building breaks or separation between the buildings will provide numerous benefits to the current design and site plan that include:

- Creating building masses and footprints that are more compatible with the existing development pattern of Cameron Station;
- Providing additional pedestrian/resident access to the interior courtyards.
- Providing additional areas of open space and landscaping.
- Providing areas that contribute to the "openness" of the project.

The proposed building breaks are not intended to decrease the density or reduce the number of units but rather to provide building forms, setbacks and open space that are more consistent with the intent of the

**Density/Entitlement:**

An issue raised by the applicant is whether there is an "entitlement" to a certain level of units/density based upon the maximum number of units permitted by CDD-9 zoning. The original Cameron Station CDD was permitted by zoning to have a maximum of 1,910 residential units and 480,000 sq.ft. of commercial-retail uses. In February 1996, the master plan and rezoning were revised at the request of the developer to allow a predominantly residential development with neighborhood serving retail uses. Pursuant to this new predominantly residential zoning, the developer (Greenvest) received CDD approval for the development of a maximum 2,510 residential units( 600 additional residential units). The previous staff report discussed additional residential units noted

*it will be difficult for the applicant to build the total 2,510 units on the site, given other constraints (i.e. height) and given that the first phase is relatively low density (14 units/acre), but [staff] has no objection to setting that number as an upper limit. Each phase of residential development will be evaluated as it reviewed through the preliminary site plan review process.*

In December 1998, at the request of the developer, the City removed a 2.41 acre site from the developers area of the concept plan to construct the Samuel Tucker elementary school. This change required a master plan, zoning and concept plan amendment for Cameron Station, all of which were approved in December 1998. The approval acknowledged that a decrease in the total number of units permitted on the site plan might be appropriate and provided for the actual number of permitted

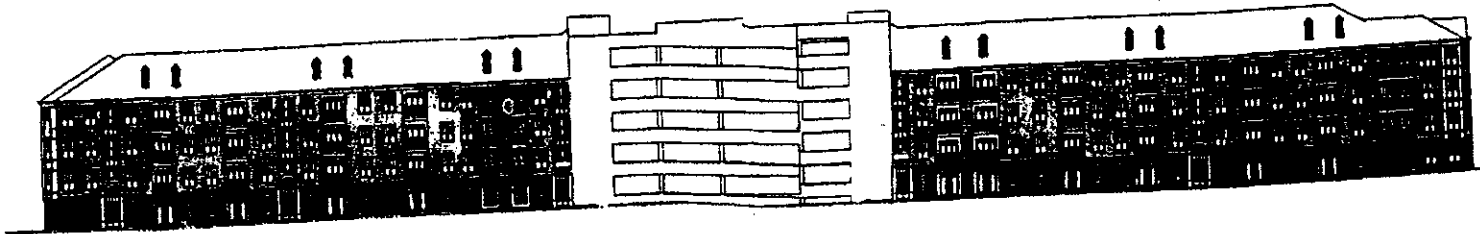
units to be determined within the context of the proposed development plans. Staff believes the more appropriate number to deduct from the school site is approximately 65 units, based upon the 27du/ac ratio that the developer employed to increase the permitted units when additional acreage was added to the development site plan. Phases VII (Brookdale) and Phase VI (Archstone) will bring the total unit count to 2,174 units.

The total number of units was established as a "maximum" limit on the number of units, the number of units within each phase are reviewed based upon the CDD concept plan, compatibility with existing development, height restrictions, parking etc. As previously discussed the total number of units/density proposed by the applicant are consistent with the CDD concept plan and are appropriate for this location. Rather than the number of units, the concern is how the units are organized on the site. Within this zoning district (or other zones within the City) the number of units is based upon compliance with parking, height, open space requirements, adequate circulation, compatibility with the neighborhood etc. Therefore, because there was a "maximum" number of units permitted within Cameron Station, the applicant is not entitled to those units without complying with the basic criteria for evaluating a site plan such as compatibility with the neighborhood. The recommendations of the staff report attempt to address the concerns regarding scale and compatibility and are not an attempt to reduce the number of units or density.

**Parking Structure:**

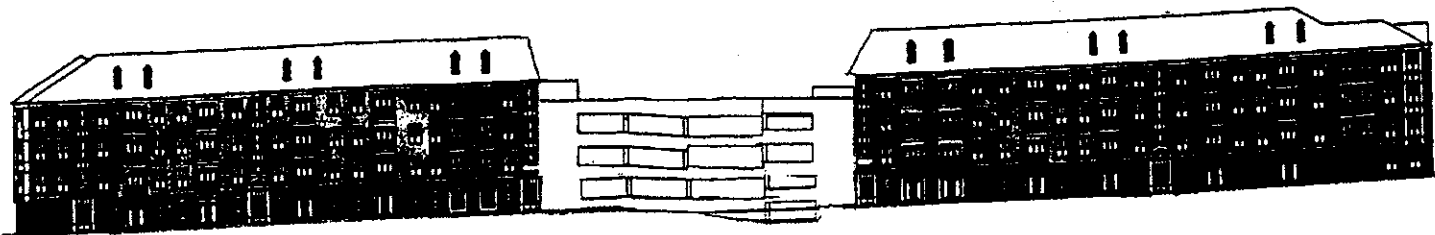
The proposed freestanding parking structure will be the only above grade parking structure within Cameron Station. The remaining multi-family uses utilize individual parking garages (Centex and stacked condominiums) or below grade parking (Carlton Condominium and Main Street Condominium) While the parking structure does not technically add density the parking structure adds considerable mass to the site. In addition, the applicant is proposing minimal surface treatment of the parking garage The proposed length of the parking structure (250 ft.) and the proposed height (50 ft.) are considerable and will be visible from Ferdinand Day Drive and the linear park.

PARKING GARAGE (ADJACENT TO LINEAR PARK)



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PARKING GARAGE WITH LOWER HEIGHT



DSUP #2000-0031  
ARCHSTONE CAMERON STATION

Although the garage does not technically add additional F.A.R., if the garage was included within the F.A.R. calculations the resulting F.A.R. for the site would be 2.7 (2.1 proposed) with nearly 80% of the site being impervious. Due to the overall scale and mass of the proposed parking structure staff is recommended several recommendations to improve the overall appearance and reduce the perceived mass of the parking structure. These include:

- Reducing the height of the garage to four levels above grade. (six levels proposed).
- Provide architectural treatment and materials such as brick on the northern portion of the structure.
- Provide landscape screening on the southern portion (adjacent to the linear park) of the parking structure.

While the lowered parking structure will still be a significant visual element of the site plan the reduced height and architectural treatment (northern facade) and landscaping treatment (southern facade) will enable the structure to be more consistent with the treatment of the buildings thereby minimizing its presence.

**Parking:**

The minimum parking required for the project based upon the number of bedrooms is 520 spaces and the CDD concept plan requires an a minimum of 15%(78) additional visitor parking spaces for a total of 598 spaces. However, because proposed multi-family use is a special use permit, the required parking needs to be assessed within the context of the proposed development proposal in addition to the minimum requirements of the zoning ordinance.

The applicant has proposed to construct a total of 632 spaces, consisting of 617 structured parking spaces and 15 surface of which are parallel street parking that may not be available at all times. The Cameron Station CDD concept plan permits a portion of the on-street parking spaces to be considered as part of the total provided parking. The applicant has indicated that the visitor parking spaces within the parking structure will be unobstructed which has also been incorporated as a recommendation.

The proposed development provides the amount of parking required by the zoning ordinance and level of visitor parking. The level of resident and visitor parking is more than has been provided within many of the other recently approved multi-family projects and is similar to the level of visitor parking provided within Phase V.

Percentage Visitor Parking

Project	% Visitor Parking
Alexan	17%
Bush Hill	19%
Jefferson @ Mill Road	10%
Phase VII- Brookdale	15%
Phase VI - Archstone @ Cameron Station	19%
Phase V	21%

While the amount of resident and visitor parking proposed by the applicant is sufficient for the proposed use, staff is concerned that the distance of some of the units from the parking garage (300 ft.-400 ft) may force residents or visitors to utilize available on street parking rather than the parking garage. The walking distance will be the equivalent of parking one-two city blocks from a unit while carrying luggage, groceries etc. In addition, the length of the enclosed interior courtyards will be approximately 150-200 ft. To put the required walking distance from the parking structure to many of the units in perspective; staff has include a graphic (*Attachment No. 1*) that depicts what the comparable walking distance would be for the adjoining townhomes.

In comparison, the zoning ordinance requires a special use permit for uses (excluding commercial and industrial uses) where parking is located on a separate lot that is greater than 300 ft. from the proposed use. While the parking proposed by the applicant will be located on the same lot as the proposed units the distance from may residents will have in walk in one directions will be 200-400 ft. Due to the potential distance that many of the residents will have to park from their units staff is concerned that the distance may encourage residents to utilize on-street or visitor parking within the community. Therefore, staff is recommending that a condition of approval be to require that all resident and employee vehicles be identified with a sticker as part of the lease and that residents

utilize only spaces within the parking garage. The identification of residents is similar to the process utilized by the Cameron Station Homeowners Association to ensure that visitor spaces are not occupied by residents of Cameron Station. In addition, if the Director of P&Z determines that Archstone residents or visitors are utilizing parking spaces designed for other residents, the school or the parks, the city may require Archstone to implement a parking management plan and enforcement program aimed at reducing such off-site parking.

**Open Space/Landscaping:**

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, senior housing (Phase VII), 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. Therefore, staff is recommending an 8 ft. wide brick sidewalk along Ferdinand Day Drive and a 6 ft. wide brick sidewalk adjacent to Tancreti Lane.

An early comment by staff was to provide an increased setback on the northeastern portion of the site to provide additional open space that is similar to the pocket park provided within Phase V. The two open space/pocket park areas and the plaza (Brookdale) were intended to design as unified open spaces at the terminus of Cameron Station Boulevard (*Attachment No. 2*). consistent with the intent of the CDD to provide cohesive design elements throughout the community. While the applicant is proposing amenities, a fountain and landscaping within this portion of the site, the proposed design is inconsistent with the pocket park within Phase V and plaza (Phase VII). Therefore, staff has included a recommendation (and the applicant has agreed) to provide a similar level of amenities and landscaping within the open space on the northeastern portion of the Archstone development and the adjoining pocket park (Phase V). Integrating the open space areas at the terminus of the Boulevard will ensure a continuity of design at these important locations within the community. In addition the unified designed will ensure that Archstone will fit into the existing fabric, design and open space elements of Cameron Station.



**Multi-Family Use:**

The proposed multi-family use is consistent with the Master Plan and CDD Concept Plan that encourage a mix of housing types and uses. An underlying design principle of Cameron Station has been to create a mixed use development pattern similar to that of Old Town Alexandria, which has an inherently mixed-use development pattern of single-family, townhomes, multi-family all in close proximity. All mixed-use communities will have boundaries of different uses. It is at these boundaries that staff feels great attention should be given to ensure that different uses can successfully coexist. The recommendations regarding building materials, articulation, setbacks, open space and landscaping should ensure that the proposed use will be compatible with the adjoining townhomes and will be consistent with the overall intent of Cameron Station to provide a vibrant, diverse mixed use development.

**Staff Recommendation**

Staff recommends **approval** of the proposed development special use permit and site plan applications subject to all conditions outlined within the staff report. The conditions outlined within the staff report should enable the proposed use to be more compatible with the existing development pattern and urban context of Cameron Station.

**STAFF:**

Eileen P. Fogarty, Director, Department of Planning and Zoning;  
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 All buildings in excess of 50 feet in height requires front and rear ladder truck access. As currently depicted this applies to all proposed structures. This is measured from the average grade plane to the mean height of the highest roof structure. This requires an emergency vehicle easement that permit truck placement within 30 feet of the face of the parking structure. Any alternatives to this shall be offered as a condition to this permit.
- C-2 Show the location of all building exits and define their path to the public way.
- C-3 Provide area calculations that serve to justify the selected type of construction. Show location of all fire walls on these plans.
- C-4 Fire department connection(fdc) is required for building 2. This shall be shown on a fire service plan. Its placement shall be within 100 feet of the nearest fire hydrant.
- C-5 Clarify the design of the parking structure. Is it meant to be an open parking structure or a public garage. If it is a public garage then it will require a fire suppression system and mechanical ventilation.
- C-6 Provide a soil investigation report at the time of building permit submittal.
- C-7 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-8 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 to the most remote point of vehicular access on the 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-9 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. Clarify the construction of the paved area in front of the parking structure and the design of the curbs in this area.
- C-10 The final site plans shall show placement of fire easement signs. See attached guidelines for sign details and placement requirements.
- C-11 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-12 A Certificate of occupancy shall be obtained prior to any occupancy of the building or portion thereof, in accordance with USBC 118.0.
- C-13 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-14 Roof drainage systems must be installed so as neither to impact upon, nor cause erosion/damage to adjacent property.
- C-15 This construction site will be required to be segregated from the rest of the community with secure fencing during construction.
- C-16 Elevator service shall be provided for all buildings.
- C-17 Building 3 has mixed uses and as such shall be designed in accordance with section 313 of the 1996 BOCA Code.

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. Permits must be obtained prior to operation.
- C-3. A qualified pool operator and lifeguard with CPR certification must be on duty during all hours of operation.
- C-4. Five sets of plans must be submitted to and approved by this department prior to construction. Plans must comply with the Alexandria Code, Title 11, Chapter 11, Administrative Regulations 20-6. Swimming Pools.
- F-1. On Sheet #3, the plan shows the 50 ft. RPA reduction, however, the distance from the channel is 45 ft.

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)**
- R-10. The proposed at grade walkways should have 6 feet of clear space on both sides. **(Not recommended by P&Z)**

Historic Alexandria (Archaeology):

Archeology completed. No archeology requirements.

Parks & Recreation (Arborist):

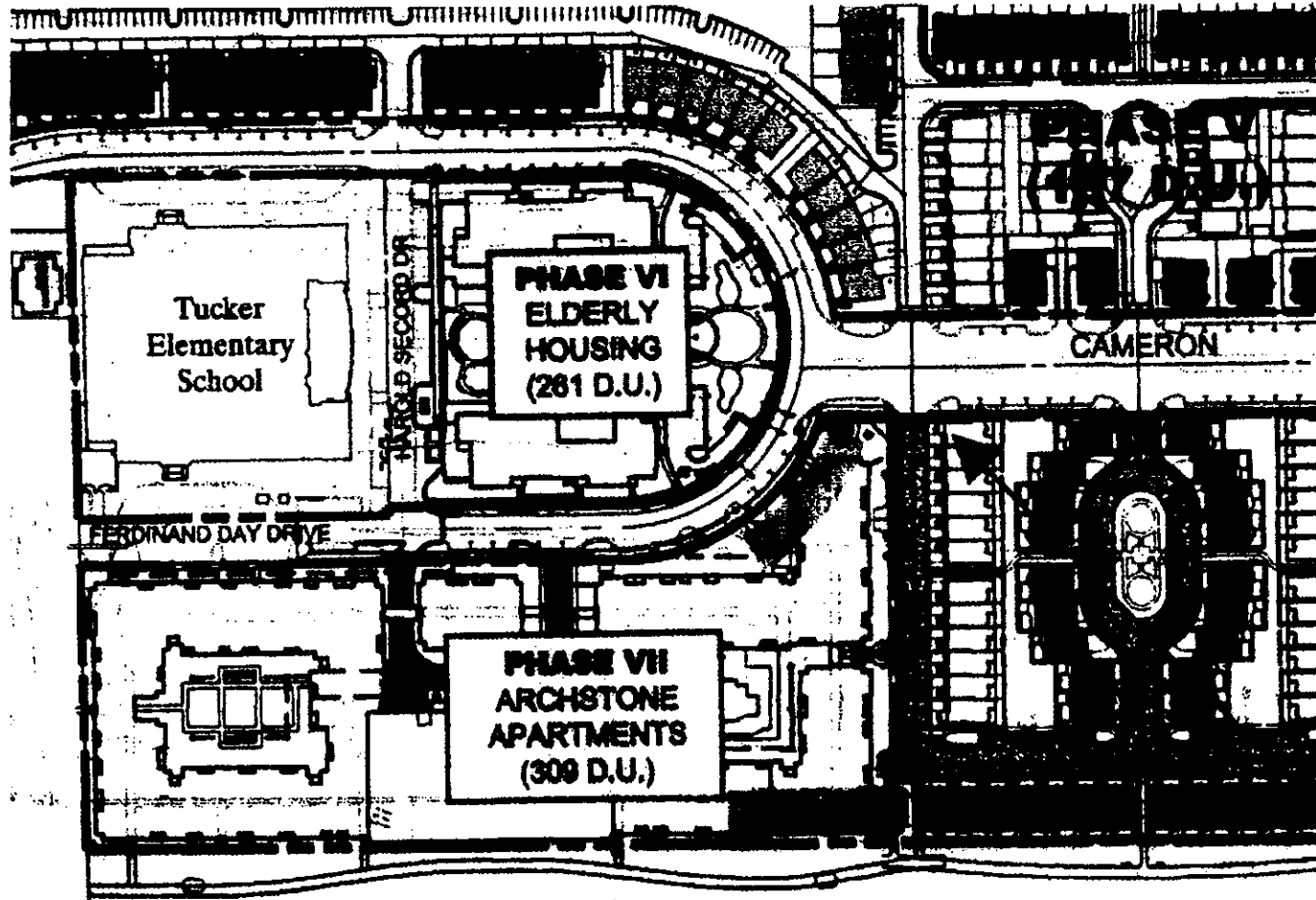
No comments received from this Department.

VAWC:

- F-1. Water service is available for domestic use and fire protection.
- F-2. At the present time there is no service connection proposed.
- F-3. The fire hydrants behind the building may not require the 8' water main to loop between the building and the garage. The hydrants could come from the main in Ferdinand Day Drive as straight stub out and would be privately owned by the building due to the limited access.

ATTACHMENT NO. 1

Comparable Distance to Parking Spaces

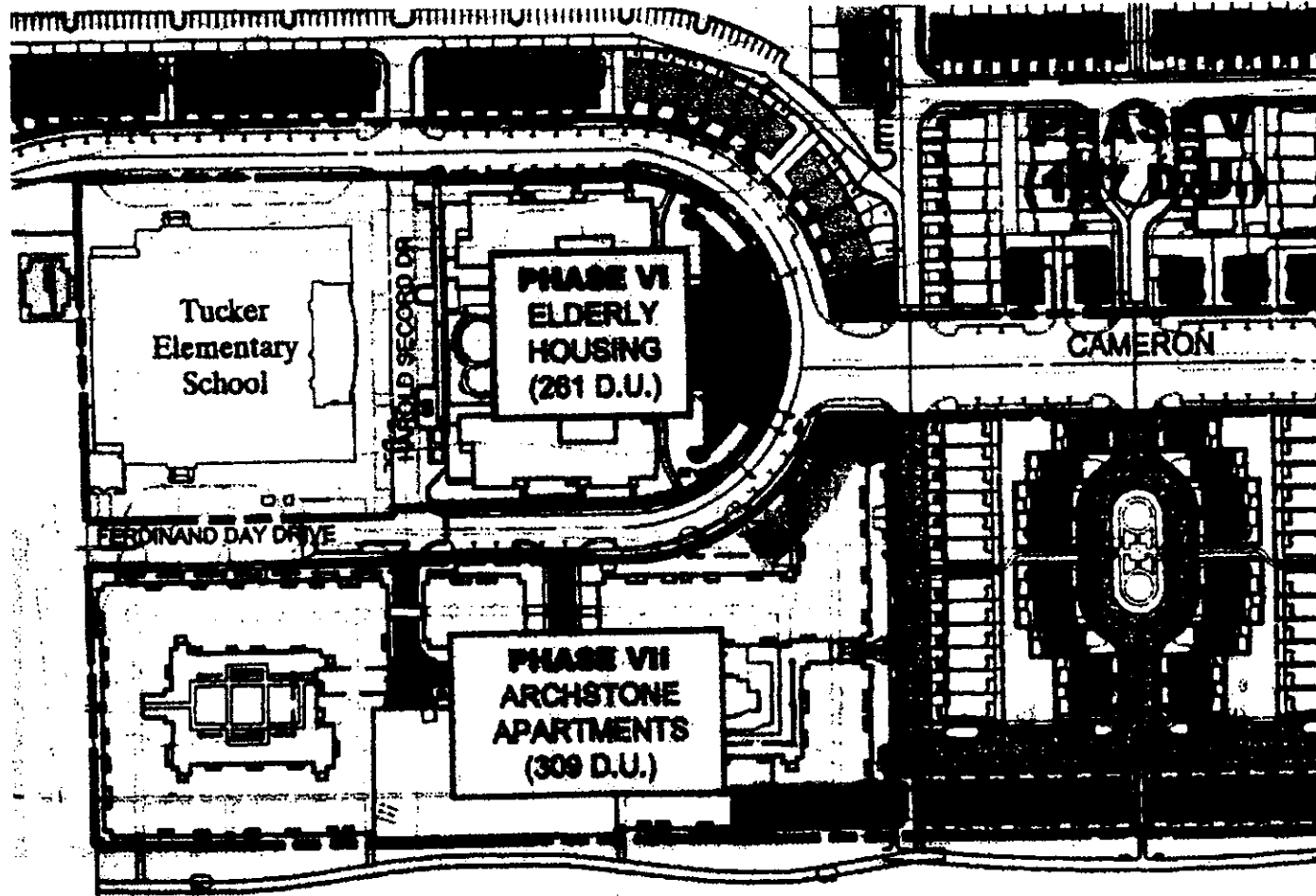


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DSUP 2000-0031

ATTACHMENT NO. 2

Pocket Parks/Plaza



38

DSUP 2000-0031



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

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**PLANNING COMMISSION ACTION, MARCH 6, 2001:** On a motion by Ms. Fossum, seconded by Mr. Komoroske, the Planning Commission voted to recommend approval of the request, subject to compliance with all applicable codes, ordinances and the staff recommendations, 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 his home and raised concerns about traffic impacts.

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

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

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

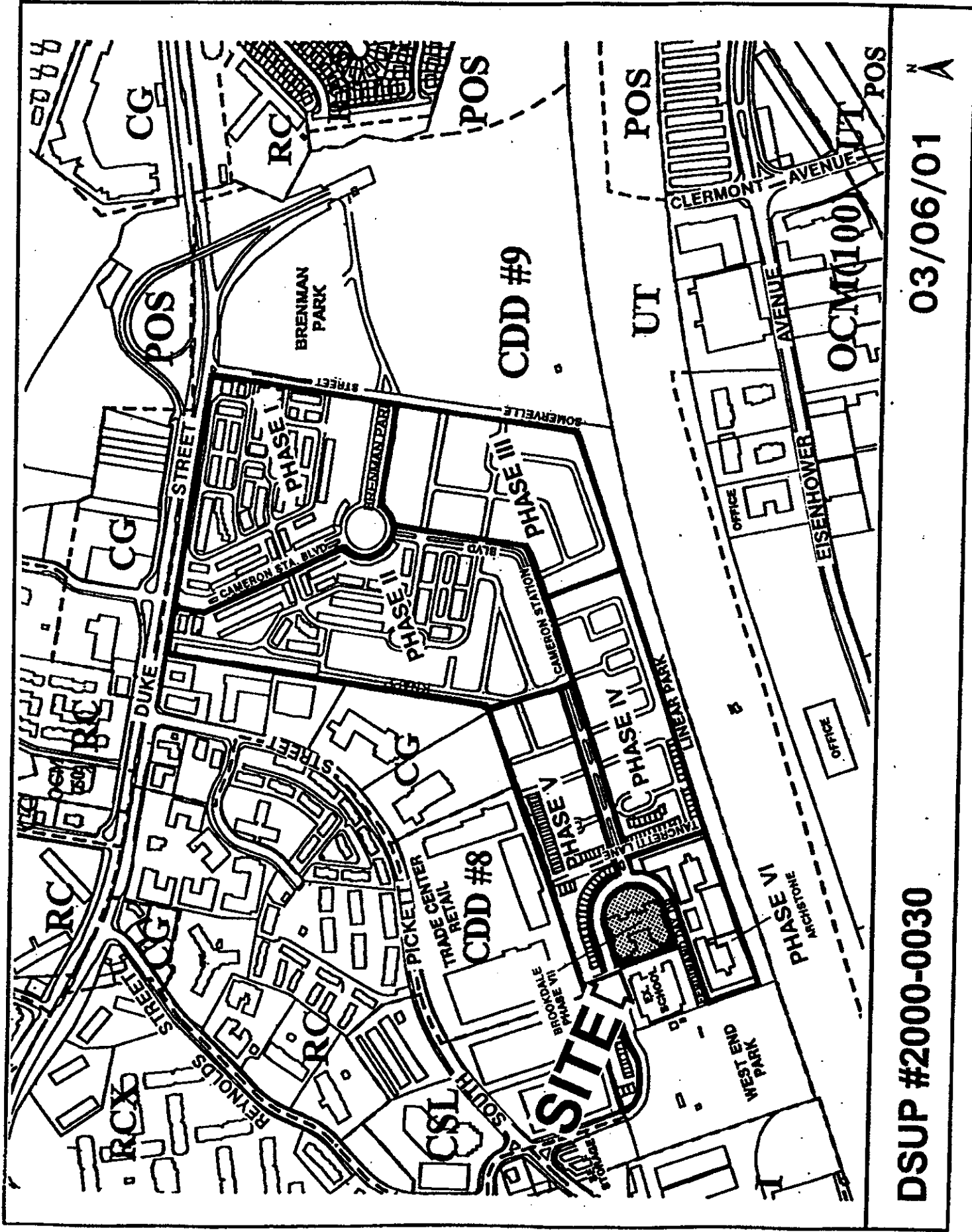
**Reason:** The Planning Commission was concerned about the number of unresolved issues noted by staff. In addition, the Commission expressed a desire to consider this phase together with the last phase of development, to better assess the impacts of development, including height, density and traffic.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

**Speakers:**

Erika Byrd, attorney for the applicant.

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

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



DSUP #2000-0030

03/06/01



**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)

DSUP #2000-0030  
BROOKDALE - CAMERON STATION

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)

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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)

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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:

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BROOKDALE - CAMERON STATION

<b>HALLMARK @CAMERON STATION</b>		
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)	
	<u>Permitted/Required</u>	<u>Proposed</u>
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
	<b>Total 151 spaces</b>	<b>152 spaces</b>

**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.

<u>Location</u>	<u>Pkg. Ratio/Unit</u>	<u>Max % Occupied(Weekday)</u>	<u>Max%Occupied(Weekend)</u>
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%
<b>Cameron Station</b>	<b>.578</b>	<b>NA</b>	<b>NA</b>



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.

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- 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 one 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.

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- 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.

**BOWMAN**   
**CONSULTING**  
**GROUP** ENGINEERS  
PLANNERS  
SURVEYORS

November 8, 2001

City of Alexandria  
Office of Planning & Zoning  
301 King Street, Room 2100  
Alexandria, Va. 22314  
C/o Mr. Jeff Farner

Re: Archstone @ Cameron Station/DSUP #~~2000-0085~~  
BCG Job No. 1077-05-001 *DSUP 2000 - 0031*

Dear Mr. Farner:

This letter shall serve as our "comment/response" letter relative to comments received on October 12, 2001.

The provided comments and their associated responses are as follows:

**Comment 1:** One of the recommendations of the Planning Commission was to locate all or as much of the parking below grade and eliminate the pedestrian walkways. Provide a description of why all or a portion of the parking structure cannot be located below grade. (P&Z)

**Response:** One reason for the expressed desire to locate parking underground is to eliminate the visual impact of above-ground parking. In response, the Applicant has completely reoriented the parking structure, has lowered the garage height by providing approximately 20% of the parking spaces below the building, has provided residential units to shield the north and south facades of the parking structure, and has provided significant architectural treatment to the east and west facades of the parking structure such that the parking structure is no longer visible.

Another reason for the expressed desire to locate parking underground is to reduce the massing of the project. As the Applicant has already discussed with staff, there is a restrictive covenant applicable to the construction of below grade parking and a question as to whether the necessary approvals could be obtained to place parking underground. Also, as Staff has stated previously, there is a question as to whether penetrating the water table is in the best environmental interest of the City. In addition, providing one

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ATTACHMENT

4

ALL-STATE LEGAL SUPPLY CO.

level of underground parking over the entire site would significantly impact the open space, pool, and landscaping because these elements would be over a parking deck. Furthermore, the prohibitive cost of providing underground parking would have to be offset by higher density and height for the project. As such, below grade parking would not increase open space, as previously stated by staff, but would instead create potentially more mass on the site.

