

EXHIBIT NO. 1

LAND, CLARK, CARROLL, MENDELSON & BLAIR, P.C.

Attorneys & Counsellors at Law

**524 KING STREET
ALEXANDRIA, VA 22314**

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

H. CARTER LAND, III
JAMES C. CLARK
F. ANDREW CARROLL, III
RICHARD S. MENDELSON
DUNCAN W. BLAIR

.....
(703) 836-1000

FACSIMILE
(703) 549-3335

MAILING ADDRESS:
P.O. BOX 19888
ALEXANDRIA, VIRGINIA 22320-0888

May 16, 2002

The Honorable Kerry J. Donley, Mayor
Members of the Alexandria City Council
301 King Street
City Hall, Room 2300
Alexandria, Virginia 22314

DELIVERED BY HAND

**In re: Docket Items 11, 12 and 13, Saturday, May 18, 2002, City Council Public Hearing
DSUP No. 2000-0032, DSUP No. 2000-0031 and SUP No. 2000-0085.**

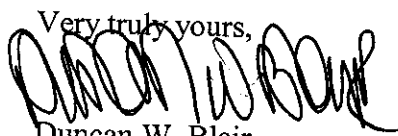
Dear Mayor Donley and Members of Council:

Archstone Communities and Cameron Associates, LLC, respectfully request that consideration of the above referenced applications be deferred by the Alexandria City Council from its Saturday, May 18, 2002 public hearing.

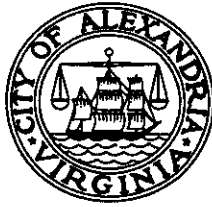
The deferral will provide Cameron Associates, LLC and Archstone Communities the opportunity to re-evaluate the project taking into consideration the many comments heard from the Cameron Station community, the Planning Commission, the planning staff and members of Council over the past year and a half. Archstone Communities has in good faith throughout the process attempted to respond to the Cameron Station community, the Planning Staff, and the Planning Commission, and to be consistent with the CDD Guidelines. We certainly appreciate that this process has been long and arduous for everyone involved.

Cameron Associates has been and remains committed to the completion of Cameron Station in accordance with the CDD Guidelines approved by the Alexandria Planning Commission and City Council and to complete the project in accordance with the approved CDD Concept Plan.

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

Very truly yours,

Duncan W. Blair

cc: Ahmad Abdul-Baki
James Duszynski
John Wallenstrom



ARCHSTONE @ CAMERON STATION

Submission to City Council – May 15, 2002

Planning Commission, May 7, 2002 - Docket Item #6

Development Special Use Permit #2000-0032

Cameron Station (Phase V)

5010 Duke Street

Consideration of a request for a development special use permit amendment to revise the boundary of Phase V and Phase VI. Applicant: Cameron Associates LLC.

Planning Commission, May 7, 2002 - Docket Item #7-A

Development Special Use Permit #2000-0031

Archstone - Cameron Station (Phase VI)

450 Ferdinand Day Drive

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.

Planning Commission, May 7, 2002 - Docket Item #7-B

Special Use Permit #2000-0085

Archstone - Cameron Station (Phase VI)

450 Ferdinand Day Drive

Consideration of a request for an amendment to the Cameron Station transportation management plan (TMP) special use permit to incorporate the Archstone development. Applicant: Archstone Communities.

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2. Staff Report – DSUP #2000-0032.
3. Staff Report – DSUP #2000-0031.
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5. Attachments.
6. Public Correspondence.


City of Alexandria, Virginia

MEMORANDUM

DATE: MAY 13, 2002

TO: THE HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL

THRU: PHILIP SUNDERLAND, CITY MANAGER 

FROM: EILEEN FOGARTY, DIRECTOR, PLANNING AND ZONING 

SUBJECT: ARCHSTONE @ CAMERON STATION
DSUP # 2000 - 0031
DSUP # 2000 - 0032
SUP # 2000 - 0085

Due to the amount of information and recent activity associated with the Archstone applications¹ and the recommendation of *denial* by the Planning Commission, staff have prepared a general overview of the last two Planning Commission hearings.

April 2, 2002, Planning Commission Hearing:

The applications were originally deferred by the Commission on May 1, 2001, with a recommendation to provide all underground parking, eliminate the pedestrian walkways and participate in the Cameron Station transportation management plan (TMP). The April 2, 2002, hearing was the first since the initial deferral. The applicant chose not to revise the plans to provide all parking underground, but rather reoriented the parking structure and provided apartments on its two sides. Although staff acknowledged that the modifications did address the issue of the parking structure's visibility, the modifications did not address the primary concern of the massiveness of the project. Therefore, staff 1) restated their prior recommendations to reduce the parking structure's mass, and 2) added conditions to address new modifications introduced by the revised plan, such as a reduction in total parking spaces and building setbacks.