**Comment 2:** The limits of the linear park do not comply with the SUP requirements for the area to be dedicated for the linear park. Revise the site plan, open space calculations and subdivisions plans accordingly prior to resubmission of the plans. (P&Z)

**Response:** The linear park dedication line has been relocated to match existing line. See sheets C 5.00, C 5.01, C 6.00, and C 9.00. Upon receipt of information from the City Surveyor, the line may be reduced based on the Parcel "D" dedication in total.

**Comment 3:** Depict the approved grading and landscaping for the linear park adjacent to the subject property. (P&Z)

**Response:** Provided. See sheet C 5.00 for grading. See sheet L 7.00 for landscaping.

**Comment 4:** Provide additional spot elevations throughout the site and the adjoining streets. Provide topography lines for the site (1' contours) for the site and adjoining properties on the site plan or a separate grading plan. (P&Z)

**Response:** Provided. See sheet C 5.00. Per telephone conversation with Jeff Farner, 2-foot contours are acceptable and have been provided.

**Comment 5:** The overall context map does not accurately depict the radial units for lots 64 to 71 within Phase V. Revise the context plan and site plan accordingly. Revise the site plan to depict these lots and building footprints. Label the adjoining senior housing facility "proposed" on the cross-section and context plans. (P&Z)

**Response:** Provided. See sheets C 3.00 and C 13.00 for radial units. See sheets A 12.00, C 13.00 and C 13.01 for labeling of "proposed" housing facility.

**Comment 6:** Label and depict on the site plan the proposed ground level parking for building #1 and building #3. (P&Z)

**Response:** Provided. See sheet C 5.00.



- Comment 7:** Deduct proposed EVE from open space calculations. Revise the open space table accordingly. The proposed EVE and grass-crete on City parkland will not be supported by staff. There are discrepancies between various sheets regarding the depiction of the paved path/EVE within the linear park. (P&Z)
- Response:** This comment is no longer applicable as there is no EVE proposed on City parkland. See sheet C 5.00.
- Comment 8:** Provide an east and west architectural elevation of the proposed parking structure. (P&Z)
- Response:** Provided. See sheets A 11.02 and A 11.03.
- Comment 9:** Provide a detail of how the vehicles will be screened on the top level of the parking structure. Label the building and roof materials for the parking garage and apartments on the architectural elevations. (P&Z)
- Response:** Provided. See sheets C 10.00 and L 11.03.
- Comment 10:** Provide the west elevation of building #3 and the east elevation of building #1 to fully evaluate the proposed ground level parking.
- Response:** Provided. See sheet A 11.02.
- Comment 11:** Provide dimension lines on all architectural elevations. (P&Z)
- Response:** Provided. See sheets A 11.00 through A 11.03.
- Comment 12:** Provide approval signature blocks for all sheets. Revise the approval block to depict the correct DSUP number. (P&Z)
- Response:** Provided.
- Comment 13:** Number all spaces within the garage plan and label all spaces standard, compact or handicap and provide dimension lines for all parking spaces and drives aisles. More clearly depict the interior columns and provide dimension lines between the columns. The minimum width and length of each space does not include the dimension of each column. (P&Z)
- Response:** Provided. See sheet C 10.00. Columns have not been included in the minimum width and length of each space.
- Comment 14:** Revise the dimensions of the parking spaces to accurately depict the requirements of the Zoning Ordinance, 9ft. x 18.5 full size and 8ft. x 16ft. for compact spaces. Correctly depict the 6<sup>th</sup> floor parking deck to depict

40 spaces as labeled. (P&Z)

**Response:** Provided. See sheet C 10.00. Please note revision in number of parking spaces on 6th floor parking deck.

**Comment 15:** Specify the number of staff to be on-site and the expected hours of operations for the sales/marketing office and maintenance. (P&Z)

**Response:** Presently we project between 5 and 6 full time personnel will be working on the site. Anticipated sales/marketing office and maintenance hours of operation are 8 a.m. to 8 p.m. daily. In addition, on call maintenance will be provided 24 hours per day.

**Comment 16:** Provide the total on-site crown coverage and the percentage of landscaping that is provided within the public right-of-way or City parkland. The landscaping provided within the linear park and trees provided on the western portion of the site (City parkland) cannot be counted towards the minimum crown coverage requirements, revise the landscape plan accordingly. (P&Z)

**Response:** Provided. See sheet L 7.06. Landscaping within the linear park, public right-of-way, and City parkland has not been counted toward minimum crown coverage requirements.

**Comment 16 [sic]:** Indicate average finished grade for all buildings in the zoning table. (P&Z)

**Response:** Provided. See sheet C 1.00.

**Comment 17:** Revise the visitor parking calculations-the numbers in the formula  $0.15*523$  should instead read  $0.15*491$ . However, the total number of visitor spaces is correct. (P&Z)

**Response:** Revised. See sheet C 1.00.

**Comment 18:** The number of one and two bedroom units within the zoning tabulation does not coincide with the parking tabulation. Revise the tables accordingly. (P&Z)

**Response:** Revised. See sheet C 1.00.

**Comment 19:** Resolve parking tabulations on the cover sheet and sheet C 10.00. There are 564 parking spaces on sheet C 10.00, but total parking on the cover sheet comes to 565. (P&Z)

**Response:** Revised. See sheets C 1.00 and C 10.00.

**Comment 20:** Indicate which and how many spaces are to be assigned within the parking structure. (P&Z)

**Response:** Although the Applicant anticipates some type of assigned parking scenario, the details as to which and how many spaces are assigned will be determined by the operations division at a future date. The Applicant is agreeable to a condition requiring the submission of a parking management plan prior to issuance of Certificates of Occupancy for the development.

**Comment 21:** Label the centerline of Ferdinand Day Drive. (P&Z)

**Response:** Labeled. See sheet C 5.00.

**Comment 22:** Resolve differences in number and locations of transformers between plan sheets. (P&Z)

**Response:** Provided. See sheet C 5.00 and L 7.00.

**Comment 23:** Eliminate the note on sheet L 7.01 that states "All designs are schematic and subject to modification at time of final construction documents." All landscaping plans are representations of what is required not simply schematic plans. (P&Z)

**Response:** Note 3 has been modified to read as follows: "Landscape Designs may have minor revisions or adjustments based on final grading, engineering, utilities or architectural refinement." This modified language ensures compliance with landscaping plans while, at the same time, providing the necessary flexibility for both staff and the Applicant to make minor adjustments resulting from final engineering and architectural design and the requirements of the utility companies. See sheet L 7.01.

**Comment 24:** Depict all transformers, utilities, and underground lines in landscape plans. (P&Z)

**Response:** All transformers, utilities, and underground lines have been depicted to the best of our knowledge at this time in the landscape plans. Please note that there may be minor adjustments to the locations resulting from final engineering and architectural design and the requirements of utility companies.

**Comment 25:** Provide a description of how refuse and recyclables will be stored and

methods of refuse collection. (P&Z)

**Response:** **Provided. See general note 4 on sheet C 1.00. See details on sheets (L 7.05) and C 10.00.**

**Comment 26:** Provide dimensions for all existing and proposed building footprints. (P&Z)

**Response:** **Provided. See sheet C 5.01.**

**Comment 27:** Provide more detail regarding the location of mechanical and HVAC equipment, screening, transformer, utilities etc and whether HVAC is to be rooftop or ground mounted. If the units are mounted on the rooftop provide a cross-section of the screening. If the units are to be through the wall units this needs to be depicted on the architectural elevations. (P&Z)

**Response:** **Provided. See general note 14 on C 1.00 and detail #5 on sheet C 10.00 for location and screening of mechanical and HVAC equipment. See sheet L 7.05 for screening of transformers.**

**Comment 28:** Label the height of each portion of the building in feet within the building footprint on the site plan. (P&Z)

**Response:** **Labeled. See sheet C 5.00.**

**Comment 29:** Provide demographics for the proposed facility such as the average age, number of couples and number of children etc. to evaluate the parking requirements. (P&Z)

**Response:** **The proposed parking exceeds the applicable requirements of the Zoning Ordinance. 503 parking spaces have been provided in accordance with the Zoning Ordinance and an additional 76 (15%) visitor parking spaces have been provided in excess of the Zoning Ordinance requirements. Although it is not possible to project demographics, we would expect that they would be consistent with the City's "2000 Census Demographic Overview of Alexandria."**

**Comment 30:** Provide a detailed description of how and where moving vans and trucks for the residents will be accommodated. (P&Z)

**Response:** **All move-in and move-outs are scheduled through the on-site leasing staff to occur during non-peak hours. See sheet C 5.00 for loading/unloading zone.**

**Comment 31:** In the Environmental Site Assessment states that there are "no buffers"

associated with this project then sheet 6 shows a "proffered RPA" is shown. Backlick Run is a tributary stream as described on the City's Chesapeake Bay Map. The RPA buffer associated with this body of water is 100-feet; all encroachments into the RPA must conform to the requirements of the Article XIII of the AZO including a completion WQIA and request of waivers to be approved by the City. NO encroachment is allowed into the 50-foot RPA. This WQIA must be included with the Preliminary Plan; it must include justification for any encroachments and a description of proposed mitigation for those encroachments into the RPA. (P&Z)

**Response:** This comment is no longer applicable as there are no encroachments into the RPA. See sheet C 5.00.

**Comment 32:** Provide a symbols legend and/or label all existing and proposed features. (T&ES)

**Response:** The legend of symbols has been added to sheet C 2.00.

**Comment 33:** Include disturbed area calculation in square feet (or acres) within the tabulation section. (T&ES)

**Response:** Provided. See sheet C 1.00.

**Comment 34:** Update Environmental Site Assessment with City's Standard Note as applicable. Note that the site has a buffer associated with Backlick Run. (Sheet 1) (T&ES)

**Response:** Provided. See sheet C 1.00.

**Comment 35:** Phase VII is not shown on tabulation for Cameron Lake BMP. In Worksheet B impervious quantity doesn't mach site tabulation. Coordinate these and/or give some narration for the reader to follow. (Sheet 2) (T&ES)

**Response:** Provided. See proposed Phase VII on sheet C 2.00. See sheets C 1.00 and C 2.00 for Worksheet B and site tabulation coordination.

**Comment 36:** Include Worksheet C on the BMP Calculations sheet. (T&ES)

**Response:** This comment is no longer applicable as there are no encroachments into the RPA. See sheet C 5.00.

**Comment 37:** Label stream as Backlick Run. (T&ES)

**Response:** Labeled. See sheet C 5.00.

In closing, this letter is meant to address the comments from the various agencies that have reviewed the above referenced plan. Any questions or comments please call us at 703-548-2188 or email us at [amorse@bowmancg.com](mailto:amorse@bowmancg.com)

Sincerely,

for

  
Anthony C. Morse, P.E.  
Senior Project Manager

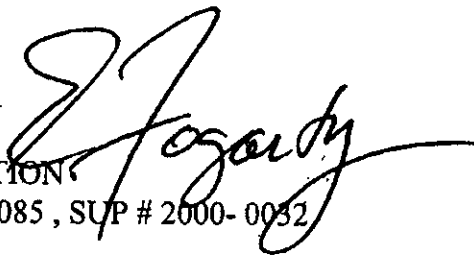
cc: Jeff Harris  
M. Catharine Puskar  
Nan E. Terpak  
Stephen Jordan

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*City of Alexandria, Virginia*

MEMORANDUM

DATE: APRIL 25, 2001  
TO: PLANNING COMMISSION  
FROM: EILEEN P. FOGARTY, DIRECTOR  
SUBJECT: ARCHSTONE @ CAMERON STATION  
DSUP # 2000 - 0031, SUP # 2000- 0085 , SUP # 2000- 0082



The following is a summary of the revisions to the site plan proposed by the applicant since the deferral of the application and issues raised by the Commission. At the April 3, 2001 Planning Commission meeting the applicant requested deferral of the referenced applications to resolve issues raised by staff, the community and the Commission concerning the building massing, design, open space, the parking structure and public safety. Although many of the residents and the Civic Association oppose the project or recommend significant modifications, other residents have expressed their support for the proposed development application.

In April, staff recommended approval of the site plan with numerous conditions including two fundamental recommendations to provide building breaks for each building and reduce the height of the parking structure. To address the concerns of staff, the Commission and residents the applicant submitted a revised site plan and architectural elevations on April 19, 2001. The revised plans include full or partial building breaks for each facade and brick treatment, decorative grillwork and tower elements on the above grade parking structure. The applicant has provided significant additional architectural detailing and materials for the each facade. In addition, the applicant has also submitted additional information regarding the proposed operation of the facility, public safety and water table restrictions.

The following tables summarize the applicants' site plan, revised site plan and the position of staff.

2

ARCHSTONE AT CAMERON STATION - Building Breaks and Parking Structure				
	SITE PLAN	Revised Site Plan	Staff Position	Discussion
Building Breaks - Ground Day Drive	No breaks provided other than drive aisles between buildings.	20-28 ft. continuous break for Bldg # 3 and 28 ft. wide partial break for Bldg # 1.	Provide 35 ft. break for Bldg # 1 and Bldg # 3.	<p>As recommended by staff, the applicant has added a break in building #1 and a break in building #3, although the breaks are not as significant as was recommended by staff.</p> <p>The proposed break for building #3 is continuous to the interior courtyard and open to the sky for a minimum width of 20', and a wider width of 28' at the street. This break is less than the 35' recommended by staff, and has been placed at a less than ideal location; nonetheless, it does meet the intent of the requirement, reducing the overall footprint of the buildings, increasing the sense of openness and providing visual continuity into the interior open space.</p> <p>The proposed break for building #1 is only partial. It is 28 ft. wide adjacent to the street but is only open on the ground level (the upper stories are occupied by apartments) adjacent to the interior courtyard. While this break provides improved visibility into the courtyard, it does not visually reduce the building mass and footprint or create a sense of openness.</p>
Building Breaks - Corner Park	20 ft. full break provided	20 ft. full break provided	Provide 35 ft. break	Although less than 35 ft. in width, the 20' break at this location is a full break through the building and to the sky. In combination with the varied roofline and building materials the break effectively visually reduces the mass and scale of the building, creating visually two separate building forms. It also provides a sense of openness and visual continuity into the interior courtyards, meeting the intent of staff's recommendation.
Building Breaks - West Elevation	no break provided	17-20 ft. full break provided	Provide 35 ft. break	Although less than 35', the 17' break at this location is a full break through the building and to the sky. In combination with the varied roofline and building materials, the break starts to create the appearance of two separate building masses and provides some visual connection into the interior courtyard. The break would be more effective, however, if it were widened.



ARCHSTONE AT CAMERON STATION - Building Breaks and Parking Structure				
	Site Plan	Revised Site Plan	Staff Recommendation	Discussion
Building Breaks	No breaks provided	8 ft. partial break	Provide partial break in each building	As recommended by staff, the applicant has provided two partial breaks in the linear park facade. The breaks are very minor in width (8') and therefore help only minimally to articulate the mass of the building, creating a scale more compatible with the remainder of Cameron Station. However, the applicant has also provided breaks in the roofline, and extensive architectural detailing and treatment along this facade that were not present in the previous submission which effectively help articulate this facade in lieu of larger breaks.
Garage Height	50 ft. (6 levels above ground)	50 ft. (6 levels above ground)	35 ft. (no more than 4 levels above ground)	<p>The applicant has not lowered the height of the parking structure. They maintain that adding additional underground levels is not feasible because it 1) requires permission from various federal agencies to penetrate the water table and 2) that even if such permission were granted, the cost of then treating the water in conjunction with the project would make an underground garage prohibitively expensive. The applicant has indicated that a requirement for additional underground parking will result in this project not going forward.</p> <p>Staff's recommendation is intended to lower the height of the garage below the eave line of the residential buildings, helping to reduce the mass and visual impact of the structure.</p>
Parking Garage Exterior Treatment	Precast Concrete with brick veneer on first level	Brick veneer, decorative ironwork, and added tower elements.	Architectural treatment such as brick and openings suggestive of windows facing Ferdinand Day; landscape screening facing Linear Park.	<p>The applicant has fully met the intent of this requirement with the architectural treatment now proposed for the garage. The treatment includes tower elements, brick treatment of both facades, and ironwork within garage openings. The treatment significantly improves the appearance of the garage and helps reduce its visual impact, although it remains the most visually dominant element of the project.</p> <p>The applicant has extended this architectural treatment to the facade facing the linear park, which is more effective than staff's recommendation for a landscape screen on the garage. The proposed treatments and materials incorporate materials and design elements used throughout Cameron Station, increasing the project's compatibility with the rest of the community.</p>

## **ISSUES**

As the table above summarizes, staff recommended two fundamental changes to the project's design in conjunction with a recommendation for approval: 1) the provision of full and partial building breaks and 2) a reduction in the height of the parking garage.

### **Building Breaks:**

Staff recommended the provision of building breaks in order to:

1. reduce the apparent mass and footprint of the buildings to create a building scale more compatible with existing development in Cameron Station; and
2. increase the sense of openness and provide visual and spatial continuity of open space.

The applicant has provided a full or partial (adjacent to the linear park) building break for each facade where staff requested such a break. However, the applicant's desire to not reduce the number of units as a result of the breaks has resulted in a somewhat contorted application of breaks. While the breaks are not as large as those recommended by staff, the effectiveness of the break depends not only on its width but on whether or not it is complete (through to the interior courtyard) and whether it goes from the ground to sky or occurs only at ground level.

### **Ferdinand Day Drive**

Along Ferdinand Day Drive, staff recommended a break in each of the two large buildings. The two breaks have been provided. The break in building #3 (the easternmost building) is 20'-28' in width, with 20' in width providing a complete break through to the interior court and from ground to sky. The break widens to 28' along the street. The effect of the break is further emphasized by a change in the roofline and the use of materials, and staff believes this break meets the intent of staff's recommendation. The other break along Ferdinand Day Drive, in building #1, is not as successful. While that break is wider, 28', it is only partial, going entirely through the building only at ground level. While this break does provide some visual continuity, it does not break down the mass and scale of the building as a full break, nor does it create the sense of openness provided by a full break.

### **Tancreti Lane and western Park**

The two breaks provided along Tancreti Lane and adjacent to the western park are also full breaks, with 20' provided on Tancreti and 17' provided adjacent to the park. Because the breaks are full and the roofline and building materials are utilized to emphasize the break, staff believes these two breaks reduce the buildings massiveness. However, a wider break for the western facade would be more effective.

### Linear Park

Staff had recommended that two partial breaks be provided along the rear of the building, adjacent to the linear park. The applicant has provided the two breaks, but they are very minor in size (8'). Nonetheless, the breaks create a significant variation in the roof line that was not present in the original submission. In addition, the breaks provide additional visual interest by providing shadow lines and breaking up the continuous length of the building. The applicant has provided additional architectural detailing and treatment (beyond that required by staff) such as the varied use of materials and elements. The combination of a more varied roof line, additional architectural treatment of the buildings and parking structure and a more varied roofline generally comply with intent of the building breaks to reduce the perceived mass and length of the southern facades.

### Parking Structure:

The second fundamental change that staff recommended as a condition of the approval was the lowering of the above ground parking structure and improved architectural treatment of the structure. Because the garage is the tallest element in the project, it is visually very dominant. Staff's recommendation to lower and treat the garage was intended to reduce the mass of the project and to create a scale and character more compatible with other development at Cameron Station.

The applicant has not lowered the garage, but they have made major improvements to the garage, treating it architecturally with brick and decorative grillwork in the openings, and providing towers as design features. The proposed architectural treatment of the exterior of the parking structure enables the structure to be more compatible with the proposed multi-family buildings and existing buildings within Cameron Station. The grillwork that is depicted within the openings is suggestive of windows and provides additional visual interest. The tower elements help to provide a more varied roof line than the originally proposed parking structure. Staff believes the applicant has provided an effective treatment of the parking structure and the proposed materials and detailing will enable the building to be more compatible with buildings within Cameron Station.

However, since the garage has not been lowered, it is still massive and, with its height, will remain the dominant element of the development.

### Underground Parking

The Commission asked staff to assess how many parking spaces could be provided underground in a single level. Based upon the size and shape of the lot, at a minimum the 617 spaces required by this project (and possibly as many as 650) spaces could be located within a one-level below grade parking garage without penetrating the water table. However, one level of below grade parking over the entire site would significantly impact the open space, pool landscaping because these elements would be over a parking deck. One level of underground parking over only a portion of the site—sufficient to lower the garage to four levels—should not significantly impact open space and amenities on the site.

Although the proposed parking could be provided within underground parking (completely underground or reducing the height to four levels), the applicant has stated that a restrictive covenant associated with the property precludes construction of a below grade parking structure. The covenant does not actually prohibit penetration into the groundwater. The covenant "...prohibits access to or use of groundwater, unless written permission for such access is first obtained from the [Government], and, to the extent necessary from applicable regulatory authorities." As with any theoretical discussion, many uncertainties remain such as whether the applicant could obtain all applicable approvals and whether penetrating the water table would be in the best environmental interest of the City. The previously approved developments that included underground parking (Main Street condominiums, Carlton Condominiums, Brookdale), all provided no more than one level of underground parking.

In their attached correspondence, the applicant also lists the financial implications of providing the underground parking as an impediment, which can only be accommodated by permitting more density and height. In addition, they note the Archstone design philosophy is to provide an above ground parking structure with parking at the same level as the apartments. They believe the above-ground concept offers both "convenience and a greater sense of safety for residents."

Staff believes the groundwater issue may in fact make it implausible for the applicant to build more than a one-level underground parking garage. However, in order to lower the parking structure by two levels, as staff has recommended, it is not necessary to go more than one level underground.

#### **OTHER ISSUES RAISED BY THE PLANNING COMMISSION**

At the Planning Commission meeting in April, Commission members also raised questions about public safety and open space.

##### **Public Safety:**

Questions were raised by the Commission and residents about whether the proposed apartment project presents public safety issues because of the length of the building masses, building breaks and the configuration of the parking structure. Planning staff met with the Police crime prevention staff to further discuss the proposed design, safety and possible design solutions to minimize the opportunity or perception of criminal activity. The Police have stated that the safety issues raised by this project are similar to those raised by other residential developments in the city, including the other residential developments at Cameron Station. They have indicated that the proposed building design, including the breaks and garage, do not create any particularly unique safety issues. In general, the visibility created by building breaks and an open garage actually enhance security by increasing visibility.

The police have provided several new, fairly standard, conditions intended to enhance security at the project, and Code Enforcement has also provided a new condition to clarify the requirements of the project relative to fire safety. The additional recommended comments are:

55. Lighting for parking structure shall be a minimum 2.0 foot candles maintained. (Police)
56. A minimum of two phones that provide direct access to police services shall be installed on each level of the parking garage. The location, number and type of phone shall be to the satisfaction of the Chief of Police. The installation and maintenance of the phones shall be the responsibility of Archstone or any subsequent owner/operator. (Police)
57. Control and access to the parking structure, interior courtyards, perimeter of the site, areas adjacent to the linear park and all areas deemed necessary shall be provided for police personnel to the satisfaction of the Chief of Police, and Director of P&Z. The method for access shall be resolved prior to the release of the final site plan to the satisfaction of the Chief of Police. (Police)
58. Enhancements to the fire protection of the buildings and parking structure shall be provided to the satisfaction of the Director of Code Enforcement, that at a minimum shall include:
  - a. The parking structure shall be protected with a dry fire sprinkler system with a wet supply in accordance with NFPA 13.
  - b. Building # 1 and the back half of building # 3 shall be protected with a full NFPA 13 fire sprinkler system.
  - c. Buildings #1 and # 3 shall be equipped with two remote fire department connections per building.
  - d. Both courtyards shall be equipped with fire hydrants. (Code)

Because the interior courtyards and parking garage will have controlled access (likely an access card for each resident), the police will need to be provided access to the parking, courtyards and interior hallways. The police have requested a keypad/code or similar mechanism to ensure appropriate access to the site. The arrangement will be similar to other controlled access facilities and parking garages within the City. To enhance the safety of the parking structure two phones are recommended for each level of the parking structure to provide direct access to police personnel. The final type and location of the phones will need to be approved by the Chief of Police. In addition, the standard recommendations for lighting of the parking garage haven been included within the staff report, as have the standard recommendation requiring the walls of the parking structure to be painted white.

## **Open Space**

The Commission had questions regarding how underground parking would affect the level of open space, the effect of the proposed building breaks on open space, levels of open space within other phases and the percentage of open space within the interior courtyards. In response, staff provides the following information:

- Approximately 42% of the open space provided is within the interior courtyards.
- Eliminating the parking structure would increase open space from 32% to 44%.
- The building breaks do not significantly add to the level of open space, but they do add to the feeling of openness within the development and allow visibility into the interior courtyards and open space.
- The level of open space provided in each phase of Cameron Station is:

Phase I	29 %
Phase II	29 %
Phase II	28%
Phase IV	20 %
Phase V	30%
<b>Phase VI (Archstone)</b>	<b>32.6%</b>
Phase VII	35 %

## **Conditions Not Accepted by the Applicant:**

The Commission wanted a summary of the conditions to which the applicant has not yet agreed. As of the writing of this memorandum there are five conditions with which the applicant does not agree:

- Condition #1: Providing 35' building breaks.
- Condition #5: Lowering the height of the parking structure to no more than four levels above-grade
- Condition #6: Prohibition on assignment of spaces within the parking structure.
- Condition #20: Elimination of the freestanding sign adjacent to Tancreti Lane
- Condition #24: Provision of pocket park amenities similar in character to the park across Cameron Station Boulevard, in order to create a unified gateway at the intersection.

STAFF: Kimberley Johnson, Chief/Development  
Jeffrey Farnar, Senior Planner

ACCESS CONTROL THAT'S  
OUT OF THIS WORLD...



AT A PRICE THAT'S  
DOWN TO EARTH

B A N E X S Y S T E M S

# THE INFINITY "B" SERIES

Engineered and built for the user who demands maximum reliability without sacrificing flexibility or expandability, the family of Infinity Systems is designed to satisfy all your access control requirements.

## FLEXIBILITY

A wide range of capabilities provide the flexibility to satisfy all your access control needs.

### Multiple Card Technologies

Wiegand, Proximity, Barium Ferrite, and ClikCard (Sentex's uniquely encoded RF transmitters) technologies may be used with any system. 4- or 5-digit codes may also be used in the same system with cards.

**Flexible Access Levels** Each system accepts 7 time zones (with up to 3 separate time periods per zone) to restrict use of cards or codes. Usage can also be controlled by door.

### Timed Control of Relays

Each relay can be activated or deactivated automatically using schedules (containing up to 3 time periods) that you establish.

**Holiday Schedules** Up to 16 holidays can be programmed for each system.

**Limited Use Cards/Codes** Infinity can automatically void cards or codes after specified date or number of uses.

### Options for Programming

Infinity systems can be programmed in a variety of ways (see Figure 1). Programming using Sentex's software can be done off-site, on-site or both.

### Choice of Support Software

Three software packages can supply whatever level of system interaction you need with the Infinity.

**Integrated Visitor Entry** Infinity "L", "M", or "S" telephone entry systems can be included to control and track visitor entry.

### Elevator Control for Visitors and Cardholders

Infinity systems can give you floor-by-floor elevator control for visitors to the building as well as for those who work or live there.

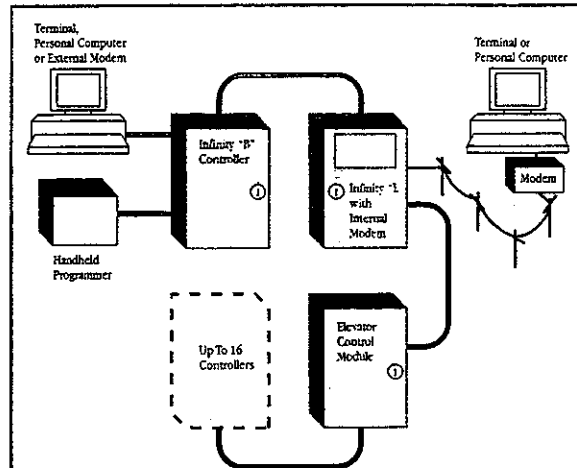


Figure 1.  
Infinity Systems can be linked to control up to 32 doors/elevators.

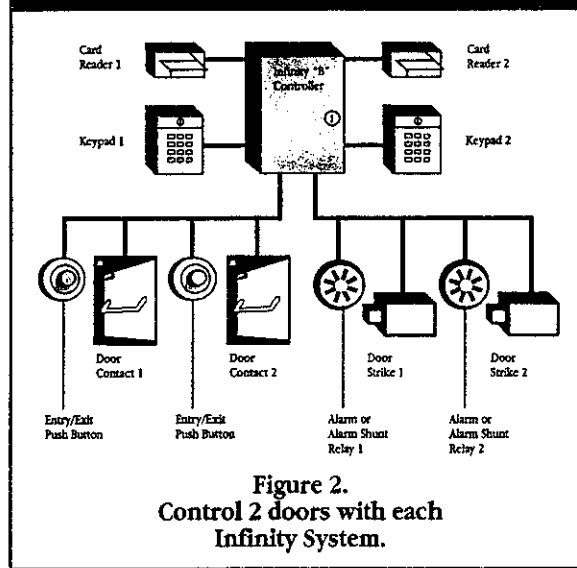


Figure 2.  
Control 2 doors with each Infinity System.

## RELIABILITY

Advanced technology eliminates problems that cause headaches with other systems.

### Distributed Processing

While 16 Infinity systems can be linked to control 32 doors, each individual unit controls only 2 doors (see figure 2). Since each system operates independently, a problem with one will not disable the others.

**Disk Back-up** Sentex's programming software allows programmed information to be stored on computer disk and reloaded at any time.

### Real-time and On-demand

**Event Reporting** Records of events are sent to the printer port on a real-time basis. The most recent 1,000 events are stored in memory by each system and can be printed on demand. Expanded storage for up to 5,800 events is optional.

**EEPROM Memory** Eliminates loss of programmed card or code information if power is interrupted or original board must be replaced.

### Buffered Interfaces

All printer, card reader, and keypad ports are completely buffered to prevent damage in case of static, lightning, or other high voltage.

## EXPANDABILITY

Infinity systems expand and change as your needs grow.

**Control up to 32 Doors** Up to 16 systems can be linked to control up to 32 doors.

**Remote, Multiple Site Control** Infinity software can easily accommodate control of multiple remote sites.

**Visitor Entry Control** Infinity "L", "M", and "S" telephone entry systems may be added to allow full visitor entry control and record keeping.

ACCESS CONTROL WITHOUT LIMITS™





CS 4.5

# ARCHSTONE

February 6, 2001

Archstone Communities  
6631-A Old Dominion Drive, Suite 201  
McLean, Virginia 22101  
Telephone (703) 883 3540  
Fax (703) 790 4622  
www.archstonecommunities.com

The Homeowners of Tancreti Lane  
Cameron Station  
Alexandria, Virginia 22304

Dear Homeowner:

Thank you for the time and effort you have each put into our discussion of Archstone's proposal to develop Phase VI of Cameron Station. This letter memorializes Archstone's agreement to certain conditions that will be included in the zoning approvals for this development.

The following points are agreed to by Tancreti Lane residents and Archstone management in regards to the proposed Archstone apartment complex for the Cameron Station development:

1. The Archstone complex will have no more than four floors of apartment units with roofs with the following exceptions:
  - a. Some fourth floor apartment units will have lofts. These lofts along Tancreti Lane are depicted on the elevation drawings attached as Exhibit A
  - b. The interior parking structure will exceed four levels but will not be visible from Tancreti Lane. The Archstone complex will contain no balconies facing Tancreti Lane.
2. The building face of the Archstone complex will be set back a minimum of forty feet from the face of curb on the south side of the Cameron Station Boulevard at the Tancreti Lane intersection.
3. The building face of the Archstone complex will be set back a minimum of thirty feet from the face of curb on the west side of Tancreti Lane.
4. The Archstone complex, as facing Tancreti Lane, will contain a break between the two building groups, provided, however, breezeways connecting the two buildings are permitted at each level.
5. All exterior building entrances facing Tancreti Lane will be supplied with a Sentex Infinity B Series access control system or reasonably equivalent system for resident only entry. The access control systems are depicted in Exhibit B.

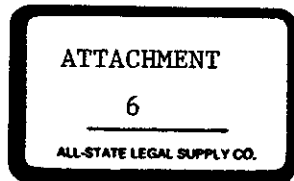
OPTIONAL FORM 39 (7-90)

## FAX TRANSMITTAL

# of pages 14

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To	From <u>Mrs. Wilson</u>
Dept./Agency	Phone #



6. No moving and/or rental vans for apartment residents will be allowed to load or unload on Tancreti Lane.
7. A five foot wide brick paver sidewalk, of the same construction as public sidewalks contained within Cameron Station, will be constructed the length of Tancreti Lane on the west side.
8. A minimum of two fountains or other hardscape features and various benches will be constructed within the setback areas described in items 3 and 4 above. This area will be lushly landscaped with trees and other vegetation generally as shown on the landscape sketch plan attached as Exhibit C. The landscaping will be installed within 30-days of Archstone's receipt of the first residential occupancy permit for the apartment units.
9. Phase VI of Cameron Station will be stabilized in accordance with City of Alexandria Codes and Regulations. The thirty-foot area bounded to the east by Tancreti Lane, bounded to the north by Cameron Station Boulevard, and bounded to the south by the proposed linear park, will be planted with sod within one month after approval of an unappealable Special Use Permit for Archstone's proposed community. The thirty-foot area planted with sod depicted in Exhibit D will receive fertilization, maintenance, and monthly irrigation performed by a qualified landscape company until commencement of construction of the Apartment community. Any disturbance within the thirty-foot strip associated with the construction activities prior to commencement of construction of the apartment community will be performed in a workman-like manner and upon completion promptly graded and re-seeded. The sod will be installed within 30-days of Archstone's receipt of an unappealable DSUP approval from the City the proposed apartment community. Notwithstanding the foregoing, upon commencement of construction of the apartment project, Archstone will require the use of this area for construction purposes.
10. Exterior finishes and construction shall be as depicted on Exhibit A.
11. A wall or fence consistent with the quality and design shown on the detail sketch which is attached as Exhibit E will be placed between Tancreti Lane and the Archstone complex in the general location shown on Exhibit C.
12. Upon its acquisition of the subject property, Archstone will record the Declaration of Covenants, Conditions and Restrictions in the form attached hereto as Exhibit F.

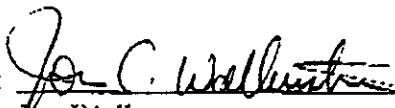
Archstone will diligently implement all of the foregoing conditions and will request that all of the foregoing conditions be included as part of the conditions, representations or approved plans of the proposed Development Special Use Permit ("DSUP") for the proposed project. All of the adopted conditions will be enforceable by the Zoning Administrator. Revisions to the conditions set forth in this Agreement or the exhibits attached hereto, or to the DSUP, which are required by the City of Alexandria to obtain DSUP approval or any other approval of the proposed project, or to

comply with any applicable local, state and federal laws, codes and regulations shall be permitted and shall not constitute a breach of this Agreement.

This Agreement is contingent upon approval of the DSUP by the Alexandria City Council and shall terminate and be of no further force and effect if the DSUP is not approved or Archstone does not acquire the subject property. Provided that the foregoing conditions are incorporated in the DSUP, the undersigned homeowners will support the approval of the DSUP and related applications. Cameron Associates LLC, as owner of the subject property, agrees to the terms and conditions of this letter agreement as evidenced by its signature below.

This Agreement may be signed in counterparts.

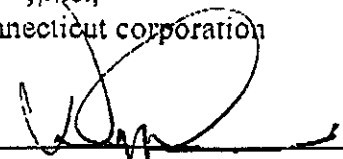
**Archstone Communities Trust**

By:   
Jon Wallenstrom  
Vice President

Seen and Agreed:

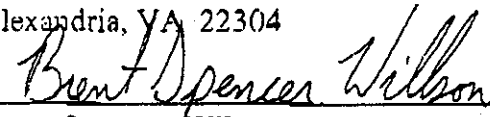
**Cameron Associates, L.L.C.,**  
a Virginia limited liability company

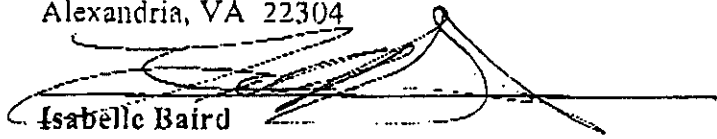
By: SDC V, Inc.,  
a Connecticut corporation

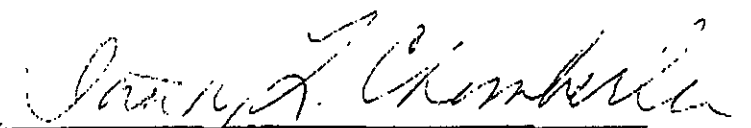
By:   
Jim Duszynski, Senior Vice President

Seen and Agreed:

  
**Gustavo R. and Katharine Falkner Olmedo**  
5249 Tancreti Lane  
Alexandria, VA 22304

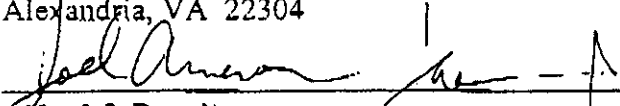
  
**Brent Spencer Wilson**  
5247 Tancreti Lane  
Alexandria, VA 22304

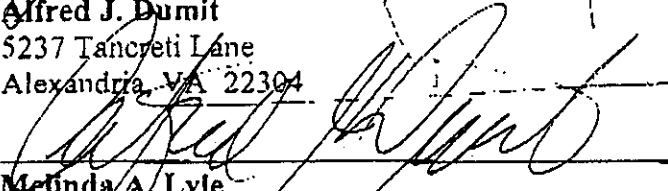
  
**Isabelle Baird**  
5245 Tancreti Lane  
Alexandria, VA 22304

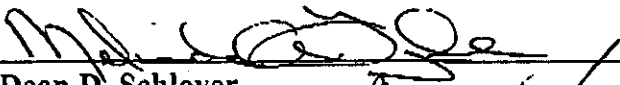
  
Dorothy L. Chamberlin  
5243 Tancreti Lane  
Alexandria, VA 22304

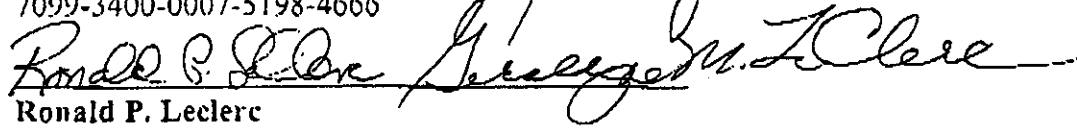
  
Kenneth E. Moffett Sr., and Mary T.  
5241 Tancreti Lane  
Alexandria, VA 22304

Joel K. Arneson  
and Lih-Teh Wang James  
5239 Tancreti Lane  
Alexandria, VA 22304

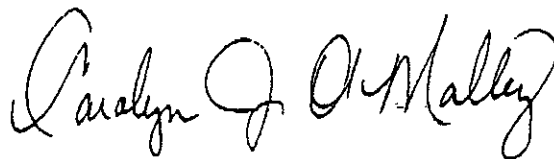
  
Alfred J. Dumit  
5237 Tancreti Lane  
Alexandria, VA 22304

  
Melinda A. Lyle  
5235 Tancreti Lane  
Alexandria, VA 22304

  
Dean D. Schloyer  
5233 Tancreti Lane  
Alexandria, VA 22304  
7099-3400-0007-5198-4666

  
Ronald P. Leclerc  
Geraldyn Leclerc  
5231 Tancreti Lane  
Alexandria, VA 22304

Edward Michael O'Malley Jr. and Carolyn Joy  
5229 Tancreti Lane  
Alexandria, VA 22304



# CAMERON STATION

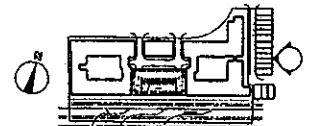
A DEVELOPMENT OF ARCHSTONE COMMUNITIES TRUST



EAST ELEVATION

**K M + P**  
KAUFMAN MEEKS + PARTNERS  
ARCHITECTS PLLC  
HOUSTON NEWPORT BEACH MARCELONA

REV. 01/31/01



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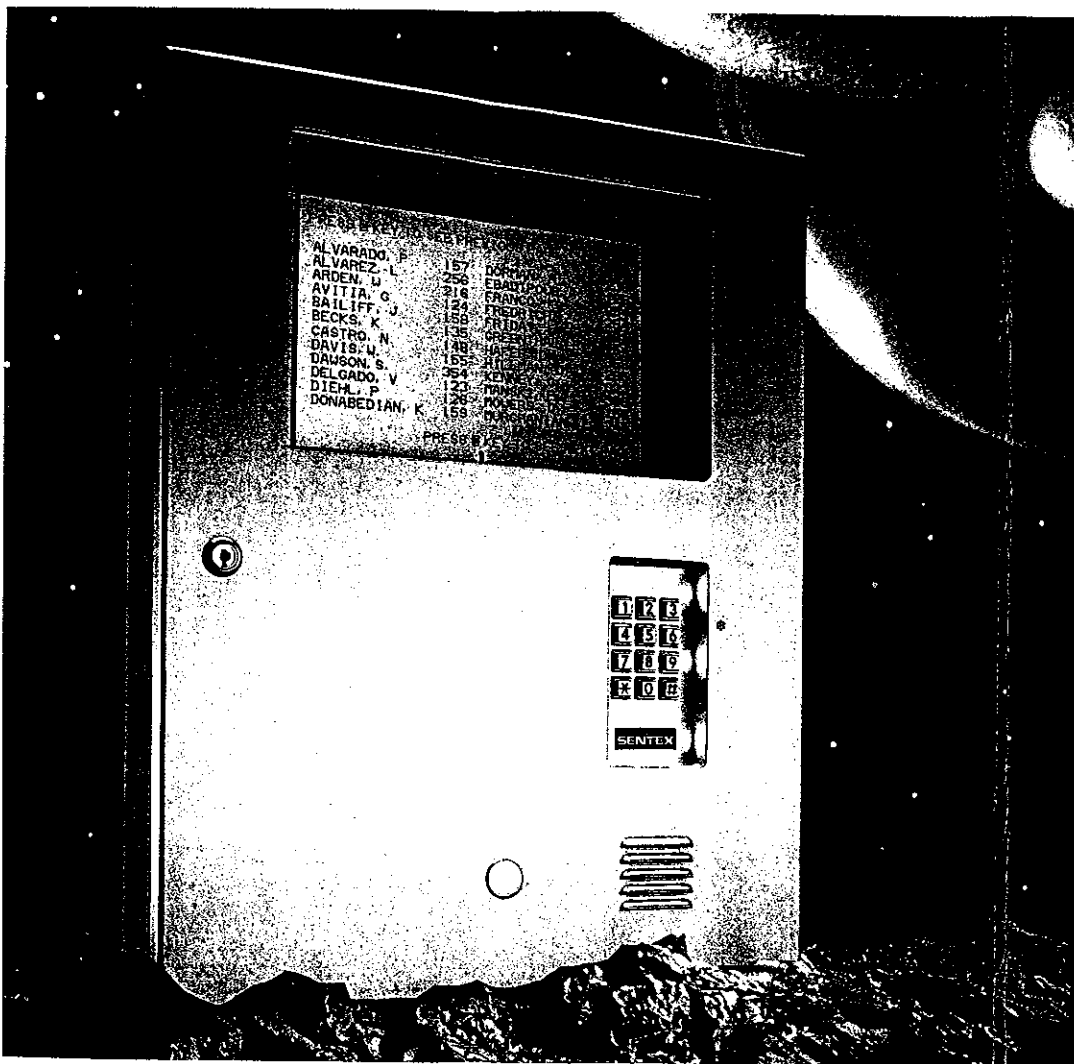
The Phoenix Security Group, Ltd.  
5961 Coopers Landing Court  
Suite B  
Burke, VA 22015

COMMONWEALTH OF VA.  
DEPT. OF CRIMINAL JUSTICE  
PRIVATE SECURITY SVC. ID #11-2277

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# THE INFINITY "L" SERIES LIMITED ACCESS. UNLIMITED OPTIONS.



## ONE SYSTEM DOES IT ALL

The Infinity "L" Series combines all the access control capability you could want (including telephone, card, and code entry) with a very large LCD electronic directory in one extremely powerful and flexible package. Proven in thousands of locations, the Infinity can be tailored to meet your specific requirements — with as much power or as few features as you need. What's more, the optional "No Phone Bill Interface" lets you eliminate all per call and monthly charges that would normally be made by the telephone company.

## GET THE POWER OF PC-BASED ACCESS CONTROL WITHOUT THE PC

In addition to visitor entry, the Infinity "L" Series can also control resident/tenant access through two doors or gates using cards or entry codes. Two additional relays are provided in each system so you can operate auxiliary devices (e.g., lights, remote doors), activate an alarm if a door is held or forced open, or bypass alarm sensors when the Infinity grants access. All four relays (and thus the doors, gates, lights etc.) can also be controlled automatically based on time schedules you establish. 16 holidays can be designated on which these time schedules will be overridden.

Each Infinity can be configured to handle up to 16,000 cards or codes. These cards and codes can be controlled by 8 time zones, 3 access levels, anti-passback (timed or true), and automatic expiration dates. Card and reader technologies include Wiegand, Proximity, Barium Ferrite, and ClickCard (Sentex's uniquely encoded radio transmitters).

For larger buildings, multiple Infinity systems (including the card/code only Infinity "B" series) can be linked together to provide card or code control of up to 32 doors or gates. There is also an optional elevator control module that lets you control visitor, tenant, and/or resident access on a floor-by-floor basis. This same module can be used to provide customized control of lighting, HVAC, and other building services.

## DETAILED EVENT RECORDS GIVE YOU INCREASED CONTROL

The Infinity has two RS 232 serial ports which enable the system to transmit records of all events (e.g., visitor entries, card usage, etc.) to a standard personal computer, a serial printer, or a video terminal. Each record includes the time, date, and location of the event. The system also has an event buffer that stores records of the most recent 1000 events (storage of an additional 4800 records is optional) for printing or downloading at a later time. Record retrieval can either be done on-site or via telephone using the Infinity's internal 2400 baud modem. Records can then be analyzed in a variety of ways using Sentex's event analysis software.

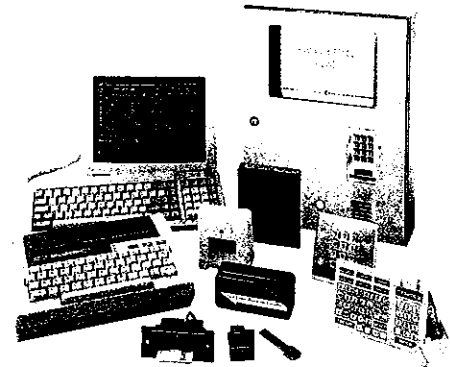
## SAY GOODBYE TO OLD-STYLE DIRECTORIES

Only the Infinity "L" Series combines telephone entry with a large, LCD electronic directory (covered by U.S. Patents 5,027,111 and 5,252,955) which can handle up to 2000 names. Oversized characters, a very bright backlight, and two anti-glare packages make the directory easily readable in direct sunlight and in total darkness. Names can be entered locally or from your office computer via modem and are automatically alphabetized, making directory set-up and changes simple. Thus, the Infinity eliminates costly and unnecessarily large old-style directory boards and the need for you to spend long hours on-site with tedious letter kits. Available in hands-free or handset models, the Infinity "L" Series is technically advanced, yet ruggedly designed for vandal- and weather-resistant installation in any environment.

## POWERFUL, BUT USER FRIENDLY

Programming the Infinity is simple and requires almost no training. All unit entries are made with a compact, lightweight hand-held programmer and are aided by menus and step-by-step prompts on the display. These same menus and prompts are shown on the screen of your computer when it is communicating with the Infinity (via direct connection or via modem). Sentex's programming software makes this process even easier. You do all programming on your computer and then quickly download the changes to the Infinity. As a low cost alternative, a standard tone dial telephone can be used to program, with the Infinity providing recorded human voice responses to assist you.

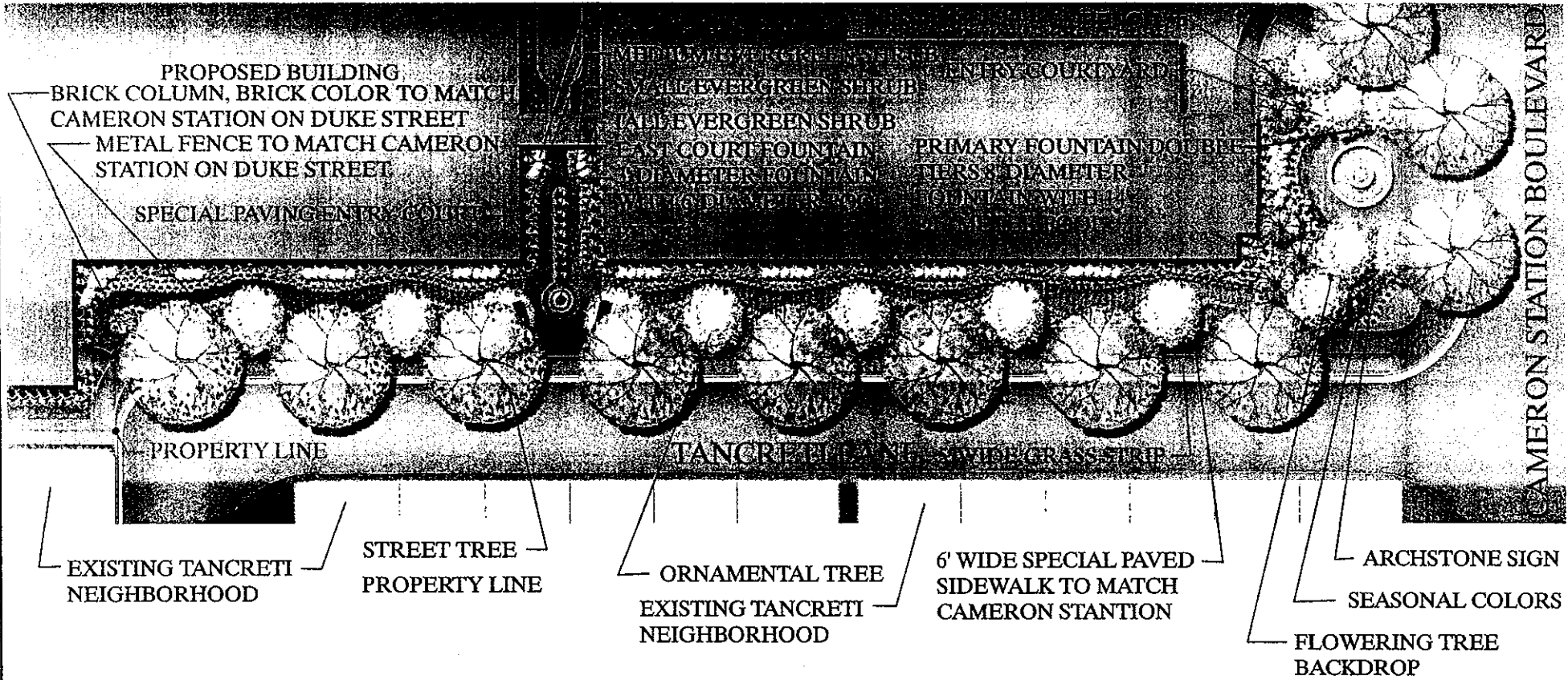
The Infinity "L" Series from Sentex. There is nothing like it in this world...or any other.



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**SENTEX**®

SENTEX SYSTEMS, INC., 20700 Lassen St., Chatsworth, CA 91311, Telephone 818-700-9800

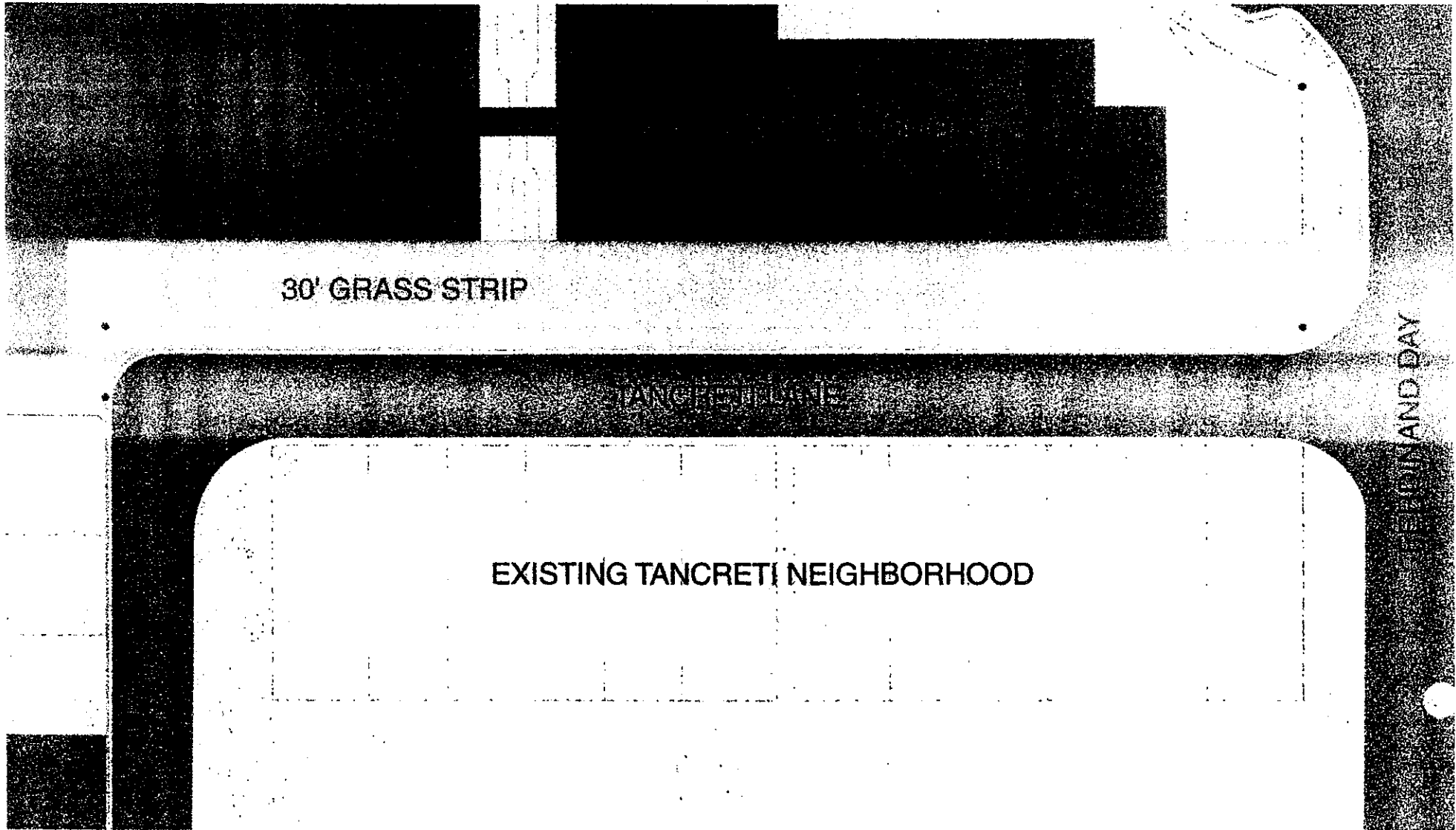


# ARCHSTONE

## EXHIBIT C: TANCRETI LANE







30' GRASS STRIP

EXISTING TANCRETI NEIGHBORHOOD

ARCHSTONE

# EXHIBIT D: PRIOR TO CONSTRUCTION

SOD 30 FEET FROM CURB

NOTES:

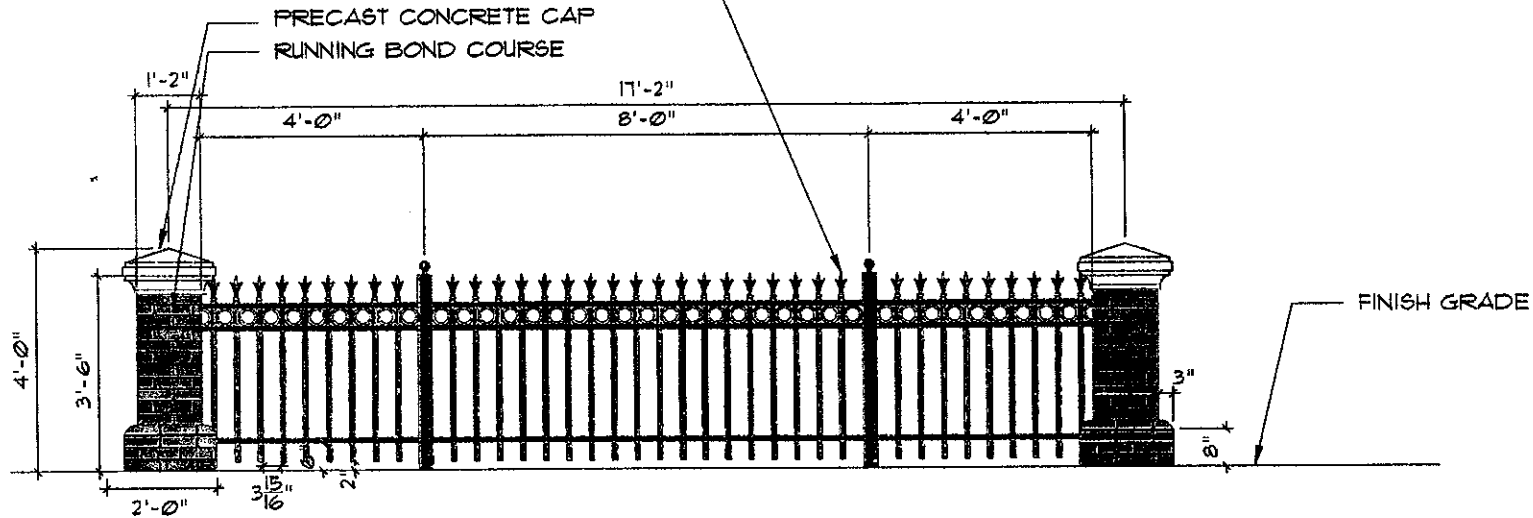
1. COLUMN BRICK COLOR TO MATCH CAMERON STATION. FENCE COLOR TO MATCH CAMERON STATION.
2. ALL STRUCTURAL ITEMS TO CONFORM TO CITY OF ALEXANDRIA BUILDING CONSTRUCTION CODE.
3. ALL STRUCTURAL CROSS SECTIONS, INCLUDING PARKING AREAS, SIDEWALKS, EMERGENCY ACCESS LANES, POOL DECKS, GAZEBOS, RETAINING WALLS, CONCRETE PADS, SHALL BE REVIEWED BY A QUALIFIED ENGINEER AND MODIFIED AS NECESSARY BASED ON THE SITE SPECIFIC GEOTECHNICAL REPORT.