At the April 2 hearing, the Commission continued to recommend that all parking be placed underground to reduce the project's overall mass. The applicant stated that it chose not to provide underground parking primarily due to economic reasons and residents' convenience. To address the economic concerns, the Commission requested additional information from the applicant to evaluate the cost of providing underground parking. The Commission's

¹ Three SUP applications are pending: one to revise the boundary of Phases V and VI of the Cameron Station development (tab 2); another to construct a multi-family residential project (tab 3); and the other to amend the transportation management plan for Cameron Station (tab 4).

fundamental concerns regarding the overall mass and scale of the proposed plan, its incompatibility with the neighborhood and the lack of quality open space remained. In addition, the revised plan raised new issues for the Commission, including the building setbacks and a decrease in the number of parking spaces. Of the considerable public testimony (25 speakers), the majority opposed the Archstone applications.

The Commission recommended *deferral* of the applications to provide the applicant an opportunity to address the various concerns of mass, open space, parking and compatibility. The Commission also requested staff to prepare an analysis of the revised conditions and additional information which had been submitted by the applicant just prior to the April 2 hearing. In addition, the deferral was intended to provide an opportunity for the applicant to provide the additional information needed for the economic analysis requested of the underground parking. The Commission informed the applicant that if the applicant chose not to make substantive modifications to the plan, the applications would be heard at the next available public hearing, and the recommendation of the Commission would be denial.

May 7, 2002, Planning Commission Hearing:

The applicant chose to proceed with its existing plan and did not submit additional information or modify the plans as requested by the Commission. Therefore, the application was docketed for the May 7, 2002, Planning Commission hearing. Staff prepared an analysis of the revised conditions and of the information submitted by the applicant prior to the April 2 hearing.

At its May 7 hearing, the Commission recommended *denial* of the three applications following a lengthy discussion by the Commission members. The vote in favor of this motion for *denial* was unanimous. The Commission stated that while the applicant had made changes to the plan since the original deferral, the changes did not address its fundamental concerns of mass, scale and compatibility. The Commission also expressed its concern that prior to preparing the plans and during the deferrals, the applicant had not taken the opportunity to work on those and other concerns with the Commission, staff or residents. The Commission stated that the above-grade parking structure is not a development pattern that the Commission can support and any approved projects based on this model in the past could be viewed as a mistake. According to the Commission, the issue is not density or rental apartments. In fact, a denser project possibly could be supported by the Commission if it addressed the issues of mass, scale, parking, open space and neighborhood compatibility.

The discussion above is a general overview of the issues and concerns identified by, and of the recommendation of, the Planning Commission. A more detailed analysis of the issues addressed by the Commission, and of the rationale for its recommendation that the three Archstone SUP applications be denied, is set out in the first five pages of the documents in tabs 2 through 4.

cc: Members, Alexandria Planning Commission
Barbara Ross, Deputy Director, Planning & Zoning
Kimberley Johnson, Chief, Development, Planning & Zoning

Docket Item # 6
DEVELOPMENT SPECIAL USE PERMIT #2000-0032
CAMERON STATION - PHASE V

Planning Commission Meeting
May 7, 2002

ISSUE: Consideration of a request for a development special use permit amendment to revise the boundary of Phase V and Phase VI.

APPLICANT: Cameron Associates LLC
by David T. McElhaney, engineer, and
M. Catharine Puskar, attorney

LOCATION: 5010 Duke Street

ZONE: CDD-9/Coordinated Development District

PLANNING COMMISSION ACTION, MAY 7, 2002: On a motion by Mr. Dunn, seconded by Mr. Gaines, the Planning Commission voted to recommend denial of the proposed development special use permit. The motion carried on a vote of 7 to 0.

Overview of the Discussion and Motions for DSUP #2000-0031, DSUP #2000-0032 and SUP #2000-0085. Note: The following is a summation of the discussion and is not a verbatim transcript. (Audio Tape 1)

Chairman Eric Wagner: The Commission knows that this item has been deferred four times; at our April public hearing we heard from a number of speakers including the applicant and staff. The Commission deferred the application to allow staff to prepare an analysis of the materials that Archstone submitted prior to the hearing. What we agreed was that the applicant would have a chance to revisit its application and make any modifications that they saw fit before bringing it back before the Commission, and if the applicant did not come back with modifications, the Commission would hear these applications without a public hearing. The Commission would hold its discussion and vote on these items. My understanding from Ms. Fogarty is that the applicant has made no changes to its applications and has submitted no new material to the staff. The only new material is the staff analysis of what was submitted by the applicant prior to the last hearing.

Mr. Robinson: One of my concerns last month when we chose to defer this, and for seconding the motion to defer, I think there were about seven of us six of us, was to really to make sure that we have examined carefully the staff recommendations and the reasons that we also reject the staff recommendations. We said we wanted underground parking among other things. I was not one that felt we absolutely had to have underground parking but had to have something that was certainly

better than the original application and I still believe that we have to have something that is better than the application that is before us. I felt we should defer it and that we be very clear as to why the staff recommendation also does not meet with our approval. My feeling is that the application as it stands now just is not acceptable. At a work session, the Commission had the other day one of the comments made was that an awful lot of the apartments we are seeing just were not of the level that we should be building in this market in Alexandria and I'm speaking primarily of the Eisenhower Valley. I just think we can do better; I think economically this can be done differently and still have a very worthwhile return for the current residents, for the developers, for the owners, etc. I just do not feel this application meets what could be done with the land in the community that exists right now. I just want to make it very plain that I at least was not saying I don't like this because you didn't follow my recommendation for the parking underground. I just think that this development as it now stands is not suitable for this location.