MONUMENTAL IRON WORKS FENCE

6500 EASTERN AVE.  
BALTIMORE, MARYLAND 21224  
(410) 633-6500  
FAX (410) 633-6506

MODEL: ESTATE FENCE - STYLE I MOD  
POST TOP TO BE BALL  
POST SIZE TO BE 3" X 3" SQUARE  
PICKET FINAL OPTION TO BE STANDARD

OR APPROVED EQUAL



# ARCHSTONE

# EXHIBIT "F"

## DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS

THIS DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS (this "Declaration") is made as of this 12<sup>th</sup> day of February, 2001, by ARCHSTONE COMMUNITIES TRUST, a Maryland real estate investment trust ("Declarant").

### RECITALS:

A. Declarant is the fee simple owner that certain real property located in the City of Alexandria, Virginia consisting of approximately 6.03 acres and more particularly described on Exhibit A attached hereto (the "Property").

NOW, THEREFORE, in consideration of the premises and covenants herein contained, and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Declarant hereby declares that the Property shall be owned, leased, transferred, conveyed, demised, used, occupied and improved subject to the covenants, conditions and restrictions in this Declaration, all of which shall run with the land and which shall be binding on all parties having any right, title or interest in the Property or any part thereof, their heirs, successors and assigns (Declarant and each of such parties are hereinafter referred to as an "Owner").

2. Recitals. The Recitals set forth above are hereby incorporated into this Declaration.

2. Construction and Alteration of Improvements.

(a) No buildings or parking structures shall be constructed on the Property, nor shall any exterior modification or alteration thereof be made until the City of Alexandria (the "City") has approved such construction, modification or alteration as and to the extent such construction, modification or alteration is required to be approved by the City under applicable laws, ordinances and regulations in effect from time to time.

(b) Owner shall use reasonable efforts to provide written notice to the Cameron Station Community Association, Inc., a Virginia non-stock corporation (the "Association"), of any submissions the Owner delivers to the City seeking the City's approval of any modifications or alterations to the exterior of any of the buildings or parking structures on the Property proposed after the initial construction of such building(s) and parking structure(s) shall have been completed. Notwithstanding the foregoing and anything to the contrary in this Declaration, Owner shall have no liability for its failure to deliver such notice; it being understood and agreed that such notice is intended as a courtesy only so that the Association, if it so elects, may inquire with the City as to the substance of Owner's submission and communicate any concerns it may have with respect to the

Owner's proposed modification or alteration to the City during the City's normal review and approval process.

3. Prohibited Uses. The uses of the Property shall be limited to the uses which are permitted under applicable land use ordinances and regulations adopted by the City from time to time. No use of the Property shall be permitted which is offensive by reason of odor, fumes, smoke or noise, which is hazardous by reason of excessive danger of fire or explosion.

4. Compliance with Laws. The Property shall, at all times, be maintained in first-class condition and in compliance with all applicable federal, state and local laws, ordinances and regulations, and this Declaration, in all material respects.

5. Maintenance Covenants.

(a) All improvements on the Property shall at all times be maintained in a good and proper condition and repair. All exterior surfaces shall at all times be maintained in a clean and proper condition.

(b) All trash or other waste shall be regularly removed from the Property and shall not be permitted to accumulate. All trash shall be placed in designated containers, or within the Property's contained service area which shall be screened and landscaped.

(c) All landscaped areas shall receive regular maintenance, including trimming, fertilization, moving and replacement of dead or diseased plant materials.

(d) All parking lots, sidewalks and other hard surface areas located on the Property shall be kept clean and orderly. Curbing shall be replaced and drainage inlets, storm sewers and any surface and subsurface drainage facilities shall be maintained in good repair and shall remain clear of debris so as to enable the proper flow of water.

6. Transfer of Ownership. Whenever a transfer of ownership of the Property occurs, liability hereunder of the transferor for any breach of any covenant occurring thereafter shall automatically terminate with respect to such transferor, and the transferee shall automatically assume the burdens and obligations running hereunder which shall accrue from and after the date of such transfer. Notwithstanding the foregoing, a transfer of ownership by an Owner shall not release such Owner from any liability for breaches hereunder by such Owner which occurred before such transfer is completed.

7. Mortgagees. No mortgagee of the Property shall be liable in damages for the acts or omissions of its borrower or of the prior Owners of the Property. However, any mortgagee of the Property is required, upon taking title to the Property through foreclosure or other proceedings (or

through a deed in lieu thereof), to cure all defaults under this Declaration of the prior Owner of the Property that are reasonably capable of being cured.

8. Term. This Declaration shall run with the land and remain in full force and effect for a period of twelve years from date this Declaration is recorded; provided, however, that this Declaration shall automatically terminate and shall be of no further force and effect if prior to the expiration of such twelve year period Owner elects, in its sole and absolute discretion and without any obligation to do so, to join and is accepted as a member of the Association and subjects the Property to that certain Declaration of Covenants, Conditions and Restrictions dated as of January 20, 1998 and recorded among the land records of the City of Alexandria, Virginia on February 19, 1998, in Deed Book 1630 at Page 405, as amended.

9. Release of Linear Park Area. A portion of the Property is located in a resource protection area (linear park), which Declarant contemplates will be conveyed, in fee or by easement, to the City for park purposes after the date hereof (the "Linear Park Area"). Although the Declarant and the City will determine the final size and configuration of the Linear Park Area that will be conveyed, the Declarant contemplates that the Linear Park Area will be approximately .88 acres. Declarant reserves the right, in its sole discretion and without the consent of the Association or any other person or entity, to convey, in fee or by easement, the Linear Park Area to the City. Upon the recordation of such conveyance, whether in fee or by easement, the Linear Park Area shall automatically be released absolutely from the benefits and burdens of this Declaration. In furtherance of the unilateral right of the Declarant to convey and release the Linear Park Area, after the conveyance of the Linear Park Area, the Declarant may, in its sole discretion, execute and record a supplemental declaration for the purpose of clarifying and confirming the portion of the Property that was released from the Declaration and the portion of the Property remaining subject to this Declaration.

10. Amendment. This Declaration may be amended at any time by a written declaration signed by the Owner of the Property and acknowledged by the Association, and recorded in the land records of the City of Alexandria, provided, that, this Declaration may only be terminated in accordance with Section 8 hereof.

11. Enforcement. In the event that an Owner fails to perform any of its duties or obligations provided under this Declaration, the Association shall have the right, but not the obligation, to give such Owner written notice of such failure, which notice shall set forth the specific failures to comply with this Declaration in reasonable detail. If (A) those failures are not corrected within sixty (60) days after the date of the Owner's receipt of the notice, or (B) the failures are not capable of correction within sixty (60) days, then if the Owner fails to commence to correct the failures within sixty (60) days and to thereafter continuously and diligently prosecute them to completion, then, in either such event, but subject to the limitation contained in Section 2(b) above, the Association shall have the right, but not the obligation, to prosecute proceedings at law or in equity against such Owner, either to correct such violation or recover damages or other relief for

such violation. No breach of this Declaration shall result in an award of consequential or punitive damages against any Owner. Notwithstanding anything contained in this Declaration, each Owner shall be temporarily excused from the performance of any obligation under this Declaration, if and so long as the performance of the obligation is prevented, delayed or otherwise hindered by acts of God, fire, earthquake, floods, explosion, extreme or unusual weather conditions, casualty, actions of the elements, war, riots, mob violence, inability to procure or a general shortage of labor, equipment, facilities, materials or supplies in the open market, failure of transportation, strikes, lockouts, actions of labor unions, condemnation, court orders, laws or orders of governmental or military authorities or any other cause, whether similar or dissimilar to the foregoing, not within the control of such Owner (other than lack of or inability to procure monies). Each Owner shall use diligent efforts to remove any such events of force majeure and mitigate the impact of any delays in the performance of any obligation hereunder.

12. No Third Party Beneficiaries or Public Dedication. Except as expressly provided in Section 11 above, this Declaration is not intended to give or confer any benefits, rights, privileges, claims, actions, or remedies to any person or entity as a third party beneficiary, decree, or otherwise. Nothing herein contained shall be deemed to be a gift or dedication of any portion of the Property to the general public or for the general public or for any public purpose whatsoever.

13. Limitation of Liability. Notwithstanding anything to the contrary contained herein, the liability of any Owner shall be limited to its interest in the Property, and no partner, principal, officer, director, trustee, shareholder, employee, member or agent of any Owner shall have or incur personal liability for any of the liabilities or obligations of any Owner and no judgment shall be sought, levied or enforced against any such person or entity.

[Signature Page Follows]

IN WITNESS WHEREOF, Declarant has signed this instrument as of the date first above written.

ARCHSTONE COMMUNITIES TRUST, a Maryland real estate investment trust

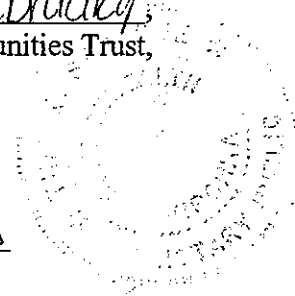
By: Jon C. Wallenstrom  
Name: Jon C. Wallenstrom  
Title: Vice President

STATE OF Virginia  
CITY/COUNTY OF Fairfax

The foregoing instrument was acknowledged before me this 2 day of February, 2001, by Jon C. Wallenstrom, as the Vice President of Archstone Communities Trust, a Maryland real estate investment trust, on behalf of said company.

My commission expires: May 31, 2002

Diana D. Spreng  
Notary Public



**EXHIBIT A**

Legal Description



**DESCRIPTION  
OF A PORTION OF  
PARCEL "B" PHASE FOUR  
CAMERON STATION  
CITY OF ALEXANDRIA, VIRGINIA**

BEGINNING at a point in the southerly right-of-way line of Cameron Station Boulevard (95 feet wide), said point being the common corner of Parcel "B" and Phase Four, Cameron Station, and being the northwest corner of Tancreth Lane (Private Street); thence running with the common lines of Parcel "B" and Phase Four, Cameron Station the following courses and distances: S19°40'42"E 336.07 feet to a point and N70°19'18"E 19.51 feet to a point; thence continuing with the common line of Parcel "B" and Phase Four, Cameron Station and running through Parcel "B", S19°40'42"E 108.32 feet to a point; thence continuing with a line through Parcel "B" S70°19'18"W 796.71 feet to a point in the common line between Parcel "B" and Parcel "A", property of the City of Alexandria; thence running with the common line between Parcel "B" and Parcel "A", property of the City of Alexandria, N20°25'42"W 314.92 feet to a corner common to Parcel "B", Parcel "A", property of the City of Alexandria and Parcel "F", property of the City of Alexandria; thence running with the common line between Parcel "B" and Parcel "F", property of the City of Alexandria, N70°19'18"E 208.32 feet to a point on the westerly terminus of Ferdinand Day Drive (variable width), said point being a common corner of Parcel "B" and Parcel "F", property of the City of Alexandria; thence running with the common line between Parcel "B" and the westerly terminus of Ferdinand Day Drive, S19°40'42"E 1.00 feet to a point; thence running with the southerly right-of-way line of Ferdinand Day Drive N70°19'18"E 312.00 feet to a point of curvature; thence continuing with the southeasterly right-of-way line of Ferdinand Day Drive, running along the arc of a curve to the left, having a radius of 208.00 feet, a chord length of 233.00 feet and a chord bearing of N36°15'35"E, a distance of 247.31 feet to the point of intersection of the southeasterly right-of-way line of Ferdinand Day Drive with the southerly right-of-way line of Cameron Station Boulevard; thence running with the southerly right-of-way line of Cameron Station Boulevard, N70°19'18"E 67.98 feet to the POINT OF BEGINNING, containing 262,744 square feet or 6.0318 acres.



**WALSH COLUCCI  
STACKHOUSE EMRICH  
& LUBELEY PC**

M. Catharine Puskar  
(703) 528-4700 Ext. 13  
[mcpus@arl.wcsel.com](mailto:mcpus@arl.wcsel.com)

February 11, 2002

**Via Hand Delivery**

Eileen Fogarty  
Director  
Department of Planning and Zoning, City of Alexandria  
301 King Street, Room 2100 City Hall  
Alexandria, VA 22314

Re: Archstone at Cameron Station  
DSUP 2000-0031 (the "Application")

Dear Eileen:

In an effort to eliminate outstanding issues relative to the above-referenced Application, and with the expectation of an April 2, 2002 Planning Commission hearing, we are submitting 40 sets of a revised preliminary site plan. Although we have not had the opportunity to meet with you to determine which aspects of our January 25, 2002 letter that you agree with and that you do not, consistent with that letter, we have revised the preliminary Site Plan to reflect the additional modifications the Applicant is willing to make in direct response to Planning and Zoning comments as set forth in your December 21, 2001 letter. In addition, in order to avoid confusion at final site plan, we have made minor revisions to correct inaccuracies and provide clarification. Finally, to assist you in your review, we have updated the original Application dated May 18, 2000 to reflect the current proposal, which has been significantly improved through the two-year public process. To expedite your review, the following is a list of every change made to the site plan since the last submission:

- **Changes consistent with January 25, 2002 letter.**
  - Ornamental lighting and additional landscaping has been added to the drive aisles to provide an attractive pedestrian connection. (See Sheet L7.00).
  - A different paver treatment has been provided for the southern portion of the drive aisle to delineate this primarily pedestrian area. (See Sheet C5.00).
  - The loading/moving space has been relocated to the western side of the EVE immediately in front of the proposed transformer. This area has been deducted from the open space calculation. (See Sheet C5.00).

- The five parallel spaces along Ferdinand Day Drive adjacent to Building #1 and Building #2 have been eliminated and replaced with landscaping to enhance the streetscape and pedestrian experience along this frontage. (See Sheet C5.00).
- All visitor parking spaces have been labeled on the Garage Plan. (See Sheet C10.00).
- A continuous building break has been provided for Building #1 along Ferdinand Day Drive. (See Sheet C5.00).
- The sidewalk along Ferdinand Day Drive has been increased to 8-feet and the sidewalk along Tancreti Lane has been increased to 6-feet. (See Sheet C5.00).
- Note 4 has been added to Sheet L7.01, confirming that "an automatic irrigation system will be provided for all open space and landscaping within the project site, but not to include the linear park dedication."
- Sheet L7.08 has been added to the Site Plan to reflect the Conceptual Landscape Plan contained in the February 26, 2001 executed agreement with the Tancreti Lane residents.

- **Other minor revisions to correct inaccuracies and provide clarification.**

- The tabulation for the density for Phase VI has been revised to accurately reflect 60 dwelling units per acre. (See Sheet C1.00).
- The tabulations have been revised to reflect 580,000 square feet of gross floor area, 424,000 square feet of net floor area, and a FAR of 2.5842. The vertical clearance in the parking structure is less than 7'6" from the floor to the bottom of the structural T. However, vertical clearance is greater than 7'6" from the floor to the ceiling. In an abundance of caution, the tabulations have been revised to include the floor area of the parking structure, should staff determine at final site plan that the structure does count as floor area. (See Sheet C1.00).
- The open space tabulation has been revised to reflect 1.566 acres or 30.39% open space. This revision was based on the deduction of the loading zone area and the inclusion of the continuous break for Building #1. (See Sheet C1.00)
- The note under the parking tabulation on Sheet C1.00 has been revised to reflect a total of nine on-street parking spaces.
- A note has been added to Sheet C1.00 stating, "Final building dimensions are subject to minor adjustments (i.e. utility closet locations) due to final engineering and architectural design provided there is no decrease in open space".

February 11, 2002

Page 3

In addition, as stated in the January 25, 2002 letter, the Applicant is willing to provide the following improvements as part of a community benefit package, should the Planning Commission and City Council so desire:

- As part of its community benefit package, the Applicant agrees to provide a brick paver/stamped concrete pedestrian crossing at the intersection of Cameron Station Boulevard and Ferdinand Day Drive that crosses the northern drive aisle (westbound), landscaped median, and southern drive aisle (eastbound) of Cameron Station Boulevard.
- As part of its community benefit package, the Applicant agrees to upgrade the landscaping and amenities in the northern pocket park to provide a consistent and unified streetscape.

Finally, for the benefit of the other departments, should they find the information necessary for their review, I have also attached Tony Morse's December 5, 2001 letter to Jeff Farner addressing his comments relative to the linear park and RPA.

Thank you for your attention to this matter. If you have any questions, please do not hesitate to call.

Very truly yours,

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



M. Catharine Puskar

MCP/jms

Enclosures

cc: Rich Baier  
Art Dahlberg  
Kimberley Johnson  
Jeff Farner  
Jeff Harris  
Tony Morse  
Stephen Jordan

December 5, 2001

Jeffrey Farner  
City of Alexandria  
Department of Planning & Zoning  
301 King Street, Room 2100  
Alexandria, VA 22314

Re: Archstone – Cameron Station  
Comment response letter to issues raised in November 13, 2001 email

Dear Jeff:

In response to your November 13, 2001 email, we have revised the plans to address your comments as described below:

**Comment #1:** Linear Park – The southern property line has been revised to address the completeness comment. However, the zoning tabulation of total land area, density, open space, floor area, etc., have not been revised to reflect the revised property line. This will impact the level of open space and percentage of open space for the site, which has always been an area of concern for Staff. Also, we will need the total area to be dedicated for park land (Phase III, IV, V and VI) to ensure compliance with the condition regarding the area of the linear park to be dedicated to the city. The subdivision plat will also need to reflect the accurate area of land dedicated.

**Response:** Although the previous plans inaccurately depicted the limits of the linear park, the developable area calculations and corresponding zoning tabulations have always been based on a 50-foot setback dimension obtained from the extension of the linear park limits established in Phases III and IV of Cameron Station. The total area to be dedicated for the park land has been provided by phase on Sheet C-9.00 and is in compliance with the condition regarding the area of linear park to be dedicated to the City. The subdivision plat reflects the accurate area of land to be dedicated.

December 5, 2001

Page 2

**Comment #2:** RPA - The site plan continues to incorrectly depict the reduced the RPA line as 45 feet. A 50-foot RPA was approved, not 45 feet. This should not impact the proposed site plan. It is simply depicted incorrectly. Revise the plans accordingly.

**Response:** Provided. See Sheet C-5.00.

Thank you for your attention to this matter. If you require any additional information, please let me know.

Very truly yours,

Tony Morse

cc: Eileen Fogarty  
Kimberly Johnson  
Jeff Harris  
Steven Jordan  
M. Catharine Puskar  
Nan E. Terpak

APPLICATION for  
DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN

DSUP # 2000-0031

PROJECT NAME: Cameron Station Phase VI (Archstone at Cameron Station)

PROPERTY LOCATION: Ferdinand Day Drive and Cameron Station Boulevard

TAX MAP REFERENCE: 68.01-02 - Portion of Parcel B ZONE: CDD-9

APPLICANT Name: Archstone Communities, Agent

Address: 6631 A Old Dominion Dr., #201, McLean, VA 22101

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

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

SUMMARY OF PROPOSAL: Multi-family residential development containing 309 units.

MODIFICATIONS REQUESTED: N/A

SUP's REQUESTED: Development SUP for CDD-9, Cameron Station, Phase VI

THE UNDERSIGNED hereby applies for Development Site Plan, with Special Use Permit, approval in accordance with the provisions of the Zoning Ordinance of the City of Alexandria, Virginia.

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

THE UNDERSIGNED 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 his knowledge and belief.

M. Catharine Puskar, Agent/Attorney

*Print Name of Applicant or Agent*

M Catharine Puskar

*Signature*

Walsh, Colucci, Stackhouse, Emrich & Lubeley  
2200 Clarendon Blvd., 13th Floor

*Mailing/Street Address*

(703) 528-4700

*Telephone #*

(703) 525-3197

*Fax #*

Arlington, VA 22201

*City and State*

*Zip Code*

Revised February 11, 2002

*Date*

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

Application Received: \_\_\_\_\_

Received Plans for Completeness: \_\_\_\_\_

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

Received Plans for Preliminary: \_\_\_\_\_

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

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

Development Special Use Permit with Site Plan (DSUP) # 2000-0031

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       Other: \_\_\_\_\_

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.

Archstone-Smith Operating Trust

c/o Archstone Communities

6631-A Old Dominion Dr., #201

McLean, VA 22101

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? N/A

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 applicant shall describe below the nature of the request in detail so that the Planning Commission and City Council can understand the nature of the operation and the use, including such items as the nature of the activity, the number and type of patrons, the number of employees, the hours, how parking is to be provided for employees and patrons, and whether the use will generate any noise. If not appropriate to the request, delete pages 4-7.  
*(Attach additional sheets if necessary)*

The Applicant, Archstone Communities, has developed 176 garden-style communities throughout the United States representing 53,385 units. Within the D.C. metropolitan area, Archstone owns and manages 10 luxury communities, which reflect its commitment to quality development and property management.

Consistent with the approved CDD Concept Plan for Cameron Station, the Applicant is requesting approval of a 309 unit multi-family residential building for Phase VI of Cameron Station. Phase VI is a 5.15 acre site that is located at the southwestern portion of Cameron Station and bounded by Ferdinand Day Drive, Tancreti Lane, the linear park, and Armistead Boothe Park. The proposed use, density and height are consistent with the approved CDD Concept Plan and the proposed residences complete the mixed-use neighborhood (variety of housing types, units, and prices) envisioned for Cameron Station.

The Applicant has provided a high level of architectural treatment to the four frontages of the site to be compatible with the architecture reflected in the variety of townhouses and condominiums throughout Cameron Station. The Applicant has achieved this by using a four-story building that incorporates the variety of materials, architectural detailing, articulation and treatments reflected in buildings throughout Cameron Station. A number of building breaks have been incorporated to provide visual relief into landscaped courtyards as well as to the linear park while achieving building lengths that are compatible with existing development within Cameron Station. The two 39 foot breaks from Ferdinand Day Drive to the linear park not only achieve visual relief, but provide vehicular access off of private drives to keep traffic off the public streets and to minimize the view of parking entrances and loading facilities from the public right-of-way. In addition, a full pedestrian streetscape (sidewalks, ornamental lighting, street trees) is provided along the drive aisles to achieve a pedestrian connection from Ferdinand Day Drive to the linear park.

The Applicant is providing 579 on-site parking spaces, which include the 503 parking spaces required under the Zoning Ordinance plus the 15% visitor parking (or 76 spaces) set forth in the CDD Concept Plan. The parking structure has been designed to be as small as possible while achieving the required parking for the site. In addition, actual units have been added to the north and south façades of the parking structure and significant architectural treatment has been added to the east and west facades of the parking structure. In combination, all of these treatments achieve the goal of screening the parking structure so that it is no longer visible from either the public right-of-way or the linear park.

Additional on-site amenities such as a pool, open space areas, and a clubhouse to include a fitness facility, community room and business center are being provided. Furthermore, a significant amount of landscaping for the site and an upgraded streetscape for Tancreti Lane and Ferdinand Day Drive have been included in the site plan.

This plan has improved significantly since it was filed two years ago. The Applicant will continue to work with Staff and the Community up to and through the Planning Commission and City Council hearings to improve the plan.

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

N/A

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

Approximately 5-6 full time personnel will be working on-site.

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

Day	Hours	Day	Hours
Anticipated sales/marketing office & maintenance hours:			
Daily	8:00 a.m. - 8:00 p.m.		
* on-call maintenance 24 hrs/day			

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

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

Noise levels will comply with City of Alexandria Code.

B. How will the noise from patrons be controlled?

N/A

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

Normal for proposed use.

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

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

Normal type of trash & garbage for residential use.

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

Approximately 34 cubic yards of trash weekly.

C. How often will trash be collected?

Trash will be collected once weekly or as needed.

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

On-site staff will monitor the site daily for litter and debris.

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:

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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:

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

All exterior building entrances will be supplied with a Sentex Infinity B Series access control system or reasonably equivalent system for resident only entry.

**ALCOHOL SALES**

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

Yes.      No.     N/A

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.

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**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? 503 spaces - 129 1-BR at 1.3 spaces/unit; 135 2-BR at 1.75 spaces/unit; 45 3-BR at 2.2 spaces/unit

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

381     Standard spaces  
186     Compact spaces  
12     Handicapped accessible spaces.  
               Other.

\* Provided parking includes Ordinance requirement plus 15% visitor parking in accordance with the CDD Concept Plan.

Development Special Use Permit with Site Plan (DSUP) # 2000-0031

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

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

\_\_\_\_\_

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

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

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? \_\_\_\_\_

- B. How many loading spaces are available for the use? \_\_\_\_\_

- C. Where are off-street loading facilities located? \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

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

\_\_\_\_\_  
\_\_\_\_\_

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

\_\_\_\_\_

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 is adequate

\_\_\_\_\_  
\_\_\_\_\_

Chicago  
Los Angeles  
New York  
Washington, DC

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202 625 3800  
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wendy.fields@KMZ.com

February 14, 2002

~~BY FEDERAL EXPRESS~~  
Philip Sunderland, City Manager  
City of Alexandria  
City Hall  
301 King Street  
Alexandria, Virginia 22314

*BY HAND 2/15/2002*  
*[Signature]*

Re: Cameron Station Development

Dear Mr. Sunderland:

I understand that you met this week with Messrs. Abdul-Baki and Duszynski, as representative of Cameron Associates, L.L.C. and in connection with the pending Archstone Special Use Permit Application for Phase VII of Cameron Station. In that connection, I have been advised by Mr. Duszynski that you may not have had prior knowledge that Cameron Associates, L.L.C. prepared a formal disclosure statement for distribution to purchasers, including, in pertinent part, development approvals and intended community development. In fact, expressly contrary to what I understand may have been your belief that community residents did not have knowledge of future development potential or intent for the project by our client, the disclosure statement expressly discloses:

- a permissive density of 2,510 units
- a mix of single family, townhome, condominium and rental units
- a range of housing, housing styles and prices
- express provision for a retirement facility
- a declarant reservation to control all zoning, engineering and development plans and approvals for the community.

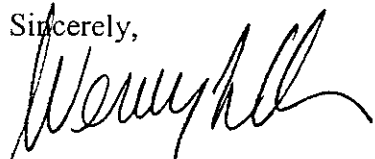
In fact, the Cameron Associates disclosure statement states further that 'no project plan(s) at any time described or depicted in sales literature for Cameron Station should be viewed by any purchaser ... as a final undertaking, representation or commitment by the Declarant.' With respect to contemplated multifamily rental housing, the budget section of the disclosure statement (Section 6 of the 1998 Statement, Property Owners' Association Act Disclosure) address multifamily rental units specifically and states that multifamily rental units may not be

Philip Sunderland, City Manager  
City of Alexandria  
February 14, 2002  
Page 2

annexed under the homeowners' covenants and accordingly would not have assessment obligations; the 2001 statement (Section I of the Declarant Disclosure) disclosed the potential for both the senior housing facility for Phase VI and the rental facility for Phase VII, each based upon then submitted approvals.

Based upon the disclosure statements, I believe neither a purchaser in Cameron Station nor the City of Alexandria reasonably and in good faith may argue that the community's residents acquired their dwelling units without knowledge as a matter of law of the permissive development potential for the community or the development intent of Cameron Associates, L.L.C. I enclose for your files a copy of both the 1998 and the revised 2001 disclosure statements.

Sincerely,



Wendy L. Fields

Enclosures

cc: Ignacio Pessoa, City Attorney  
✓ Mr. James A. Duszynski  
Each by ~~Federal Express~~; Each with Enclosures

*messenger 2/15*



**ASSOCIATION AND DECLARANT  
DISCLOSURE STATEMENT  
CAMERON STATION**

PROPERTY OWNERS' ASSOCIATION ACT DISCLOSURE.

Pursuant to subsection A, Section 55-512 of the Virginia Property Owners' Association Act (Chapter 26, Title 55, 1950 Code of Virginia, 1995 Replacement Volume, as amended), Cameron Station Community Association, Inc., a Virginia nonstock corporation, provides the following information to purchasers and occupants of dwelling units in Cameron Station:

1. The property owners' association formed for Cameron Station, City of Alexandria, Virginia, is "Cameron Station Community Association, Inc." (the "Association"), a Virginia nonstock corporation. The name and address of the registered agent of the Association is Juan R. Cardenas, 8133 Leesburg Pike, Ninth Floor, Vienna, Virginia 22182.

2. The Association has approved no capital expenditure for the current 2001 fiscal year except as shown in the current 2001 Association budget included with this Disclosure Statement and, including, without limitation, an upgraded alarm system to serve the Cameron Club clubhouse and capital reserves.

3. All mandatory assessments which may be levied by the Association are disclosed in or provided for in Article V of the Declaration of Covenants, Conditions and Restrictions (the "Declaration") included with this Disclosure Statement, and include regular (annual) assessments, special assessments and individual assessments, all as described below. All assessments constitute a lien against each owner's lot or unit in Cameron Station.

Regular assessments have been and will be established by the Board of Directors of the Association and have and will continue to commence on a section by section basis within Cameron Station, upon the first conveyance of ownership of a lot or condominium unit, or the first occupancy of a rental unit, in such section. Percentage obligations for regular assessments among owners vary depending on the nature of the lot or unit acquired, and the obligation of the Declarant for both regular and special assessments is fixed at a uniform rate equal to 25% of the rate which otherwise would be levied against the applicable lot or unit. See Section 5.7 of the Declaration and paragraph 6 below.

Under Section 5.7 of the Declaration, the Declarant is obligated to deposit against its obligation for regular Declarant assessments the sum of \$35.00 for each residential unit in

Cameron Station subjected to the Declaration upon conveyance by the Declarant to a builder and, under Section 5.6 of the Declaration, in lieu of regular assessments, each builder in Cameron Station is obligated to pay a one time fixed \$150.00 assessment for each such residential unit, payable in each instance at the time of acquisition of such residential unit by such builder. Publicly dedicated portions of Cameron Station, common areas of Cameron Station, and any other portions of Cameron Station exempt by state or local governments from real estate taxation, are exempt from assessment under the Declaration. As disclosed in the portion of this Disclosure Statement containing additional Declarant disclosures, in the discretion of the Declarant, proposed Phases VI and VII of Cameron Station may not be subjected to the Declaration and, accordingly, will bear no obligation for assessments. As also disclosed by the Declarant below, the Declarant believes (but does not represent) that Phase VI will be developed as a high-rise 12-story senior citizen housing facility and that Phase VII will be developed as a mid-rise 4-story rental facility with a rear 7-story parking structure.

Special assessments are governed by Section 5.4 of the Declaration and may be levied against all owners or all affected owners in the discretion of the Board of Directors of the Association, except that Section 5.4 provides for right of the membership to repeal, reduce or to increase a special assessment by a majority of the votes present and voting at a meeting of the membership of the Association called by member petition. As of the effective revision date of this Disclosure Statement, no special assessments have been levied except as may be set forth in the current 2001 Association budget included with this Disclosure Statement.

Individual assessments are governed by Section 5.5 and Article VIII of the Declaration, and may be levied by the Board of Directors of the Association (i) with respect to an owner violation of the Declaration or other project documents, or the rules and regulations of the Association, from time to time in effect, (ii) the failure of an owner to pay assessments levied against such owner or such owner's lot or unit, or (iii) an Association cost or expense incurred by the act, omission or negligence of an owner or such owner's family members, guests or invitees with respect to property damage or destruction. Costs recoverable from owners include reasonable attorneys' fees and, with respect to delinquent assessments, interest and late charges. While not denoted an individual assessment, the Architectural Review Committee has the right to assess any applicant the costs incurred by the Committee in connection with the processing and review of matters within its authority.

Pursuant to special use permit approvals issued for Cameron Station, the community is subject to a Transportation Management Plan ("TMP"). The TMP is designed to reduce the aggregate number of vehicle trips (including single passenger vehicular trips) generated by the development on nearby public roadways and imposes a \$60.00 per unit annual assessment (subject to annual increase based upon an inflation index). TMP assessments have been funded by the Declarant through the effective revision date of this Disclosure Statement and will continue to be funded by the Declarant until May, 2002. Beginning May, 2002, the Declarant will assign to the Association then existing funds in the TMP account (if any), the Association will assume TMP fiscal responsibility and will include all TMP costs as part of Association assessments to be paid

by impacted Association members either as regular annual or special assessments. As of the effective revision date of this Disclosure Statement, the Declarant has utilized substantially all TMP assessments in order to provide a shuttle bus service to the Van Dorn Metro Station during morning and evening rush hours for the exclusive use of Cameron Station residents. At the time that the Association assumes responsibility for funding the TMP obligation, the Association shall have the right to determine the use of funds and may continue to fund the shuttle service and/or, without limitation and by way of example, may fund vouchers for public bus and rail, ride sharing programs and appurtenant administration costs.

4. With the exception of federal, state and local income and personal property taxes, condominium projects and rental facilities to be developed within Cameron Station, public park facilities adjacent to the community, utility, cable television and/or telecommunications services available to residents, and private services desired by individual residents, the Declarant has no knowledge of any fees or other charges payable by residents of Cameron Station to any other entity or facility on account of such residency other than Association assessments as summarized above. Residents of Cameron Station acquiring condominium units will also be obligated for condominium assessments applicable thereto, and residents leasing rental units may be subject to additional landlord charges. Condominium assessments and landlord charges in each case are matters solely between a resident and such resident's builder or landlord.

5. Budgeted Association reserves are disclosed as such in the current 2001 Association budget included with this Disclosure Statement. See also paragraph 6 below.

6. The current 2001 Association budget reflects the development and sale of the community through December 31, 2000. The operating budget of the Association is required to be revised on a yearly basis in accordance with Article V of the Bylaws of the Association included with this Disclosure Statement in order to reflect actual annexation experience, actual development and sales experience, and actual income and expense figures.

7. As of the effective revision date of this Disclosure Statement, no suit or unpaid judgment exists to which the Association is a party or which either could or would have a material impact on the Association or its members or which relates to any portion of Cameron Station.

8. Association insurance requirements are set forth in Article VI of the Bylaws of the Association included with this Disclosure Statement, and include, specifically, all risk physical damage insurance (at not less than 100% of replacement cost determined annually, exclusive of land, excavations, foundations and other normally excluded items), comprehensive general public liability and property damage insurance (in such limits as the Board of Directors of the Association from time to time may determine, but not less than \$1,000,000 per occurrence), fidelity coverage to protect against dishonest acts on the part of officers, directors and employees of the Association and all others who handle, or are responsible for handling, funds of the Association, workmen's compensation and employer's liability insurance if and to the extent

required by law, and such other insurance as the Board of Directors of the Association from time to time may determine.

9. As of the effective revision date of this Disclosure Statement, no notice has been given by the Association to the lot owner that any improvement or alteration made to such lot, or any use made of such lot, or any common area assigned thereto, is in violation of the Declaration.

10. Section 7.17 of the Declaration governs signage. With respect to residential portions of the community, residents may not erect or maintain signs except for (i) signs required by law (such as building permits), (ii) one unlighted sign not greater than two feet by three feet advertising for sale any lot or condominium unit in Cameron Station, and (iii) such for rent signs within rental portions of Cameron Station as reasonably may be approved by the Architectural Review Committee established under the Declaration. In addition, signs advertising security services shall be permitted, subject to standard design criteria adopted by the Architectural Review Committee.

11. A copy of the Declaration, the Articles of Incorporation and Bylaws of the Association, and the current 2001 Association budget, and any rules and regulations and architectural guidelines, in effect as of the effective revision date of this Disclosure Statement are attached.

12. The Association has filed its annual report as provided in Section 55-516.1 of the Virginia Property Owners' Association Act. The registration number of the Association is 0250003560.

**THE FOREGOING DISCLOSURES ARE NOT INTENDED TO BE ANY BROADER THAN THE DISCLOSURE REQUIRED BY THE VIRGINIA PROPERTY OWNERS' ASSOCIATION ACT. ALL PROSPECTIVE PURCHASERS AND TENANTS ARE URGED TO REVIEW IN DETAIL THE BUDGETS AND EACH ASSOCIATION DOCUMENT INCLUDED WITH THIS DISCLOSURE STATEMENT.**

**The following additional disclosures are made by Cameron Associates, L.L.C., a Virginia limited liability company, as Declarant, with respect to residential sales in Cameron Station:**

**I. DEVELOPMENT DISCLOSURE.**

Based upon existing zoning, special use permit and site plan approvals, the Declarant has the right to develop Cameron Station as a residential community containing a

maximum of 2,510 dwelling units and single family, townhome, condominium and rental units, and appurtenant recreation and community facilities, including a maximum allowable 30,000 square feet of retail use. The parkland adjacent to Cameron Station on the property's eastern and western boundaries is and will be owned, planned and maintained by the City of Alexandria and is not a part of the residential project described in this Disclosure Statement.

Residential development in the discretion of the Declarant will include various styles, heights and densities, and the Declarant reserves the full right to amend zoning, engineering and development plans and approvals for Cameron Station at its sole election and for its own purposes. Unless in writing specified by the Declarant, no project plan(s) or public approval(s) at any time described or depicted in sales literature for Cameron Station is intended to or shall constitute a final undertaking, representation or commitment by the Declarant to any person.

As of the effective revision date of this Disclosure Statement, the Declarant remains the sole master developer of Cameron Station and declarant in control of the Association. In the discretion of the Declarant, proposed Phases VI and VII of Cameron Station may not be subjected to the Declaration. As of the effective revision date of this Disclosure Statement, the Declarant believes (but does not represent) that Phase VI will be developed as a high-rise 12-story senior citizen housing facility and that Phase VII will be developed as a mid-rise 4-story rental facility with a rear 7-story parking structure.

## II. COMMUNITY INFORMATION DISCLOSURE.

As of the effective revision date of this Disclosure Statement, the following public schools, services and transportation facilities serve or are intended to serve Cameron Station:

Schools:	Jefferson Houston Elementary School	(K-5)
	Samuel L. Tucker Elementary School	(K-5)
	Francis C. Hammond Middle School	(6-8)
	Minnie Howard 9th Grade Center	(9)
	T.C. Williams High School	(10-12)
Hospital:	Alexandria Hospital	
	Howard Street	
Fire:	Company 8	
	175 N. Paxton Street	
Police:	Alexandria City Station	
	2003 Mill Road	

Libraries:	Barrett Library 717 Queen Street	
	Beatley Library 5005 Duke Street	
Metro Rail:	Van Dorn Exit, Blue Line	202/637-7000
Railroad:	King Street Station: Amtrak Commuter Rail (VRE) Fredericksburg to Union Station Broad Run/Airport to Union Station	703/658-6200
	Franconia/Springfield Station: Commuter Rail (VRE)	
Bus:	DASH (City of Alexandria) Bus 8 -- Duke Street Bus 7 -- Pickett Street	703/370-3274
	MetroBus Bus 29 - Duke Street	202/637-7000

### III. ENVIRONMENTAL DISCLOSURE.

The Declarant acquired Cameron Station in December of 1996 from the United States Army as a closed military base and subject to two (2) separate federal environmental laws. One law created an indemnity by the United States for the benefit of the Declarant, as purchaser of Cameron Station, and its respective successors (including occupants in Cameron Station), from and against environmental contaminants. The second law is an amendment to Superfund and obligated the United States Army to warrant at the time of conveyance either that no hazardous substance existed on the property, or that all necessary remedial action had been completed or was installed and operational.

In response to its Superfund obligation and as an initial undertaking, the Army conducted a base line environmental study of the site. That study disclosed three (3) actionable contaminants within Cameron Station. As subsequently acknowledged by the Army and the other governmental agencies involved, the original Army study was a limited study and did not conclusively confirm the scope (or actual concentration levels) of the purported contaminants but, in order to comply with its warranty obligation under the Superfund amendment and in order to transfer Cameron Station in the most efficient time frame, the Army conducted no further investigations and installed three (3) remediation systems.

The first remediation system was a groundwater pump and treat system installed within adjacent City of Alexandria parkland in response to petroleum identified in a groundwater plume in the area of a prior PX service station. By letter dated September 1, 1999 from the Virginia Department of Environmental Quality ("VDEQ") to the United States Army, VDEQ affirmed the attainment of cleanup and the case was closed.

The second remediation system was a vapor extraction system installed in response to one (1) isolated area of petroleum. After the Declarant acquired the property, the Declarant removed the affected soils and, by letter dated September 11, 1997 from VDEQ to the United States Army, that case also was closed.

The third remediation system was a groundwater pump and treat system installed in response to trichloroethylene ("TCE"), a cleaning solvent, identified in a groundwater plume. Although the entire project would be served by public water rather than groundwater, contaminant concentration levels were minimal and the United States Army had conducted a risk assessment substantiating that the presence and concentration levels of TCE did not present a risk to human health or the environment, the Environmental Protection Agency nevertheless recommended in favor of the remediation system. After its acquisition of Cameron Station, the Declarant undertook extensive investigation of the scope of impacted plume and contaminant concentration levels, and based upon the results of that investigation as well as on-going monitored system readings, two (2) of the three (3) recovery wells comprising the system have been closed, the United States Army and the Declarant have petitioned the EPA and VDEQ for closure of the system, and the EPA has agreed to accept a risk assessment to substantiate the absence of potential health or environmental concerns and the final closure of the remediation system. As of the effective revision date of this Disclosure Statement, the United States Army has commissioned the risk assessment and it should be released in the near future.

January 31, 1998  
Revised April 20, 2001

**ASSOCIATION AND DECLARANT  
DISCLOSURE STATEMENT  
CAMERON STATION**

PROPERTY OWNERS' ASSOCIATION ACT DISCLOSURE.

Pursuant to subsection A, Section 55-512 of the Virginia Property Owners' Association Act (Chapter 26, Title 55, 1950 Code of Virginia, 1995 Replacement Volume, as amended), Cameron Station Community Association, Inc., a Virginia nonstock corporation, provides the following information to purchasers and occupants of dwelling units in Cameron Station:

1. The property owners' association formed for Cameron Station, City of Alexandria, Virginia, is "Cameron Station Community Association, Inc." (the "Association"), a Virginia nonstock corporation. The name and address of the initial registered agent of the Association is Juan R. Cardenas, 8133 Leesburg Pike, Ninth Floor, Vienna, Virginia 22182.

2. The Association anticipates no capital expenditure within calendar years 1998, or the two (2) succeeding calendar years, except for voluntary expenditures, budgeted reserves, replacement of landscaping beyond or after expiration of applicable warranty period(s), if any, and insured loss or damage (excluding, however, applicable deductions).

3. All mandatory assessments which may be levied by the Association are disclosed in or provided for in Article V of the Declaration of Covenants, Conditions and Restrictions (the "Declaration") included with this Disclosure Statement, and include regular (annual) assessments, special assessments and individual assessments, all as described below. All assessments constitute a lien against each owner's lot or unit in Cameron Station.

Regular assessments will be established by the Board of Directors of the Association and will commence on a section by section basis within Cameron Station, upon the first conveyance of ownership of a lot or condominium unit, or the first occupancy of a rental unit, in such section. Percentage obligations for regular assessments among owners vary depending on the nature of the lot or unit acquired, and the obligation of the Declarant for both regular and special assessments is fixed at a uniform rate equal to 25% of the rate which otherwise would be levied against the applicable lot or unit. See Section 5.7 of the Declaration, paragraph 6 below and the projected operating budgets included with this Disclosure Statement.

Under Section 5.7 of the Declaration, the Declarant is obligated to deposit against its obligation for regular Declarant assessments the sum of \$35.00 for each residential unit in Cameron Station conveyed by the Declarant to a builder and, under Section 5.6 of the Declaration, in lieu of regular assessments, each builder in Cameron Station is obligated to pay a one time fixed \$150.00



assessment for each residential unit, payable in each instance at the time of acquisition of such residential unit by such builder. Publicly dedicated portions of Cameron Station, common areas of Cameron Station, and any other portions of Cameron Station exempt by state or local governments from real estate taxation, are exempt from assessment under the Declaration. As of the effective date of this Disclosure Statement, no regular assessments have been levied.

Special assessments are governed by Section 5.4 of the Declaration and may be levied against all owners or all affected owners in the discretion of the Board of Directors of the Association, except that Section 5.4 provides for right of the membership to repeal, reduce or to increase a special assessment by a majority of the votes present and voting at a meeting of the membership of the Association called by member petition. As of the effective date of this Disclosure Statement, no special assessments have been levied.

Individual assessments are governed by Section 5.5 and Article VIII of the Declaration, and may be levied by the Board of Directors of the Association (i) with respect to an owner violation of the Declaration or other project documents, or the rules and regulations of the Association, from time to time in effect, (ii) the failure of an owner to pay assessments levied against such owner or such owner's lot or unit, or (iii) an Association cost or expense incurred by the act, omission or negligence of an owner or such owner's family members, guests or invitees with respect to property damage or destruction. Costs recoverable from owners include reasonable attorneys' fees and, with respect to delinquent assessments, interest and late charges. While not denoted an individual assessment, the Architectural Review Committee has the right to assess any applicant the costs incurred by the Committee in connection with the processing and review of matters within its authority.

4. With the exception of federal, state and local income and personal property taxes, condominium projects and rental facilities to be developed within Cameron Station, public park facilities adjacent to the community, utility, cable television and/or telecommunications services available to residents, and private services desired by individual residents, the Declarant has no knowledge of any fees or other charges payable by residents of Cameron Station to any other entity or facility on account of such residency other than Association assessments as summarized above. Residents of Cameron Station acquiring condominium units will also be obligated for condominium assessments applicable thereto, and residents leasing rental units may be subject to additional landlord charges. Condominium assessments and landlord charges in each case are matters solely between a resident and such resident's builder or landlord.

5. All anticipated reserves are disclosed as such in the pro-forma budgets included with this Disclosure Statement. See also paragraph 6 below.

6. A copy of two (2) pro-forma budgets of the Association for the first ten (10) years of operations are included with this Disclosure Statement. One of the budgets assumes the full development of Cameron Station to its maximum zoning density (see Development Disclosure, below), including within the Association, multifamily rental units; the other budget, while also assuming full development, excludes substantially all of the rental facilities from the Association (or reduces multifamily rental assessments). In connection with the foregoing, as of the date of this

Disclosure Statement, only Phase I of Cameron Station has been subjected to the Declaration and future annexation of additional portions of the community will occur when and if such portions are developed, sold to builders, and then sold or leased by builders to residents and occupants, in each case at the discretion of the Declarant. In addition, as of the date hereof, the Declarant believes that it is probable that multifamily rental units will not be annexed under the Declaration and accordingly will not have an obligation for Association assessments. Further, while each budget has been prepared in good faith, with care and with the benefit of the Declarant's outside consultants, no assurances can be made or should be implied as to the accuracy of either budget and actual expenses may vary from budgeted projections. As such, the operating budget of the Association shall be revised on a yearly basis and in accordance with Article V of the Bylaws of the Association included with this Disclosure Statement in order to reflect actual annexation experience, actual development and sales experience, and actual income and expense figures.

7. As of the effective date of this Disclosure Statement, no suit or unpaid judgment exists to which the Association is a party or which either could or would have a material impact on the Association or its members or which relates to any portion of Cameron Station.

8. Association insurance requirements are set forth in Article VI of the Bylaws of the Association included with this Disclosure Statement, and include, specifically, all risk physical damage insurance (at not less than 100% of replacement cost determined annually, exclusive of land, excavations, foundations and other normally excluded items), comprehensive general public liability and property damage insurance (in such limits as the Board of Directors of the Association from time to time may determine, but not less than \$1,000,000 per occurrence), fidelity coverage to protect against dishonest acts on the part of officers, directors and employees of the Association and all others who handle, or are responsible for handling, funds of the Association, workmen's compensation and employer's liability insurance if and to the extent required by law, and such other insurance as the Board of Directors of the Association from time to time may determine.

9. As of the effective date of this Disclosure Statement, no notice has been given by the Declarant to any builder in Cameron Station that any improvement or alteration made to any lot or other portion of the community, or any use made of any lot, common area or other portion of the community, is in violation of the Declaration.

10. Section 7.17 of the Declaration governs signage. With respect to residential portions of the community, residents may not erect or maintain signs except for (i) signs required by law (such as building permits), (ii) one unlighted sign not greater than two feet by three feet advertising for sale any lot or condominium unit in Cameron Station, and (iii) such for rent signs within rental portions of Cameron Station as reasonably may be approved by the Architectural Review Committee established under the Declaration. In addition, signs advertising security services shall be permitted, subject to standard design criteria adopted by the Architectural Review Committee.

11. A copy of the Declaration, the Articles of Incorporation and Bylaws of the Association, and the pro-forma project budgets of the Association for the first ten (10) years of operations (subject to the qualifications of paragraph 6 above), and any rules and regulations and architectural guidelines, in effect as of the effective date of this Disclosure Statement are attached.

12. The Association has filed its annual report as provided in Section 55-516.1 of the Virginia Property Owners' Association Act. The registration number of the Association has not as of the effective date hereof been received and this Disclosure Statement will be revised upon such receipt.

**THE FOREGOING DISCLOSURES ARE NOT INTENDED TO BE ANY BROADER THAN THE DISCLOSURE REQUIRED BY THE VIRGINIA PROPERTY OWNERS' ASSOCIATION ACT. ALL PROSPECTIVE PURCHASERS AND TENANTS ARE URGED TO REVIEW IN DETAIL THE BUDGETS AND EACH ASSOCIATION DOCUMENT INCLUDED WITH THIS DISCLOSURE STATEMENT.**

**The following additional disclosures are made by Cameron Associates, L.L.C., a Virginia limited liability company, as Declarant, with respect to residential sales in Cameron Station:**

**I. DEVELOPMENT DISCLOSURE.**

Based upon existing zoning approvals, and upon special use permits and site plan permits issued to date, Cameron Station permissively may be developed as a residential community of 2,510 dwelling units, containing a mix of single family, townhome, condominium and rental units, and appurtenant recreation and community facilities, including a maximum allowable 30,000 square feet of retail use. The parkland adjacent to Cameron Station on the property's eastern and western boundaries is and will be owned, planned and maintained by the City of Alexandria and is not a part of the residential project described in this Disclosure Statement.

Cameron Station will have a number of participating builders offering a range of housing, housing styles and prices. In addition, the Declaration included as part of this Disclosure Statement expressly permits a senior citizen or retirement facility within any condominium or multifamily rental section of the community. In accordance with the Declaration and existing contracts between the Declarant and project builders, the Declarant will maintain initial architectural control over all new construction in Cameron Station. In addition, the Declarant shall have the full right to amend zoning, engineering and development plans and approvals for Cameron Station as may be required by the City of Alexandria, engineering considerations and market conditions, and

no project plan(s) at any time described or depicted in sales literature for Cameron Station should be viewed by any purchaser in Cameron Station as a final undertaking, representation or commitment by the Declarant.

II. COMMUNITY INFORMATION DISCLOSURE.

As of the effective date of this Disclosure Statement, the following public schools, services and transportation facilities serve or are intended to serve Cameron Station:

Schools:	Jefferson Houston Elementary School	(K-5)
	Francis C. Hammond Middle School	(6-8)
	Minnie Howard 9th Grade Center	(9)
	T.C. Williams High School	(10-12)

As of the effective date of this Disclosure Statement, the City of Alexandria is evaluating the construction of a new elementary school at or near Cameron Station.

Hospital:	Alexandria Hospital Howard Street
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Fire:	Company 8 175 N. Paxton Street
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Police:	Alexandria City Station 2003 Mill Road
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Libraries:	Barrett Library 717 Queen Street
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	Burke Library 4701 Seminary Street
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Declarant has been advised (but makes no representation) that a new library on the north side of Duke Street adjacent to Cameron Station is scheduled to commence construction in the fourth quarter of 1998.

Metro Rail:	Van Dorn Exit, Blue Line	202/637-7000
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Railroad:	King Street Station: Amtrak Commuter Rail (VRE) 703/658-6200 Fredericksburg to Union Station Broad Run/Airport to Union Station Franconia/Springfield Station Commuter Rail (VRE)
Bus:	DASH (City of Alexandria) 703/370-3274 Bus 8 -- Duke Street Bus 7 -- Pickett Street MetroBus 202/637-7000 Bus 29 - Duke Street

III. ENVIRONMENTAL DISCLOSURE.

Cameron Station was acquired by the Declarant from the United States Army and is a closed military base. As such, the Army was subject to two (2) separate federal environmental laws enacted by Congress for the express purpose of facilitating the private sector sale of closed military installations. The first law established a indemnity by the United States for the benefit of the Declarant, as purchaser of Cameron Station, and its respective successors (including occupants in Cameron Station), from and against environmental contaminants. The second law, an amendment to Superfund, expressly obligated the United States Army to warrant in the alternative that no hazardous substance existed on the property, or that all necessary remedial action had been completed or that all remedial action was installed and operational. In response to its Superfund obligation, as an initial undertaking, the Army conducted a base line environmental study of the site. That study disclosed three (3) actionable contaminants within Cameron Station. As subsequently acknowledged by the Army and the other governmental agencies involved, the original Army study was a limited study and did not conclusively confirm the scope (or actual concentration levels) of the purported contaminants but, in order to comply with its warranty obligation under the Superfund amendment and in order to transfer Cameron Station in the most efficient time frame, the Army conducted no further investigations and installed three (3) remediation systems.

The first remediation system was a groundwater pump and treat system installed within adjacent City of Alexandria parkland in response to petroleum identified in a groundwater plume in the area of a prior PX service station. Current groundwater readings have detected no product with the exception of one (1) well, and the Army and the Virginia Department of Environmental Quality have begun discussions in furtherance of the closure of the system. Until closure, one monitoring well will be located within the project.

The second remediation system was a vapor extraction system installed in response to one isolated area of petroleum. After the Declarant acquired the property, the Declarant removed the affected soils and the remediation system has been closed.

The third remediation system was a groundwater pump and treat system installed in response to trichloroethylene ("TCE"), a cleaning solvent, identified in a groundwater plume. As subsequently acknowledged by the Army and the other governmental agencies involved, although the concentration levels of TCE discovered by the Army should not have mandated remediation particularly since the Army had documented the absence of risk to either human health or the environment and since the entire project will be served by public water rather than groundwater, the EPA nevertheless recommended in favor of the remediation system expressly because the Army environmental study was inconclusive. In connection with extensive investigation undertaken by the Declarant after its acquisition of Cameron Station, the Declarant was advised by its professional consultants as well as by unrelated third parties that two (2) of the three (3) recovery wells comprising the system have been pumping clean water, that actual levels of TCE are below levels which should as a matter of professional responsibility require remediation, that the pump and treat system installed by the Army is not designed to remediate the low levels of TCE in fact existing in the groundwater, that, but for unproven experimental systems, no remediation system exists with the capacity to reduce TCE levels below the existing low levels at Cameron Station, and that the existing concentration levels at Cameron Station in fact are concentration levels at which remediation systems normally receive closure approval. In response to the foregoing, during January, 1998, the Declarant received agreement from the EPA and the Virginia Department of Environmental Quality to close the two (2) clean wells, and has initiated efforts with the EPA to close the system in its entirety. Additional information will be disclosed as factual events warrant.

January 31, 1998



*City of Alexandria, Virginia*

DEPARTMENT OF PLANNING AND ZONING  
301 King Street, Room 2100  
Alexandria, Virginia 22314  
(703) 838-4666  
FAX (703) 838-6393

#<sup>21</sup> 6/12/99



DATE: NOVEMBER 21, 2000

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

THRU: PHILIP SUNDERLAND, CITY MANAGER

FROM: EILEEN FOGARTY, DIRECTOR  
PLANNING AND ZONING

SUBJECT: CERTIFICATION OF FINAL DEVELOPMENT PLAN APPROVAL FOR CDD  
DSUP#99-0005/PHASE V OF CAMERON STATION DEVELOPMENT.

On June 12, 1999 City Council approved a preliminary development plan for Phase V of Cameron Station at 5010 Duke Street. A final site plan has been processed by the City for a portion of Phase V and has now been released. Section 5-600(E) of the Zoning Ordinance requires the Director of Planning and Zoning to certify to City Council that the final development plan for land within a Coordinated Development District be consistent with all codes, ordinances and the preliminary development plan approved by City Council.

I hereby certify the final site plan for Phase V to be consistent with the preliminary plan approved by City Council, and with all codes and ordinances. As required by Section 5-606(D) of the Zoning Ordinance, the final plan was made available to the public for review and comment. No written comments were received from the public on the development plan.

Section 5-606(F) of the Zoning Ordinance includes a provision that any aggrieved person may appeal my decision to release the plan to Council by filing a written petition with the City Clerk and paying a filing fee of \$250.00 within 14 days of this certification to Council. The appeal is limited, by the Zoning Ordinance, to the issue of whether or not the final plan is in substantial conformity with the preliminary plan approved by Council. This certification is scheduled to be published in the local newspapers on November 28, 2000 so that individuals who may have an interest in this matter will be aware of my decision to approve the final plan for Cameron Station.

cc: Duncan Blair

**DEVELOPMENT SUMMARY**

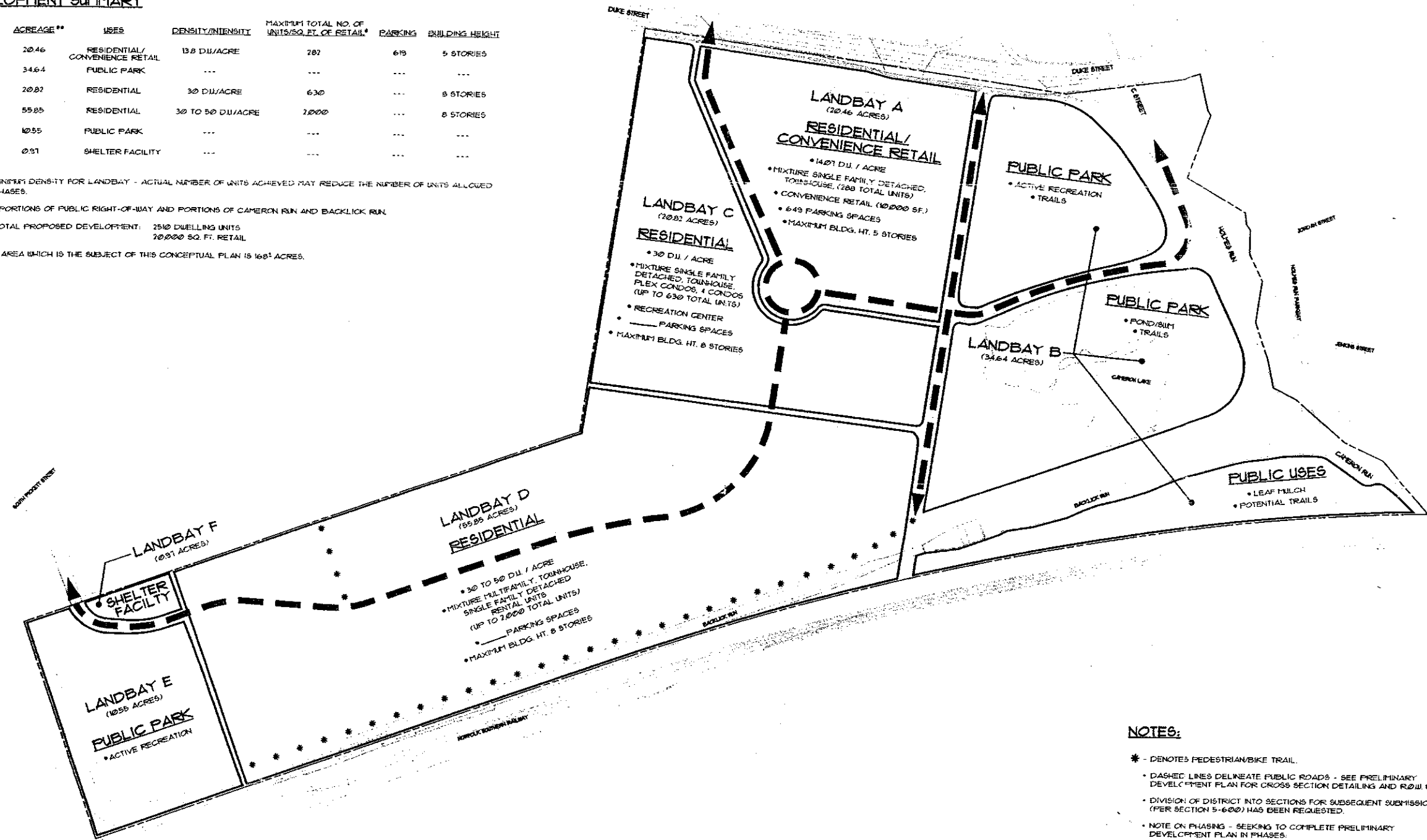
LANDBAY	ACREAGE**	USES	DENSITY/INTENSITY	MAXIMUM TOTAL NO. OF UNITS/SQ. FT. OF RETAIL*	PARKING	BUILDING HEIGHT
A	20.46	RESIDENTIAL/ CONVENIENCE RETAIL	13.8 DU/ACRE	287	619	5 STORIES
B	34.64	PUBLIC PARK	---	---	---	---
C	20.82	RESIDENTIAL	30 DU/ACRE	630	---	8 STORIES
D	55.85	RESIDENTIAL	30 TO 50 DU/ACRE	2000	---	8 STORIES
E	10.55	PUBLIC PARK	---	---	---	---
F	0.91	SHELTER FACILITY	---	---	---	---

\* DENOTES MINIMUM DENSITY FOR LANDBAY - ACTUAL NUMBER OF UNITS ACHIEVED MAY REDUCE THE NUMBER OF UNITS ALLOWED IN LATER PHASES.

\*\* EXCLUDES PORTIONS OF PUBLIC RIGHT-OF-WAY AND PORTIONS OF CAMERON RUN AND BACKLICK RUN.

OVERALL TOTAL PROPOSED DEVELOPMENT: 2510 DWELLING UNITS  
20,000 SQ. FT. RETAIL

TOTAL SITE AREA WHICH IS THE SUBJECT OF THIS CONCEPTUAL PLAN IS 168<sup>1</sup> ACRES.



**NOTES:**

- \* - DENOTES PEDESTRIAN/BIKE TRAIL.
- DASHED LINES DELINEATE PUBLIC ROADS - SEE PRELIMINARY DEVELOPMENT PLAN FOR CROSS SECTION DETAILING AND R.O.W. WIDTH.
- DIVISION OF DISTRICT INTO SECTIONS FOR SUBSEQUENT SUBMISSIONS (PER SECTION 5-6-00) HAS BEEN REQUESTED.
- NOTE ON PHASING - SEEKING TO COMPLETE PRELIMINARY DEVELOPMENT PLAN IN PHASES.
- LANDBAY A AND ASSOCIATED PUBLIC IMPROVEMENTS REPRESENT PHASE I.
- FUTURE PHASES DEPENDANT UPON MARKET CONDITIONS.
- CHANNEL IMPROVEMENTS FOR BACKLICK RUN WILL BE INITIATED WITH PHASE I.

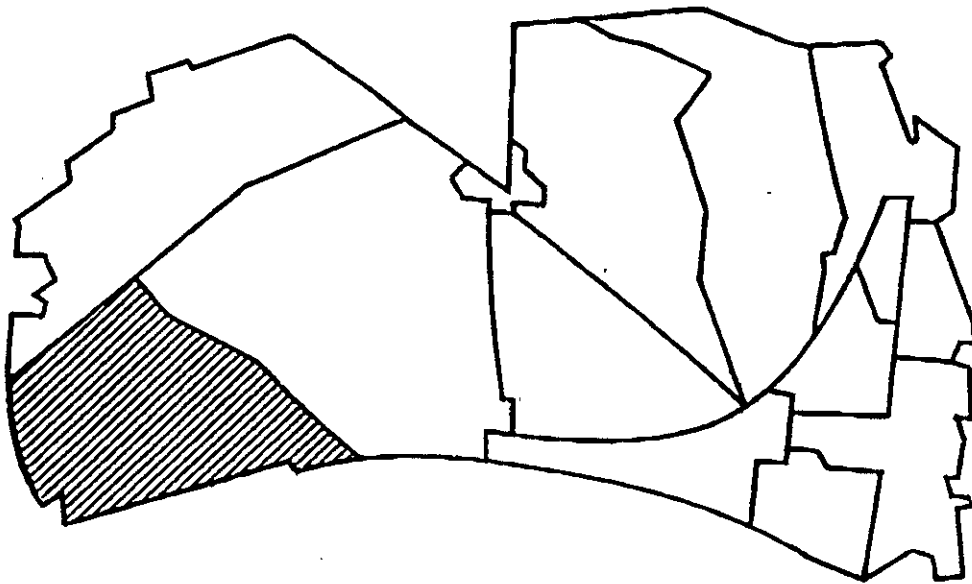
Drawn By	RMH
Designed By	GK
Checked By	SAM
Date	OCT. 1995
Scale	1" = 200'
Plan Number	
Zoned	CDD
Sheet	1 of 4
File Number	M-9268

REVISION STAMP      ENGINEER'S SEAL & SIGNATURE



# LANDMARK/VAN DORN

## SMALL AREA PLAN



## ADOPTED 1992 MASTER PLAN

### ALEXANDRIA, VIRGINIA

*Amended 12/11/1993 Ordinance #3686  
Amended 4/13/1996 Ordinance #3860  
Amended 6/25/1996 Ordinance #3879  
Amended 12/12/1998 Ordinance # 4030*

## **GOALS AND OBJECTIVES**

The goals of this plan are to preserve and protect the existing residential areas and to encourage new commercial and residential development in the most appropriate locations.

The plan objectives are to:

- o protect existing residential uses by rezoning those with commercial zoning to residential zoning
- o ensure the provision of substantial open space, particularly along the City's stream system to expand the stream valley park system
- o preserve locations for light industrial and service commercial activities within the area
- o discourage major office development in general commercial, retail-oriented areas by rezoning these areas to appropriate zones
- o consolidate commercial activity on those sites with the best access to major transportation facilities
- o develop guidelines and appropriate zoning controls for Cameron Station
- o initiate study of the Van Dorn corridor to find ways to alleviate traffic congestion

## LAND USE RECOMMENDATIONS

The previous plan for the Landmark-Van Dorn area was prepared in 1986. Since it was prepared so recently, few substantive changes need to be made to the plan. However, this plan implements new City-wide master plan land use categories which has resulted in a number of changes to commercial, mixed use and industrial designations. The new commercial and mixed use land use categories provide more specificity, in terms of use and scale, than the old categories.

The 1986 plan is shown on Map 8. Map 9 shows a general concept for the area, and Map 10 shows the proposed land use plan. The proposed plan reflects few changes within the primarily residential areas. Generally, existing medium and high density residential uses are designated accordingly, including those developed since 1986.

Areas previously shown as commercial or mixed use on the 1986 plan are now designated to reflect more precisely the types and levels of commercial development desired. Landmark Shopping Center is designated Commercial Regional, reflecting the large-scale character of this regional shopping center. South of Duke Street, in the Landmark area, parcels designated Mixed Use in the 1986 plan are now designated Commercial Residential Mixed Use (CRMU). The CRMU designation requires a mix of use at moderate densities while providing for lower densities if development is entirely commercial. Generally, commercial parcels along Duke, Pickett and Van Dorn Streets are designated for Commercial General, which provides for retail and service activities similar to those existing and does not allow major office redevelopment.

The service commercial and industrial parcels in the area along South Pickett Street and Van Dorn Street have retained the industrial designation of the 1986 plan. However, the industrial land use designation has been redefined to exclude any major office development.

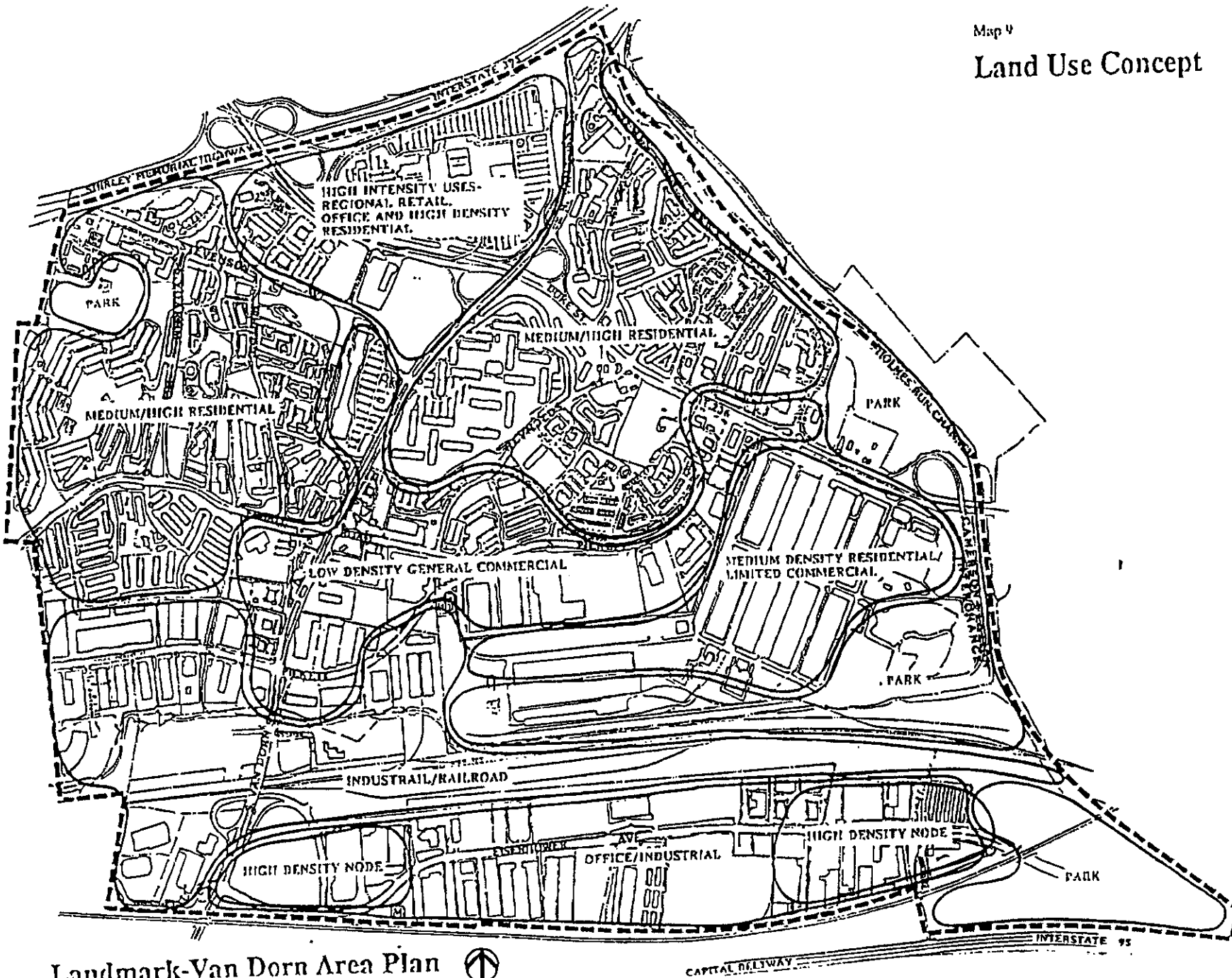
Along Eisenhower Avenue, which the 1986 plan designated for Mixed Use High and Industrial development, this plan calls for similar uses. The section of Eisenhower Avenue within this study area includes over 6 million square feet of land area. It is not possible or desirable for the entire area to be developed at high densities. This plan recommends the development of one higher density commercial node at the location on the Avenue which is best situated for development. The node is at the Van Dorn metro station, where parcels generally within 1000 ft of the Van Dorn Metro Station are designated for high density commercial development. Between these two high density nodes, the area is designated for Office Commercial Medium, which would allow for more moderate commercial development and would also provide for the service commercial and light industrial activities now located in this area. Consolidating high density commercial development at the Metro Station instead of allowing it to scatter along Eisenhower Avenue will facilitate effective Transportation Management Plan measures, with greater potential for car/van pooling.

Finally, Cameron Station is designated in this plan as a Coordinated Development District (CDD). The CDD designation is being applied to large sized development growth areas and provides for development of the site in a mix of uses in accordance with guidelines developed by the City. The adjoining Trade Center site is also shown as a CDD.

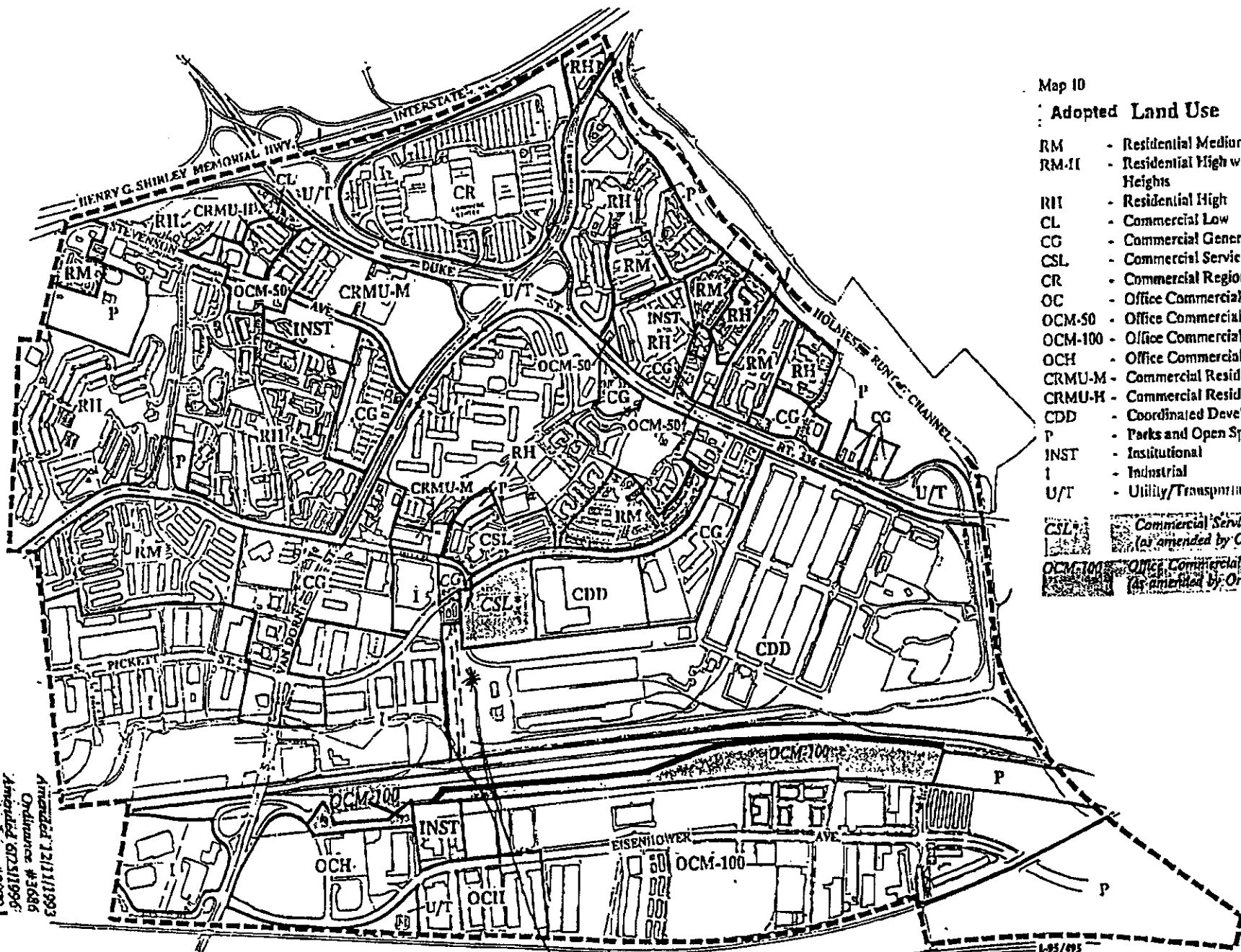
Each recommended change to the 1986 plan is shown on Map 11 and described below.

Map 4

# Land Use Concept



4-17-88



Map 10

**Adopted Land Use**

- RM - Residential Medium
- RM-II - Residential High with Medium Heights
- RH - Residential High
- CL - Commercial Low
- CG - Commercial General
- CSL - Commercial Service Low
- CR - Commercial Regional
- OC - Office Commercial
- OCM-50 - Office Commercial Medium-50
- OCM-100 - Office Commercial Medium-100
- OCH - Office Commercial High
- CRMU-M - Commercial Residential Mixed Use Medium
- CRMU-H - Commercial Residential Mixed Use High
- CDD - Coordinated Development District
- P - Parks and Open Space
- INST - Institutional
- I - Industrial
- U/T - Utility/Transportation

**CSL** - Commercial Service Low  
(as amended by Ordinance #3686)

**OCM-100** - Office Commercial Medium  
(as amended by Ordinance #3879)

Amended 12/11/1993  
 Ordinance #3686  
 Amended 6/25/1996  
 Ordinance #3879

Amended 12/11/1993  
 Ordinance #3686

Amended 6/25/1996  
 Ordinance #3879

Amended 12/12/1998  
 Ordinance #4030

**Landmark-Van Dorn Area Plan**



*\* specific Alternative #5  
road connection  
to be determined*

## HEIGHTS

The allowable heights under the proposed zoning are shown in Map 16.

## URBAN DESIGN

Two sites within the area have been proposed for a Coordinated Development District. The urban design recommendations focus on establishing a set of design guidelines for these CDD. These guidelines should form the basis of specific CDD zoning to be developed by the Zoning Task Force.

### CDD Guidelines for Cameron Station (Map 18)

#### Cameron Station

##### Development without a CDD Special Use Permit

Within the designated CDD area, the R-8 zone regulation shall apply.

##### Development With a Special Use Permit

The Cameron Station CDD shall be developed in accordance with the Report of the Task Force to Monitor the Closing of Cameron Station, as approved and modified by Council. The CDD shall be developed as an integrated community, consisting of: residential, commercial, neighborhood retail, public open space and recreation, infrastructure, community services and facilities uses. The following guidelines describe the type, amount and location of development. Additional housing units may be considered and additional commercial sq.ft. may be considered if connectors are built, through a special use permit process, or contingent on a Transportation Management Plan.

#### Residential

1. At least 70 acres shall be developed for residential uses.
2. There shall be a mix of housing types to include townhouses, garden apartments, mid-rise and a mix of sizes to include 1, 2, and 3 bedroom units and efficiencies.
3. Up to 2,510 housing units ~~are may be permitted;~~ *provided, that the actual number of permitted units will be determined as part of the concept plan amendments to be submitted in conjunction with the unapproved phases (V,VI); and, provided further, that 10% of the units ultimately permitted shall be affordable to low and moderate income families. ( amended 12/12/1998 Ordinance # 4030)*

#### Commercial

4. ~~Up to 16 acres shall be developed for commercial uses. Reserved~~
5. ~~Up to 300,000 square feet of office shall be permitted; up to 400,000 square feet shall be permitted with an interchange with the Capital Beltway at Clermont Avenue and a transportation linkage between the Van Dorn Metro Station and the property should such linkage be approved by City Council~~ *Reserved*
6. Up to ~~80,000~~ 30,000 square feet of retail shall be permitted. ( amended 4/13/1996 Ord.# 3860)

Public Open Space/Recreation/Public School

7. At least 50.5 acres shall be maintained for Public Open Space/Recreation.
8. All areas currently used for open space/recreation shall be dedicated, including the area east of First Street, picnic areas, Backlick Run Greenway, and the western baseball field. If the U.S. Government conveys the 50.5 acres to the City this requirement shall be considered to be satisfied; if not, then this property shall be dedicated to the City.
9. The 50.5 acres dedicated to Public Open/Recreation shall be developed in accordance with a Plan approved by City Council; the developer shall contribute up to \$3.5 million in 1992 dollars for such improvements; the developer will not be required to contribute any other public open space.

9a. Up to 2.5 acres may be used for a public school.

Infrastructure

10. There should be a direct pedestrian connection to the Home Depot Shopping Center from the site  
(amended 12/12/1998 Ordinance # 4030)
11. The developer may be required to contribute to the improvement of the Edsall/Pickett Streets intersection.
12. If a transportation linkage is required by the City connecting the Van Dorn Metro Station to the Cameron Station property then the developer shall provide the necessary right of way on the property.

Floodplain

13. The concrete culvert structure that bridges Backlick Run at the southern end of the site shall be removed.

Heights

14. Heights are limited to 45 feet along Duke Street and First Street, to 55 feet at the center of the area, and to 77 feet along the railroad tracks, with a limited number of buildings to 120 feet along the railroad tracks.

Council has noted that there is some flexibility in these guidelines and changes might be considered if there is a need to make changes based on marketability, fiscal impact, open space or the conditions of time, cost and budgetary restraint.

CDD Guidelines for the Trade Center Site

Development without a CDD Special Use Permit.

Within the designated CDD area, the CG zone regulation shall apply.

Development with a CDD Special Use Permit.

1. The site should be redeveloped for mixed use development with a mix of residential and retail uses with a limited amount of office development. This site should not be an office center as there is sufficient and more accessible land for office development in the west end of the Cameron Run Valley and near the Van Dorn Metro station.
2. Insofar as possible, the development of this site should be coordinated with the development of the Cameron Station site.
3. The possibility of the need for alternate access over the site to Cameron Station should be considered in the development plan.

TRANSPORTATION RECOMMENDATIONS

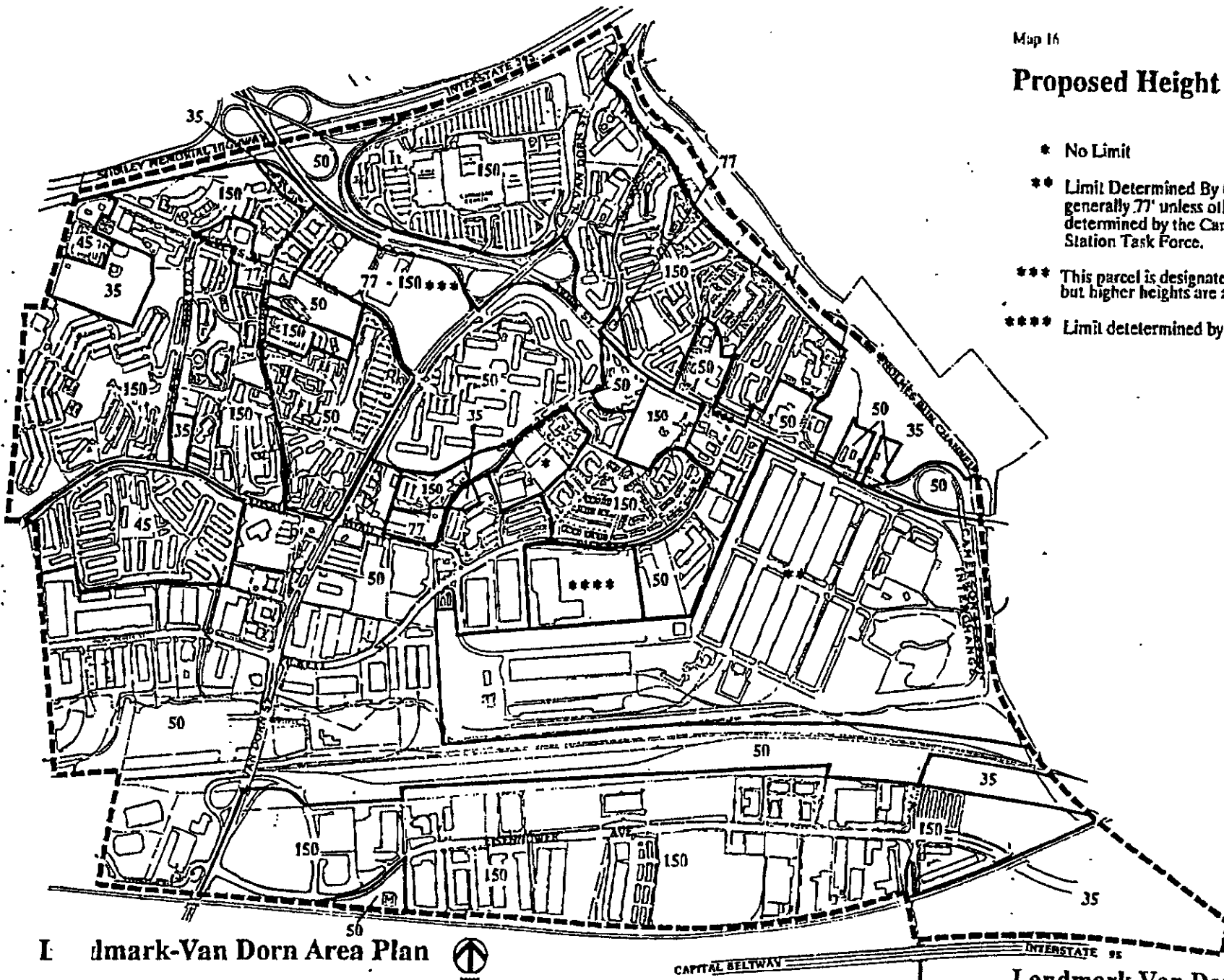
1. Refer to Transportation and Environmental Services a study of the Van Dorn Corridor to determine how to improve traffic flow along Van Dorn Street, particularly the intersection with Edsall Road.



Map 16

## Proposed Height Limits

- \* No Limit
- \*\* Limit Determined By CDD, but generally 77' unless otherwise determined by the Cameron Station Task Force.
- \*\*\* This parcel is designated CRMU-M (77 feet), but higher heights are appropriate
- \*\*\*\* Limit determined by CDD



E Landmark-Van Dorn Area Plan



CAPITAL BELTWAY

INTERSTATE 95

Landmark Van Dorn E - 9

## CAMERON STATION CURRENT DEVELOPMENT SUMMARY\*

Phase	I	II	III	IV	V	VI	VII	Total
Land Area	20.52	24.02	14.11	11.52	9.6	5.15	2.44	87.36
Total Number of Units	339	529	300	200	167	309	261	2,105
Single Family	15	6	0	0	11	0	0	
Townhouse	168	153	207	168	96	0	0	
B/B Townhouse	4	54	0	32	0	0	0	
Stacked Townhouse	0	120	0	0	60	0	0	
Multifamily	152	196	93	0	0	309	0	
Multifamily/Elderly	0	0	0	0	0	0	261	
Density (Units/Acre)	16.52	22.02	21.26	17.36	17.40	60.0	107.0	24.1
Gross Floor Area (Square Feet)	819,914	910,513	777,817	648,311	451,700	580,000	388,700	4,481,955
Open Space (Acres & Percent)	6.8 (33.1%)	6.6 (27.5%)	4.2 (29.8%)	2.83 (24.6%)	3.00 (31.1%)	1.57 (30.4%)	0.85 (35%)	25.85 (29.6%)

- based upon approved final site plans for phases I through V, preliminary site plan approval for phase VII, and application for phase VI

11, 12, 13  
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5-18-02

May 17, 2002

Mayor Kerry Donley  
Room 2300, City Hall  
Alexandria, VA 22314

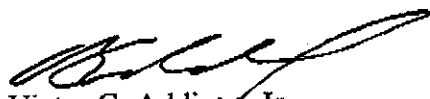
Dear Mayor Donley,

I would like to take this opportunity to urge you to deny approval of docket items 11, 12, and 13 at the May 18<sup>th</sup> Public Hearing (Archstone proposal). Although my principal reasons for opposing this project are based on its incompatibility with the surrounding community and obvious design shortcomings, I believe the City Council also needs to send a clear message to developers who think they can gain approval of substandard projects by employing tactics based on coercion and influence.

Throughout the past year, Greenvest and Archstone have used an Enron-like approach to force this project on the West End of Alexandria. Cameron Station residents and City staffers have been repeatedly misled, threatened and mocked by these developers while they quietly attempted to influence elected officials who have the power to approve their projects. Cameron Associates (Greenvest) was one of the largest campaign contributors in our most recent election, and a senior Greenvest executive personally donated money to an Alexandria City Council campaign—even though he is a resident of Maryland! Although these contributions are presently legal, I believe this is a clear attempt to subvert the City's development review process. (This became a significant issue in the recent Virginia Beach City Council elections, where developers were also the largest campaign contributors).

In closing, I would like to commend the Planning and Zoning Commissioners and Planning Staff for their extremely professional approach in handling this proposal, and for their efforts to foster a policy of "smart growth" in the City of Alexandria. As you know, residents of Northern Virginia strongly endorsed this policy in the most recent Fairfax and Arlington elections. I respectfully request that you give due consideration to the integrity of Alexandria's development review process in your deliberations on the Archstone proposal. The best development projects in Alexandria have been characterized by close cooperation between the City, community and developers—"Archstone at Cameron Station" is not one of those projects.

Sincerely,



Victor G. Addison, Jr.  
157 Somerville St.  
Alexandria, VA 22304

11, 12, 13  
-----  
5-18-02


TO: MAYOR AND CITY COUNCIL  
RE: ARCHSTONE  
Date: May 17, 2002 - HAND DELIVERED

The deferral request by Archstone Communities and Cameron Associates, LLC on docket items 11, 12 and 13 for the May 18 City Council meeting appears to be another attempt to subvert the city's development approval process. The applicants claim to want "... the opportunity to re-evaluate the project taking into account the many comments heard from the Cameron Station community, the Planning Commission, the planning staff and members of Council over the past year and a half." The applicants would not have made this request had they been able to count to four. We applaud those of you we know who stood up to the challenge.

It would be meaningful and refreshing to deny these proposals outright. Many in our community doubt the applicant's sincerity, based on unproductive and frequently exasperating relationships with them -- and wish finality on this project by way of denial. However, we understand it may be in the City's interest to defer, in return for a much improved project and a sincere effort by the applicants to work with the community, Staff and Planning Commission. We will continue to stand firm against above ground parking, excessive mass and lack of open space, architectural treatment not compatible with our neighborhood, and deceitful practices. We find the Planning Commission's recommendations and conditions in this regard reasonable and necessary.

We request Council address the applicant's contemptuous disregard for the established processes. If you grant the deferral, publicly state an unequivocal requirement that the developer meet the Planning Commission's directives, and monitor the applicant for good faith participation in the development process. For example, members of the Planning Commission have stated that the applicant placed an "undue burden" upon adjacent homeowners through their use of deceitful practices clearly designed to limit homeowners' ability to raise questions about this plan.

The developer's last-second evasive maneuver represents continued gamesmanship - now into a second year from the Planning Commission's May 2001 deferral. This evasive intent, has and will continue to waste precious time and energy for the Planning Commission, Staff, City Council, and the community. A strong message from City Council will set the record straight - no more games, end runs, or attempts to subvert planning processes and dupe the residents of West Alexandria.

  
Roland Gonzalez, President  
Cameron Station Civic Association

Cc Alexandria Planning Commission  
City Manager  
City Attorney  
City Clerk  
Director, Planning & Zoning

11, 12, 13  
5-18-02

May 8, 2002

Mr. Jim Duszynski  
Greenvest L.C. / Cameron Associates LLC  
8614 Westwood Center Drive  
Suite 900  
Vienna, VA 22182

Dear Mr. Duszynski:

As residents of Tancreti Lane in Cameron Station, we are writing to express our profound disappointment at the way in which the Archstone apartment project has been handled to date and to ask that we be allowed to speak freely and express our full opinions on this project when it is considered by the Alexandria City Council on May 18<sup>th</sup>. While it does not please us to have to make this request, we simply can no longer sit idly by while this project gives our community and its residents a bad name among the elected and appointed leaders of the City of Alexandria.

As you know, it has been well over two years since we signed the contracts on our Van Metre townhomes in Cameron Station. Despite significant delays with the construction of our homes, and the deceptions that have occurred in relation to the Archstone apartment complex, none of us regret buying in Cameron Station – in fact, it is a wonderful community that we would like to maintain, or even improve upon, as its final “buildout” occurs in the coming months.

Unfortunately, since day one we have been repeatedly deceived and disappointed by your actions in relation to this project. When purchasing our townhomes we were all emphatically told that there would be 24 additional townhomes on the west side of Tancreti Lane, as approved by the City of Alexandria in June 1999, not a 300+ unit apartment complex. Despite the fact that Cameron Associates had rescinded the builders’ options on these townhomes and developed plans for the apartment complex long before we moved in, we were never informed. This is obviously a classic case of bait and switch, where we are left holding the bag in order to ensure that your company maximizes its profits in developing our community.

Surely you will continue to insist that because the prospect of building apartment units in the west end of Cameron Station was mentioned in the fine print of our covenant documents, you have met your legal obligations and we have no reason to complain. However, the development’s website and the maps at your marketing office continued to suggest that there would be townhomes on the Archstone site months after we publicly raised concerns about the deceptive practices that were used in marketing our



townhomes. Frankly, we find it repulsive that you and the builders participating in Cameron Station (some of which your company has a financial stake in) have continued to take advantage of our future neighbors by hiding the fact that you were proposing a project that has elicited such strong opposition from the members of our community.

The main outstanding question is this: when will this behavior stop? When is your company going to sit down with the community and work, in good faith, to develop a project that adds to the character and beauty of Cameron Station? Why is it that despite a unanimous vote from the Alexandria Planning Commission denying approval of this project you still insist on forcing a vote by the City Council? Does continuing to try and ram this project down our throats serve any useful purpose? As you may recall, during our first meeting nearly two years ago you chose not to work with us to address our concerns but instead to threaten us with "something much worse" than the Archstone proposal. The sad reality is that if you had agreed to work with us during that meeting your project would undoubtedly be well underway by now.

We stand ready, along with the Cameron Station Civic Association, to work with you and the Alexandria Planning Commission to develop a plan that will complete the development of our community in a way that satisfies everyone involved. We understand that no one will get everything they want out of such a discussion, and that there are no entitlements when it comes to our community. Nonetheless, we hold out hope that you will begin to negotiate with us in good faith, as the City's leaders have repeatedly asked you to do.

We would greatly appreciate it if you could let us know – in writing – whether you and Mr. Wallenstrom (who has been copied on this correspondence) have any objection to us speaking at the upcoming City Council meeting. While we appreciate the fact that Jon did work with us to develop a consensus on what the Archstone project might look like on its east side (facing Tancreti Lane), this agreement has clearly been overtaken by subsequent events. To date we have honored this agreement out of a feeling of obligation, but given the events of the past few months feel it is necessary to ask that the agreement be declared null and void in order to ensure that members of the City Council fully understand the history of this project and the undue burden it has placed on us as adjacent homeowners.

We have attached a signed formal request to this effect. Should you have any questions about this correspondence, please contact Mike O'Malley at 202-663-8935 or Mindy Lyle at 703-566-7113. Otherwise, thank you for your consideration of our request, and we look forward to hearing from you.

Cc: Jon Wallenstrom – Archstone Properties  
Members of the Alexandria City Council and Planning Commission


Archstone Communities  
6631-A Old Dominion Drive, Suite 201  
McLean, Virginia 22101

Mr. Jon Wallenstrom,  
Vice President


8 May 2002

We, the residents of Tancreti Lane, would like to retract our agreement of 6 February 2001. Although complying with the written verbiage of stated agreement, Archstone Communities has changed the stated intent of its' proposed development within Cameron Station. As a result, we the undersigned wish to withdraw our support of this proposed project.

Respectfully,

  
Gustavo and Katharine Olmedo  
5249 Tancreti Lane

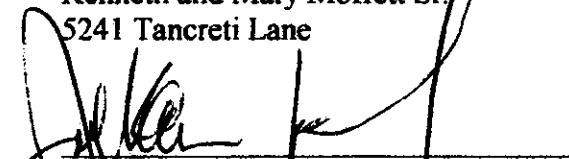
  
Brent Willson  
5247 Tancreti Lane

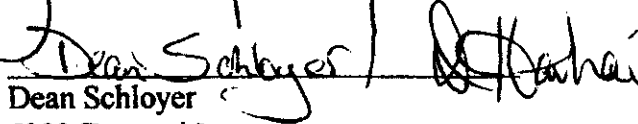
  
Isabelle Baird  
5245 Tancreti Lane

  
Dorothy Chamberlin  
5243 Tancreti Lane

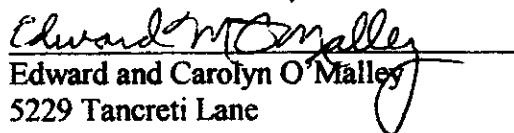
  
Kenneth and Mary Moffett Sr.  
5241 Tancreti Lane

  
Melinda Lyle  
5235 Tancreti Lane

  
Joel Arneson and Lih-The Wang James  
5239 Tancreti Lane

  
Dean Schloyer  
5233 Tancreti Lane

See attached explanation  
Ronald and Geraldine Leclerc  
5231 Tancreti Lane

  
Edward and Carolyn O'Malley  
5229 Tancreti Lane

Copy to:  
City of Alexandria Planning Commission  
City of Alexandria Council  
Cameron Associates, L.L.C.

**Explanation**

Due to a death in the family, Ronald and Geraldine LeClerc were out of town and therefore unavailable to sign this document. However, they have notified us verbally that they too are supportive of this effort.





mmenez1981@alum.kellogg.nwu.edu

05/17/02 06:33 PM

To: mayoralx@aol.com @ INTERNET, billclev@comcast.net @ INTERNET, eberweincouncil@comcast.net @ INTERNET, wmeuille@wdeuille.com @ INTERNET, delpepper@aol.com @ INTERNET, dspeck@aol.com @ INTERNET, council@joycewoodson.net @ INTERNET

Subject: Archstone Project: City Council Meeting-May 18

11, 12, 13  
5-18-02

Alexandria City Council,

As a resident of Cameron Station, I strongly urge you to support the unanimous decision of the Planning Commission and deny the Archstone proposal before you at the May 18 Public Hearing on Docket Items 11, 12, and 13. The proposed project is a massive structure with bad architectural design that is not compatible with the vision for Cameron Station. The applicant made no effort to make substantive modifications to the proposal as requested by the Planning Commission even after four deferral actions by the Commission.

- (1) The Applicant (Archstone) ignored staff and Planning Commission's instruction. The proposed complex is massive and does not complement the rest of Cameron Station.
- (2) Parking is not underground as requested by Planning Commission. All the buildings are interconnected - creates two fortress-like courtyards. Main Street and Carr Condos have parking underground. The current project garage design creates many problems - deleted parking spaces, eliminated set-backs, created two very narrow alley-ways.
- (3) The architecture not compatible with Cameron Station.
- (4) A Parking Management Plan has NOT been developed. Second parking space is at market rate \$85-95 per/month. The design encourages street parking.
- (5) In short, the Archstone project is not consistent with the vision City Council set for Cameron Station.

Thanks for your consideration.

Martin Menez  
4924 Donovan Drive  
Alexandria, VA 22304  
703-751-3433

11, 12, 13  
5-18-02

**MEMORANDUM**

DATE: MAY 17, 2002  
TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL  
FROM: BEVERLY I. JETT, CITY CLERK  
SUBJECT: E-MAILS REGARDING ARCHSTONE ITEM NOS. 11, 12, 13

---

As of 5:00 p.m. today, we have received 17 e-mails regarding denying the special use permits for the Archstone proposal at Cameron Station.

You have received the majority of them. Should you want a copy of each, please let me know.



smisuze@gmu.edu  
05/16/02 03:05 PM

To: Beverly I Jett@Alex  
Subject: Cameron Station

11, 12, 13  
-----  
5-18-02

Dear Beverly Jett, City Clerk,

I strongly urge you to support the unanimous decision of the Planning Commission and deny the Archstone proposal before you at the May 18 Public Hearing on Docket Items 11, 12, and 13. The proposed project is a massive structure with bad architectural design that is not compatible with the vision for Cameron Station. The applicant made no effort to make substantive modifications to the proposal as requested by the Planning Commission even after four deferral actions by the Commission."

Moreover, Archstone ignored staff and Planning Commission's instruction. Proposed

complex is massive and does not complement the rest of Cameron Station. Parking is not underground as requested by Planning Commission. All buildings are interconnected - creates two fortress-like courtyards. Main Street and Carr Condos have parking underground. Current project garage design creates many problems - deleted parking spaces, eliminated set-backs, created two very narrow alley-ways. Design encourages street parking. In short, entire Archstone project is not consistent with the vision City Council set for Cameron Station.

Sincerely,

Suzanne Smith  
Cameron Station resident



shaklik\_michael@bah.com  
05/16/02 03:15 PM

To: mayoralx@aol.com @ INTERNET, billclev@comcast.net @ INTERNET, eberweincouncil@comcast.net @ INTERNET, delpepper@aol.com @ INTERNET, dspeck@aol.com @ INTERNET, council@joycewoodson.net @ INTERNET  
Subject: REJECT THE ARCHSTONE APARTMENT COMPLEX APPLICATION IN CAMERON STATION

11, 12, 13  
5-18-02

To City Council,

I strongly urge you to support the UNANIMOUS DECISION of the Planning Commission and deny the Archstone proposal before you at the May 18 Public Hearing on Docket Items 11, 12, and 13. The proposed project is a massive structure with poor architectural design which is not compatible or consistent with the vision for Cameron Station. The applicant continually displayed their arrogance and lack of respect for both the City and the residents of Cameron Station by making no effort to address ANY of the substantive modifications to the proposal as requested by the Planning Commission even after four deferral actions by the Commission.

In addition, Parking is not underground as has been repeatedly requested by Planning Commission and the required parking management plan has not been developed.

Cameron Station has great potential to be a jewel in Alexandria's west end and those of us that purchased homes there have great pride in the vision of what Cameron Station can become. Please do not allow the incestuous relationship between Greenvest (developer) and Archstone, their collective arrogance, and disregard for the desires of the City Council and residents to carry the day by approving the applicants request. Please DENY the applicants request!

Thank you,

Mike Shaklik  
264 Medlock Lane

11, 12, 13  
5-18-02



bheider@hanscombusa.  
com

05/16/02 03:41 PM

To: mayoralx@aol.com @ INTERNET, billclev@comcast.net @  
INTERNET, eberweincouncil@comcast.net @ INTERNET,  
wmeuille@wdeuille.com @ INTERNET, delpepper@aol.com @  
INTERNET, dspeck@aol.com @ INTERNET,  
council@joycewoodson.net @ INTERNET, Beverly I Jett@Alex  
Subject: Archstone proposal

Dear Mayor and Council Members,

As a resident of Alexandria and an architect registered in the Commonwealth of Virginia, I strongly urge you to support the unanimous decision of the Planning Commission and deny the Archstone proposal before you at the May 18 Public Hearing on Docket Items 11, 12, and 13. The proposed project is a massive structure that is an inappropriate neighbor for Cameron Station. The design (and I use the term loosely) of the project is offensive on many levels, but - with its high density and fortification-like perimeter - it is clearly inappropriate in this location from an urban planning perspective. Furthermore, Archstone did not address the concerns raised by the Planning Commission even after four deferral actions by the Commission indicating an abundant disregard for the community they would impact by their development folly.

Thank you for your kind consideration of my observations and request.

Sincerely,

Beth Heider

Elizabeth J. "BETH" Heider AIA  
HANSCOMB  
1725 Duke Street, Suite 200  
Alexandria, Virginia 22314

703.684.6550 T  
703.684.8590 F  
bheider@hanscombusa.com

11, 12, 13  
5-18-02



mpeggram@tcba.com  
05/16/02 03:49 PM

To: mayoralx@aol.com @ INTERNET, billclev@comcast.net @  
INTERNET, eberweincouncil@comcast.net @ INTERNET,  
wmeuille@wdeuille.com @ INTERNET, delpepper@aol.com @  
INTERNET, dspeck@aol.com @ INTERNET,  
council@joycewoodson.net @ INTERNET, Beverly I Jett@Alex  
Subject: Archstone Project Vote

Dear Honorable Mayor and Members of the City Council,

I am writing you to strongly urge each of you to support the unanimous decision of the Planning Commission and deny the Archstone proposal before you at the May 18 Public Hearing on Docket Items 11, 12 and 13. The proposed project is a massive structure with bad architectural design that is not compatible with the vision for Cameron Station. After four deferral actions by the Commission, the Archstone Developer made no effort to make substantive modifications to the proposal.

The two major problems with the proposal are the parking structure and the lack of an adequate parking management plan. The proposed Archstone project includes above ground parking garage which removes existing on street parking spaces, eliminates set-backs and creates two very narrow alleyways. In addition, the developer has not developed an adequate parking management plan to accommodate the residents. The developer proposes offering residents a second parking space at a market rate of \$85-95 per month. Many residents will choose not to pay the additional fee and opt to find a space on the street. Currently, on street parking in Cameron Station is very limited. Therefore, the residents will begin parking illegally or in the Samuel Tucker school parking lot.

I strongly urge you to support the Planning Commission 7-0 decision to deny the Archstone project.

Sincerely,

Marian Pegram



btynan@fortessa.com

05/16/02 06:22 PM

To: mayoralx@aol.com @ INTERNET, billclev@comcast.net @  
INTERNET, eberweincouncil@comcast.net @ INTERNET,  
wmeuille@wdeuille.com @ INTERNET, delpepper@aol.com @  
INTERNET, dspeck@aol.com @ INTERNET,  
council@joycewoodson.net @ INTERNET, Beverly I Jett@Alex

Subject: Archstone proposal

Dear Mayor Donley:

Dear Council members Cleveland, Eberwein, Euille, Pepper, Speck, Woodson:

We respectfully request that you support the unanimous decision of the Planning Commission and deny the Archstone proposal before you at the May 18 Public Hearing on Docket Items 11, 12, and 13. The proposed project is a massive structure with bad architectural design that is not compatible with the vision for Cameron Station. The applicant made no effort to make substantive modifications to the proposal as requested by the Planning Commission even after four deferral actions by the Commission.

We were dumbfounded by the absurdly unresponsive nature of the applicant at the April 2 meeting of the Planning Commission. The Planning Commission and their very professional staff had clearly given the project a great deal of thought and review, and the staff had even prepared detailed options for the applicant to consider working into its proposal. However, it was clear that the applicant never had any intention to address the concerns of the Commission and its staff and the residents of Cameron Station, or to comply with the recommendations provided on numerous occasions. Their revised package, according to the Planning Commission staff, not only did not address the previously cited problems, but it also created new ones.

The justification for rejection of the proposal is as follows:

- 1)The applicant ignored staff and Planning Commission's instruction. The proposed complex is massive and does not complement the rest of Cameron Station.
- 2)Parking is not underground as requested by Planning Commission. All buildings are interconnected - creates two fortress-like courtyards. Main Street and Carr Condos have parking underground. Current project garage design creates many problems - deleted parking spaces, eliminated set-backs, created two very narrow alley-ways.
- 3)The Architecture not compatible with Cameron Station.
- 4)The Parking Management Plan has NOT been developed. A second parking space at market rate \$85-95 per/month. The current design encourages street parking.
- 5)In short, the entire Archstone project is not consistent with the vision City Council set for Cameron Station.

Please reject the Archstone proposal and uphold the thoughtful and professional recommendations of the Planning Commission and its staff. Do not allow this irresponsible developer to ignore sound, reasonable, and professional judgment and the legitimate concerns of the residents of Cameron Station.

We appreciate your consideration.  
Brian and Natalie Tynan  
377 Livermore Lane

11, 12, 13  
5-18-02

Alexandria, VA 22304  
(703) 566-2601 home  
(202) 548-8470 Brian work  
(202) 548-8472 – Brian fax  
btynan@fortessa.com



11, 12, 13  
5-18-02



DohertyCL@aol.com  
05/16/02 10:13 PM

To: MayorALX@aol.com @ INTERNET, billclev@comcast.net @  
INTERNET, eberweincouncil@comcast.net @ INTERNET,  
wmeuille@wdeuille.com @ INTERNET, DELPepper@aol.com @  
INTERNET, DSpeck@aol.com @ INTERNET,  
council@joycewoodson.net @ INTERNET  
Subject: Comment re: Public Hearing Docket Items 11, 12 and 13

Dear Mayor Donley and the members of the City Council:

My name is Clay Doherty and I live at 299 Cameron Station Blvd. in the Cameron Station Development in Alexandria.

I am writing to strongly urge you to support the unanimous decision of the Planning Commission and deny the Archstone proposal before you at the May 18 Public Hearing on Docket Items 11, 12, and 13. Over the last year that I have lived in Cameron Station, I have observed the blatant disregard Archstone has had for our city and the residents of Cameron Station as to their proposed development in our community.

I am very concerned that this corporation does not have the best interests of the City or our community at heart, and I strongly urge you, my city representatives, to stop this project from being built.

The proposed project is a massive structure with bad architectural design that is not compatible with the city's vision for Cameron Station. Over the last year, I have watched the applicant make no effort to make substantive modifications to the proposal as requested by the Planning Commission even after four deferral actions by the Commission. Our City Planning Commission did their job, now it is time for you to do yours. I respectfully request that you support your experts decision and not make a mistake that will come back to haunt our beloved city for many years.

Archstone needs to be stopped from doing any further damage to our community or our city. The decision is in your hands, and I pray that you will deny this petition.

Please note that I am copying the City Clerk on this email which I am sending to the entire City Council. I respectfully request that my email be entered into the record as I will be unable to attend the City Council meeting this weekend due to work commitments that will take me out of town on Friday.

Thank you for your time and consideration of my email. Again, I strongly encourage you to stop Archstone and say "no" to the cancer that is trying to invade Cameron Station.

Sincerely,

Clay L. Doherty

299 Cameron Station Blvd.  
Alexandria, VA 22304  
703-567-3301 home  
202-256-5492 cell

11, 12, 13  
5-18-02



tlp@ratnerco.com  
05/17/02 07:30 AM

To: mayoraix@aol.com @ INTERNET, billclev@comcast.net @  
INTERNET, ederweincouncil@comcast.net @ INTERNET,  
wmueille@wdeuille.com @ INTERNET, delpepper@aol.com @  
INTERNET, dspeck@aol.com @ INTERNET, dspeck@aol.com @  
INTERNET, council@joycewoodson.net @ INTERNET, Beverly I  
Jett@Alex  
Subject: URGENT - CITY COUNCIL MEETING - MAY 18

To Whom It May Concern,

As a residents of Cameron Station we are extremely concerned about the city council's final decision on the Archstone proposal. We strongly urge you to support the unanimous decision of the Planning Commission and deny the Archstone proposal before you at the May 18th Public Hearing on Docket items 11, 12 and 13. The proposed project is a massive structure with bad architectural design that is not compatible with the vision for Cameron Station. The applicant made no effort to make substantive modifications to the proposal as requested by the Planning Commission even after four deferral actions by the Commission.

Our Main Street and Carr Condos have parking underground. Archstone garage design creates many problems. Their design encourages street parking and creates two very narrow alley-ways. All buildings are interconnected, creating two fortress-like courtyards. This proposed complex is massive and does not complement the rest of the Cameron Station.

As residents of Cameron Station, the city of Alexandria and the state of Virginia, we urge you to deny the Archstone proposal on May 18th.

Joe Romano  
Tonia Patt  
4908 Donovan Drive  
Alexandria, Virginia

22304

11, 12, 13  
5-18-02



**Mark.Morehouse@mail.house.gov**  
05/17/02 09:21 AM

To: mayoralx@aol.com @ INTERNET, billclev@comcast.net @ INTERNET, eberweincouncil@comcast.net @ INTERNET, wmeuille@wdeuille.com @ INTERNET, delpepper@aol.com @ INTERNET, dspeck@aol.com @ INTERNET, council@joycewoodson.net @ INTERNET  
Subject: Archstone Cameron Station Proposal

To: Mayor Kerry Donley - mayoralx@aol.com  
Bill Cleveland - billclev@comcast.net  
Claire Eberwein - eberweincouncil@comcast.net  
William Euille - wmeuille@wdeuille.com  
Redella Pepper - delpepper@aol.com  
David Speck - dspeck@aol.com  
Joyce Woodson - council@joycewoodson.net

cc: City Clerk - beverly.jett@ci.alexandria.va.us From: Mark & Kathy Morehouse  
5006 John Ticer Drive  
Alexandria, VA 22304-7720

Re: Archstone Cameron Station Proposal

We strongly urge you to support the unanimous decision of the Planning Commission and deny the Archstone proposal before you at the May 18 Public Hearing on Docket Items 11, 12, and 13. The proposed project is a massive structure with bad architectural design that is not compatible with the vision for Cameron Station. The applicant made no effort to make substantive modifications to the proposal as requested by the Planning Commission even after four deferral actions by the Commission.

Respectfully,

Mark & Kathy Morehouse

11, 12, 13  
5-18-02



mconner@AKINGUMP.c  
om  
05/17/02 10:28 AM

To: mayoralx@aol.com @ INTERNET, eberweincouncil@comcast.net @  
INTERNET, wmeuille@wdeuille.com @ INTERNET,  
delpepper@aol.com @ INTERNET, dspeck@aol.com @ INTERNET,  
council@joycewoodson.net @ INTERNET, billclev@comcast.net @  
INTERNET

Subject: <No subject >

Dear City Council and Mayor Donnelly:

I am a resident of the City of Alexandria and an active registered voter. I strongly urge you to support the unanimous decision of the Planning Commission and deny the Archstone proposal before you at the May 18 Public Hearing on Docket Items 11, 12, and 13. The proposed project is a massive structure with bad architectural design that is not compatible with the vision for Cameron Station. The applicant made no effort to make substantive modifications to the proposal as requested by the Planning Commission even after four deferral actions by the Commission.

In pursuing its project, (Archstone) ignored staff and Planning Commission's instruction. The proposed complex is massive and does not complement the rest of Cameron Station. Parking is not underground as requested by Planning Commission. All buildings are interconnected - creates two fortress-like courtyards. Main Street and Carr Condos have parking underground. Current project garage design creates many problems - deleted parking spaces, eliminated set-backs, created two very narrow alley-ways. The Archstone architectural design is not compatible with or complimentary to Cameron Station.

To the extent Archstone submitted a Parking Management Plan, it is not well developed. Second parking spaces are to be offered at market rate \$85-95 per/month. This proposal encourages street parking. In short, entire Archstone project is not consistent with the vision City Council set for Cameron Station.

Please deny the Archstone project.

Very truly yours,  
Marjorie Conner  
700 West View Terrace  
Alexandria, Virginia 22301

The information contained in this e-mail message is intended only for the personal and confidential use of the recipient(s) named above. This message may be an attorney-client communication and/or work product and as such is privileged and confidential. If the reader of this message is not the intended recipient or an agent responsible for delivering it to the intended recipient, you are hereby notified that you have received this document in error and that any review, dissemination, distribution, or copying of this message is strictly prohibited. If you have received this communication in error, please notify us immediately by e-mail, and delete the original message.

11, 12, 13  
5-18-02



ladsa@msn.com  
05/16/02 04:54 PM

To: MAYORALX@AOL.COM @ INTERNET, BILLCLEV@comcast.com @  
INTERNET, eberweincouncil@comcast.com @ INTERNET  
Subject: Re: URGENT

Final decision on Archstone proposal will be this Sat. As a longstanding resident I want to ask you to please note some important points : (1)Applicant (Archstone) ignored staff and Planning Commission's instruction. Proposed complex is massive and does not complement the rest of Cameron Station. (2)Parking is not underground as requested by Planning Commission. All buildings are interconnected - creates two fortress-like courtyards. Main Street and Carr Condos have parking underground. Current project garage design creates many problems - deleted parking spaces, eliminated set-backs, created two very narrow alley-ways. (3)Architecture not compatible with Cameron Station. (4)Parking Management Plan NOT developed. Second parking space at market rate \$85-95 per/month. Design encourages street parking. (5)Finally, entire Archstone project is not consistent with the vision City Council set for Cameron Station.

Sincerely,  
Sonia Agosto  
Alexandrian resident since 1990

11, 12, 13  
5-18-02



ladsa@msn.com

05/16/02 04:49 PM

To: MAYORALX@AOL.COM @ INTERNET, BILLCLEV@comcast.com @  
INTERNET, eberweincouncil@comcast.com @ INTERNET  
Subject: Re: URGENT

The City Council will make a final decision on Archstone proposal, Saturday morning, May 18th, City Hall, 301 King Street, 2d Floor; however, I am unable to attend. I would like for you to please note some important points.

Some POINTS to consider : (1)Applicant (Archstone) ignored staff and Planning Commission's instruction. Proposed complex is massive and does not complement the rest of Cameron Station. (2)Parking is not underground as requested by Planning Commission. All buildings are interconnected - creates two fortress-like courtyards. Main Street and Carr Condos have parking underground. Current project garage design creates many problems - deleted parking spaces, eliminated set-backs, created two very narrow alley-ways. (3)Architecture not compatible with Cameron Station. (4)Parking Management Plan NOT developed. Second parking space at market rate \$85-95 per/month. Design encourages street parking. (5)In short, entire Archstone project is not consistent with the vision City Council set for Cameron Station.

Sincerely,  
Lauri Dubia  
703-370-4481  
Alexandrian resident since 1989



fagensmith@starpower.  
net

To: mayoralx@aol.com @ INTERNET  
Subject: <No subject>

05/16/02 03:11 PM

11, 12, 13  
-----  
5-18-02

Dear Mayor Donley and Alexandria City Council, I strongly urge you to support the unanimous decision of the Planning Commission and deny the Archstone proposal before you at the May 18 Public Hearing on Docket Items 11, 12, and 13. The proposed project is a massive structure with bad architectural design that is not compatible with the vision for Cameron Station. The applicant made no effort to make substantive modifications to the proposal as requested by the Planning Commission even after four deferral actions by the Commission.

Moreover, Archstone ignored staff and Planning Commission's instruction. The proposed complex is massive and does not complement the rest of Cameron Station. Parking is not underground as requested by Planning Commission. All buildings are interconnected, which creates two fortress-like courtyards. Current project garage design creates many problems: deleted parking spaces, eliminated set-backs, created two very narrow alley-ways. Design encourages street parking. In short, entire Archstone project is not consistent with the vision City Council set for Cameron Station.

Please prevent the Archstone company from creating a structure that will not promote the sense of community that Cameron Station is developing. Sincerely, Doug Fagen Cameron Station resident



boschnurr@comcast.net  
 t  
 05/17/02 11:48 AM

To: wmeuille@wdeuille.com @ INTERNET, billclev@comcast.net @ INTERNET, eberweincouncil@comcast.net @ INTERNET, delpepper@aol.com @ INTERNET, dspeck@aol.com @ INTERNET, council@joycewoodson.net @ INTERNET, Beverly I Jett@Alex  
 Subject: FW: Greenvest-Archstone is not exactly an "I/Thou" relationship, Kerry.

If you guys spend more than five minutes trashing this docket item, something is seriously rotten in Denmark...

-----Original Message-----

From: Roland Gonzales [mailto:rolandcarmen@earthlink.net] Sent: Thursday, May 16, 2002 10:42 PM  
 To: 'boschnurr@comcast.net'  
 Subject: RE: Greenvest-Archstone is not exactly an "I/Thou" relationship, Kerry.

Bo, I got a bunch of info copies that went to council but yours I had to say - I love it.

Roland

-----Original Message-----

From: boschnurr@comcast.net  
 [SMTP:boschnurr@comcast.net]  
 Sent: Thursday, May 16, 2002 6:22 PM  
 To: mayoralx@aol.com  
 Cc: Rolando Gonzales  
 Subject: Greenvest-Archstone is not exactly an "I/Thou" relationship, Kerry.

Greetings Kerry,

In the Revolution of May of 1970, I witnessed at the corner of Wisconsin

Avenue and North 13th Street in Milwaukee a situation where a police

riot occurred with Milwaukee tactical squad members beating up Marquette

longhairs protesting the Viet-Nam war. There, right in front of Gesu

Church, I was a suburban vaguely conservative freshman at the time but

those bloodied faces radicalized me.

That anger keep

bringing Cameron Station residents to show up at

Planning Commission and Council Meetings. We had over 150 people at the

last PC meeting battle (not counting Gwen Lewis's seven grandchildren

who can't vote yet.)

I have a conflict tomorrow/Saturday morning, Kerry. I

should be at OPMH

studying new age monasticism under the abbot of Iona monastery in



Scotland, Norman Shenks; but do I have to be watching  
you at the Council Meeting because you took some money from Greenvest for  
your last Campaign? The way Greenvest/Archstone stonewalled the  
Planning Commission to do the deal through Council, they actually  
think and are behaving as if they own you and Bill Euill's votes. Say it ain't so, Joe.  
So, regarding Archstone's presentation Saturday morning,  
you don't have to speak to the matter of Greenvest's donation to your  
last campaign. But I want you to know that I and several Cameron  
Station Civic Association board members were present when the  
Greenvest's manager bragged to the previous Archstone lawyers about not  
worrying because "we have the mayor in our pocket."  
This is not exactly Martin Buber's "I/Thou"  
relationship, Kerry. It is now time to choose to be an "it" or a "thou."  
Now  
please do your duty and slop those oozing slimoids out of town just  
like the Loudon County electorate and New Board of Supervisors ran  
Greenvest out of Loudon. So, as they say in Madison, Milwaukee and  
Kent, Kerry, "May the Fourth be with you."  
Bo Schnurr,  
Boardmember, Cameron Station Civic Association

QSA

Research & Strategy, Inc.  
Alexandria, Virginia  
703-567-7655 fax 6156  
<http://qsaresearch.com>

11, 12, 13  
5-18-02



CABakewell@aol.com

05/16/02 10:01 PM

To: MayorALX@aol.com @ INTERNET

Subject: Please Vote to Deny Archstone Proposal & to Support Planning Commission

Dear Mayor Donley:

We had looked forward to meeting you at Brian Moran's pancake breakfast and were sorry you were not there. We moved to Cameron Station a year ago and are so pleased with the open spaces including Holmes Run Park and Ben Brenman Park. What an asset the parks are to Alexandria as well as Cameron Station residents. The Beatley Library is even better than we expected/hoped.

On the other hand we are very displeased by the Archstone proposal which ignores the City's vision for Cameron Station and the professional inputs/requests made by the Planning Commission. We strongly urge you to support the unanimous decision of the Planning Commission and deny the Archstone proposal before you at the May 18 Public Hearing on Docket Items 11, 12, and 13.

The proposed project is a massive structure with bad architectural design that is not compatible with the vision for Cameron Station. The applicant was totally unresponsive to Planning Commission requests for substantive modifications to the proposal despite four deferral actions by the Commission. Already tight parking will be a much greater problem if the Archstone proposal is approved. Also, the interconnected mass of buildings crowding right up to the street with deleted parking spaces is unattractive and does not fit the rest of Cameron Station or its Old Town template.

Please reject the Archstone proposal and support our Planning Commission's unanimous vote against the proposal.

Charles and Lucia Bakewell  
4913 Donovan Drive  
Alexandria, VA 22304



CABakewell@aol.com

05/16/02 10:01 PM

To: billclev@comcast.net @ INTERNET

Subject: Please Vote to Deny Archstone Proposal & to Support Planning Commission

Dear Mr. Cleveland:

We moved to Cameron Station a year ago and are so pleased with the open spaces including Holmes Run Park and Ben Brenman Park. What an asset the parks are to Alexandria as well as Cameron Station residents. The Beatley Library is even better than we expected/hoped.

On the other hand we are very displeased by the Archstone proposal which ignores the City's vision for Cameron Station and the professional inputs/requests made by the Planning Commission. We strongly urge you to support the unanimous decision of the Planning Commission and deny the Archstone proposal before you at the May 18 Public Hearing on Docket Items 11, 12, and 13.

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Charles and Lucia Bakewell  
4913 Donovan Drive  
Alexandria, VA 22304



CABakewell@aol.com

05/16/02 10:01 PM

To: eberweincouncil@comcast.net @ INTERNET

Subject: Please Vote to Deny Archstone Proposal & to Support Planning Commission

Dear Ms. Eberwein:

We moved to Cameron Station a year ago and are so pleased with the open spaces including Holmes Run Park and Ben Brenman Park. What an asset the parks are to Alexandria as well as Cameron Station residents. The Beatley Library is even better than we expected/hoped.

On the other hand we are very displeased by the Archstone proposal which ignores the City's vision for Cameron Station and the professional inputs/requests made by the Planning Commission. We strongly urge you to support the unanimous decision of the Planning Commission and deny the Archstone proposal before you at the May 18 Public Hearing on Docket Items 11, 12, and 13.

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Please reject the Archstone proposal and support our Planning Commission's unanimous vote against the proposal.

Charles and Lucia Bakewell  
4913 Donovan Drive  
Alexandria, VA 22304



CABakewell@aol.com  
05/16/02 10:01 PM

To: wmeuille@wdeuille.com @ INTERNET  
Subject: Please Vote to Deny Archstone Proposal & to Support Planning Commission

Dear Mr. Euille:

We moved to Cameron Station a year ago and are so pleased with the open spaces including Holmes Run Park and Ben Brenman Park. What an asset the parks are to Alexandria as well as Cameron Station residents. The Beatley Library is even better than we expected/hoped.

On the other hand we are very displeased by the Archstone proposal which ignores the City's vision for Cameron Station and the professional inputs/requests made by the Planning Commission. We strongly urge you to support the unanimous decision of the Planning Commission and deny the Archstone proposal before you at the May 18 Public Hearing on Docket Items 11, 12, and 13.

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Charles and Lucia Bakewell  
4913 Donovan Drive  
Alexandria, VA 22304



CABakewell@aol.com  
05/16/02 10:01 PM

To: DELPepper@aol.com @ INTERNET  
Subject: Please Vote to Deny Archstone Proposal & to Support Planning Commission

Dear Ms. Pepper:

We moved to Cameron Station a year ago and already we have heard your name at numerous gatherings, all favorable mentions of course. We are so pleased with the open spaces including Holmes Run Park and Ben Brenman Park. What an asset the parks are to Alexandria as well as Cameron Station residents. The Beatley Library is even better than we expected/hoped.

On the other hand we are very displeased by the Archstone proposal which ignores the City's vision for Cameron Station and the professional inputs/requests made by the Planning Commission. We strongly urge you to support the unanimous decision of the Planning Commission and deny the Archstone proposal before you at the May 18 Public Hearing on Docket Items 11, 12, and 13.

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Please reject the Archstone proposal and support our Planning Commission's unanimous vote against the proposal.

Charles and Lucia Bakewell  
4913 Donovan Drive  
Alexandria, VA 22304



CABakewell@aol.com

05/16/02 10:00 PM

To: DSpeck@aol.com @ INTERNET

Subject: Please Vote to Deny Archstone Proposal & to Support Planning Commission

Dear Mr. Speck:

We moved to Cameron Station a year ago and are so pleased with the open spaces including Holmes Run Park and Ben Brenman Park. What an asset the parks are to Alexandria as well as Cameron Station residents. The Beatley Library is even better than we expected/hoped.

On the other hand we are very displeased by the Archstone proposal which ignores the City's vision for Cameron Station and the professional inputs/requests made by the Planning Commission. We strongly urge you to support the unanimous decision of the Planning Commission and deny the Archstone proposal before you at the May 18 Public Hearing on Docket Items 11, 12, and 13.

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Please reject the Archstone proposal and support our Planning Commission's unanimous vote against the proposal.

Charles and Lucia Bakewell  
4913 Donovan Drive  
Alexandria, VA 22304



CABakewell@aol.com  
05/16/02 10:01 PM

To: council@joycewoodson.net @ INTERNET  
Subject: Please Vote to Deny Archstone Proposal & to Support Planning Commission

Dear Ms. Woodson:

We moved to Cameron Station a year ago and are so pleased with the open spaces including Holmes Run Park and Ben Brenman Park. What an asset the parks are to Alexandria as well as Cameron Station residents. The Beatley Library is even better than we expected/hoped.

On the other hand we are very displeased by the Archstone proposal which ignores the City's vision for Cameron Station and the professional inputs/requests made by the Planning Commission. We strongly urge you to support the unanimous decision of the Planning Commission and deny the Archstone proposal before you at the May 18 Public Hearing on Docket Items 11, 12, and 13.

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Please reject the Archstone proposal and support our Planning Commission's unanimous vote against the proposal.

Charles and Lucia Bakewell  
4913 Donovan Drive  
Alexandria, VA 22304





jane.watson@bts.gov  
05/17/02 10:52 AM

To: mayoralx@aol.com#032# @ INTERNET  
Subject: Archstone Proposal for Cameron Station

11, 12, 13  
5-18-02

Dear Mayor Donley,

My husband, Mike, and I live on the corner of Cameron Station Boulevard and Tancreti Lane, directly across the street from the proposed Archstone apartment complex. My husband and I are in favor of any housing proposal for the land across the street from our house that complements the architecture of the rest of Cameron Station.

However, the proposal that Archstone has submitted is not compatible with the architecture of the rest of Cameron Station. The proposed project is a massive structure with a poor architectural design that is not compatible with the vision for Cameron Station and does not complement the architecture of the rest of the community.

There are two reasons for the enormous mass and scale of the project. First, because Archstone refuses to place all parking underground, as requested by the Planning Commission, the mass and scale of the apartments is very dissimilar to the "look and feel" of the rest of Cameron Station. All parking could be placed under ground, as is the parking for both condominiums in Cameron Station. Second, the Archstone proposal shows all of the buidings connected by overhead walkways or breezeways constructed with cement, which eliminates full breaks between the buildings. The breezeways are neither heated nor cooled, and add to the enormous mass and scale of the complex. The applicant, Archstone, has made no effort to make substantive modifications to the proposal as requested by the Planning Commission even after four deferral actions by the Commission.

In addition to the two reasons outlined above, a third reason why the Archstone proposal is problematic is that parking management and traffic management plans have not been developed. The current design encourages on-street parking. If the Archstone proposal is approved, future residents in the apartments would have to walk up to one and one-half blocks to reach their vehicle. Can you imagine residents making multiple trips for that distance to unload groceries, for instance? Instead, future residents would likely park close to their unit, creating havoc with on-street parking in Cameron Station.

It is for these three reasons that my husband and I are not in favor of the Archstone proposal for the Cameron Station community.

I strongly urge you to support the unanimous decision of the Planning Commission and deny the Archstone proposal before you at the May 18, 2002 Public Hearing on Docket Items 11, 12, and 13.

Thank you.

Cordially yours,

Jane Watson  
366 Cameron Station Boulevard  
Alexandria, VA  
703-751-0151



jane.watson@bts.gov  
05/17/02 10:52 AM

To: billclev@comcast.net#032# @ INTERNET  
Subject: Archstone Proposal for Cameron Station

Dear Mr. Cleveland,

My husband, Mike, and I live on the corner of Cameron Station Boulevard and Tancreti Lane, directly across the street from the proposed Archstone apartment complex. My husband and I are in favor of any housing proposal for the land across the street from our house that complements the architecture of the rest of Cameron Station.

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Thank you.

Cordially yours,

Jane Watson  
366 Cameron Station Boulevard  
Alexandria, VA  
703-751-0151



jane.watson@bts.gov  
05/17/02 10:54 AM

To: eberweincouncil@comcast.net @ INTERNET  
Subject: Archstone Proposal for Cameron Station

Dear Ms. Eberewein,

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Thank you.

Cordially yours,

Jane Watson  
366 Cameron Station Boulevard  
Alexandria, VA  
703-751-0151



jane.watson@bts.gov  
05/17/02 10:56 AM

To: wmeuille@wdeuille.com @ INTERNET  
Subject: Archstone Proposal for Cameron Station

Dear Mr. Euille,

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Thank you.

Cordially yours,

Jane Watson  
366 Cameron Station Boulevard  
Alexandria, VA  
703-751-0151



jane.watson@bts.gov  
05/17/02 10:59 AM

To: dspeck@aol.com @ INTERNET  
Subject: Archstone Proposal for Cameron Station

Dear Mr. Speck,

My husband, Mike, and I live on the corner of Cameron Station Boulevard and Tancreti Lane, directly across the street from the proposed Archstone apartment complex. My husband and I are in favor of any housing proposal for the land across the street from our house that complements the architecture of the rest of Cameron Station.

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Thank you.

Cordially yours,

Jane Watson  
366 Cameron Station Boulevard  
Alexandria, VA  
703-751-0151



jane.watson@bts.gov  
05/17/02 11:01 AM

To: council@joycewoodson.net @ INTERNET  
Subject: Archstone Proposal for Cameron Station

Dear Ms. Woodson,

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Thank you.

Cordially yours,

Jane Watson  
366 Cameron Station Boulevard  
Alexandria, VA  
703-751-0151



rolandcarmen@earthlink.net  
05/17/02 02:25 PM

To: Beverly I Jett@Alex  
Subject: FW: ARCHSTONE - May 18 Public Hearing

11, 12, 13  
5-18-02

-----Original Message-----

From: Roland Gonzales [SMTP:rolandcarmen@earthlink.net]  
Sent: Friday, May 17, 2002 1:54 PM  
To: 'Cleveland, William C.'; 'Donley, Kerry J.'; 'Eberwein, Claire'; 'Euille, William D.'; 'Pepper, Redella S.'; 'Speck, David G.'; 'Woodson, Joyce'  
Cc: 'Sunderland, Philip'; 'Pessoa, Ignacio'; 'Fogarty, Eileen'; beverly.jett@ci.alexandria.va.us'; 'Dunn, H. Stewart, Jr.'; 'Fossum, Donna'; 'Gaines, Ludwig'; 'Komoroske, John'; 'Leibach, Richard'; 'Robinson, J. Lawrence'; 'Wagner, Eric R.'  
Subject: ARCHSTONE - May 18 Public Hearing

TO: MAYOR AND CITY COUNCIL  
RE: ARCHSTONE

The deferral request by Archstone Communities and Cameron Associates, LLC on docket items 11, 12 and 13 for the May 18 City Council meeting appears to be another attempt to subvert the city's development approval process. The applicants claim to want "... the opportunity to re-evaluate the project taking into account the many comments heard from the Cameron Station community, the Planning Commission, the planning staff and members of Council over the past year and a half." The applicants would not have made this request had they been able to count to four. We applaud those of you we know who stood up to the challenge.

It would be meaningful and refreshing to deny these proposals outright. Many in our community doubt the applicant's sincerity, based on unproductive and frequently exasperating relationships with them -- and wish finality on this project by way of denial. However, we understand it may be in the City's interest to defer, in return for a much improved project and a sincere effort by the applicants to work with the community, Staff and Planning Commission. We will continue to stand firm against above ground parking, excessive mass and lack of open space, architectural treatment not compatible with our neighborhood, and deceitful practices. We find the Planning Commission's recommendations and conditions in this regard reasonable and necessary.

We request Council address the applicant's contemptuous disregard for the established processes. If you grant the deferral, publicly state an unequivocal requirement that the developer meet the Planning Commission's directives, and monitor the applicant for good faith participation in the development process. For example, members of the Planning Commission have stated that the applicant placed an "undue burden" upon adjacent homeowners through their use of deceitful practices clearly designed to limit homeowners' ability to raise questions about this plan.

The developer's last-second evasive maneuver represents continued gamesmanship - now into a second year from the Planning Commission's May 2001 deferral. This evasive intent, has and will continue to waste precious time and energy for the Planning Commission, Staff, City Council, and the community. A strong message from City Council will set the record straight - no more games, end runs, or attempts to subvert planning processes and dupe the residents of West Alexandria.

Roland Gonzales, President  
Cameron Station Civic Association



Cc Alexandria Planning Commission  
City Manager  
City Attorney  
City Clerk  
Director, Planning & Zoning



**Roland Gonzales**

**From:** Roland Gonzales [rolandcarmen@earthlink.net]  
**Sent:** Friday, May 17, 2002 1:54 PM  
**To:** 'Cleveland, William C.'; 'Donley, Kerry J.'; 'Eberwein, Claire'; 'Euille, William D.'; 'Pepper, Redella S.'; 'Speck, David G.'; 'Woodson, Joyce'  
**Cc:** 'Sunderland, Philip'; 'Pessoa, Ignacio'; 'Fogarty, Eileen'; 'beverly.jett@ci.alexandria.va.us'; 'Dunn, H. Stewart, Jr.'; 'Fossum, Donna'; 'Gaines, Ludwig'; 'Komoroske, John'; 'Leibach, Richard'; 'Robinson, J. Lawrence'; 'Wagner, Eric R.'  
**Subject:** ARCHSTONE - May 18 Public Hearing

TO: MAYOR AND CITY COUNCIL  
RE: ARCHSTONE

The deferral request by Archstone Communities and Cameron Associates, LLC on docket items 11, 12 and 13 for the May 18 City Council meeting appears to be another attempt to subvert the city's development approval process. The applicants claim to want "... the opportunity to re-evaluate the project taking into account the many comments heard from the Cameron Station community, the Planning Commission, the planning staff and members of Council over the past year and a half." The applicants would not have made this request had they been able to count to four. We applaud those of you we know who stood up to the challenge.

It would be meaningful and refreshing to deny these proposals outright. Many in our community doubt the applicant's sincerity, based on unproductive and frequently exasperating relationships with them -- and wish finality on this project by way of denial. However, we understand it may be in the City's interest to defer, in return for a much improved project and a sincere effort by the applicants to work with the community, Staff and Planning Commission. We will continue to stand firm against above ground parking, excessive mass and lack of open space, architectural treatment not compatible with our neighborhood, and deceitful practices. We find the Planning Commission's recommendations and conditions in this regard reasonable and necessary.

We request Council address the applicant's contemptuous disregard for the established processes. If you grant the deferral, publicly state an unequivocal requirement that the developer meet the Planning Commission's directives, and monitor the applicant for good faith participation in the development process. For example, members of the Planning Commission have stated that the applicant placed an "undue burden" upon adjacent homeowners through their use of deceitful practices clearly designed to limit homeowners' ability to raise questions about this plan.

The developer's last-second evasive maneuver represents continued gamesmanship - now into a second year from the Planning Commission's May 2001 deferral. This evasive intent, has and will continue to waste precious time and energy for the Planning Commission, Staff, City Council, and the community. A strong message from City Council will set the record straight - no more games, end runs, or attempts to subvert planning processes and dupe the residents of West Alexandria.

Roland Gonzales, President  
Cameron Station Civic Association

Cc Alexandria Planning Commission  
City Manager  
City Attorney  
City Clerk  
Director, Planning & Zoning

**Verbatim Transcript of  
Councilman Speck's comments  
Docket Item Nos. 11, 12, 13  
Saturday, May 18, 2002  
Public Hearing Meeting**

**Speck:** Just in the last couple of days, we've received a flurry of e-mails on this encouraging us to either deny it outright or other issues. A number of those e-mails and notes had sort of a theme to them in terms of some of the information. And, I think that there was some misinformation. I'm sure it was inadvertent, but there were two or three points on this that I thought probably ought to be noted and, hopefully, there are some people listening.

The first was the inference that this just needs to get out of Planning Commission and get to Council where it's going to be approved. The inference somehow thinks that this thing was wired. And I can tell you that from the applicants' standpoint, they would be happy to attest to the fact that they could not get anyone on Council to really give them any indication of a commitment on approval of this. And so for the people that may have thought that somehow just if it got to Council it was going to have smooth sailing, I'd like to correct that misconception.

The second thing that came up in sort of a theme of some of the correspondence that we received, was that Council has a pattern of reversing the Planning Commission, and please don't do that in this case even though you sort of did that in the past. Now, I'm not going to go back and look at the last ten or fifteen years, but I thought it would be useful to look at least the last couple of years of this Council, and look at what that pattern might have been. They are sort of two categories, one is development issues and the other sups. On development issues, there have been no reversals by the Council of any Planning Commission decision. There have been roughly two hundred sups that have come before the Council and there have been three which the Planning Commission denied and Council overturned. One was the Hyundai Dealership on Mount Vernon Avenue, the second was Hopkins House expanding the number of students, and the third was the Afghan Restaurant. I think some people have broadened their interpretation of the Council's actions as saying, you know, this represents a pattern. I mean each one of those had their own controversy, but each one stands on itself. Interesting I'm sure some of the people listening have probably took note of the sort of irony of a couple of sups that we have just finished with in which the Planning Commission approved them, and Council was being asked to

overturn the Planning Commission. So, you know, it's sort of the case of I guess you know whose ox is being gored as to whether the Planning Commission has done the right thing or not, or whether the Council should act more properly and overturn the Planning Commission when it appears to be desirable or contrary to someone in the community views.

The third thing was the process that some of the correspondence we received said deny applicants' appeal. And, I think for a lot of people may be unfamiliar with land use decisions, you might again take note of the business that comes before the Council. For example today, that the sups come before the Council as part of the process. They are affirmed, they are denied, they're modified as we often do, but this was not an appeal. The Archstone request was part of the normal process in which decision we look at and then render a judgment accordingly. This may or may not come back to us. It may come back to us in a different form, but I just wanted to say that because frankly, I was a little disconcerted by some of the messages that we got from people that may have been new to the City or not as familiar with the land use process that we go through. There are sort of steps and procedures. Planning Commission is appointed by the Council, and advisory to us. And one of the things that I thought was something of a disservice to them was to suggest that we are in a pattern of routinely overturning them which, number one, doesn't happen, but, number two, I think it's something of a disservice to the Planning Commission and that they're giving us advice and counsel, and we take that pretty seriously. It's not something that we take lightly to overturn the Planning Commission on anything, but it's part of the process in which it comes to us normally and not out of some procedural circumventing of the rules to get it to us, and then we'll look at it differently. So, I hope that if this comes up again in the fall, as the Mayor said it might, that we'll look at this the way we look at all land use and development issues and hear both sides, and look at what the Planning Commission did, and listen to people and use good judgment.

**Donley:** Well, I appreciate your pointing out the facts. You know people are entitled to their opinion, but they're not entitled to a separate set of facts. As Mr. Speck said, those are the facts. Okay, 11, 12 and 13 are deferred.