Mr. Dunn: Well, as a mover to defer, I had hoped that, as often has been the case when we recommend deferral, the deferral produced positive results and I think this has been a disappointment in that regard. Mr. Chair, in due course, I would be prepared to make a motion to deny and I think the reasons for docket item #6 are significantly different than docket item #7-A and item #7-B.

Ms. Fossum: I think that we are rather extraordinarily patient and trying to work with the community as well as the developers, and I don't know how many years I have been on this Commission, but it's been a while. I cannot recall a case in which we have gotten the same stuff back time and time again. It's a test to prove that we're irrelevant, the community is irrelevant, staff is irrelevant. I will do everything in my power to send them a very strong message tonight to let them know that we're not irrelevant, and I agree with Commissioner Robinson that this is not just about underground parking. This is about mass, this is about setback, this is about composition, this is about everything. This is an awful development.

Mr. Leibach: I really have nothing new to add. I certainly would agree with Mr. Robinson and also with Ms. Fossum. I worry about the dignity and integrity of this Commission, and I think we have been abundantly clear to the applicant what we were willing to support on this site. We have listened very patiently to the applicant and those people with a position different from the applicant. We have had the benefit of staff analysis of all the materials. I agree with Mr. Robinson, and I am somewhat concerned that staff continues to recommend approval. It is the responsibility of this Commission to make the final decision before it goes on to Council, and I would support any motion that Mr. Dunn intends to make tonight.

Mr. Gaines: Mr. Chairman, I think that the comments of my colleagues accurately and eloquently express my sentiments as to where we have been with this application and where this application needs to go. I quite frankly am taken aback of the stance of the developers in this application. We have made it clear where we stand and where we would like to go, and we have expressed an interest in working with them and for them to work with us. However, we have received the back hand on this and I quite frankly find it appalling. They have chosen to take their chances with City Council and I wish them good luck. The only thing that I respectfully request is that, if Council is to overturn

us, let it be a vote of 7 to 0 from the Planning Commission and let it reflect the strong sentiments I have heard thus far expressed by all of my colleagues.

Mr. Komoroske: At the last hearing I wanted to deny the application rather than defer. We asked them for underground parking and they told us they do underground parking in some places but they do not do underground parking in Alexandria. They do not provide underground parking for economic reasons, but we don't know what those economics are so we can't design around that and help them with this project. Last night I rode the metro to Van Dorn Metro Station and saw the Avalon Apartments with garages wrapped by apartments, we see the front of them, but from the metro that is what we got. We now have three or four of those things out there on Eisenhower and they are creeping in towards the City. We have drawn the line on Eisenhower that future apartments would require a special use permit. I think this is just another example of what we don't want to have, and I will agree to whatever motion we have tonight. I am not surprised we have what we have tonight.

Chairman Eric Wagner: It is not often that I disagree with Mr. Komoroske, but this is one of those occasions. I think it was worthwhile for us to defer this, if for no other reason than to allow staff to put together additional materials that are useful for the Commission, the record, and it will be useful for City Council. I think, if for that reason alone, that it was worthwhile to defer the application. I would also like to set the record straight in a couple other ways. I know the applicant is sensitive to these issues. The applicant has made modifications. Regrettably, those modifications failed to address the issues of the Commission or that staff articulated last year when this came before us. I also think it is regrettable that the previous deferral was based upon working with the City and the community. The applicant did not work with the City staff, the applicant did not work with the community, the applicant did not work with the Commission. The applicant revised and modified its proposal in a manner that they saw fit to do and at that point submitted it to the City to begin the review process, and came and talked to the Commission about what they had done. The applicant thought that the real issue was that you could see the parking structure. That was part of the Commission's issue. The other issues are the loss of open space, mass that the project creates, and incompatibility with the neighborhood. I think the Commission, in recommending denial as I have every confidence we will do tonight, is sending a signal to the development community. The Commission feels very strongly that those projects that been approved that look in any way like this Archstone project are not acceptable in the City of Alexandria, they are a mistake. It may be what these applicants build, it may be what some segments of the population would choose to rent, but it is not what this Commission will choose to approve. We will not approve future projects that utilize this above ground parking just because it is for the convenience of the project. It impacts the rest of the City and I think that all of us are ashamed of those projects in the Eisenhower Valley and their counterparts in Arlington County. They are nasty projects and we need to send a strong signal that we are not going to approve these in the future. The issues are mass, failing to make adequate modifications, incompatibility with our vision for Cameron Station. The issue is not density. The issue is not rental apartments; we could even see a denser project if it addressed the issues raised by the Commission. The applicant has stated pretty clearly, the Commission cannot force this applicant to build something that they do not wish to build and that is not the intent of the Commission, it

never has been. The Commission deferred this a year ago because the applicant said that was a worthwhile step to allow some give and take to refine this project. Given that the refinement has not happened the Commission cannot force you to do what you don't choose to do. This applicant does not intend to address the Commission or staff recommendations. While we can't force them to make changes we can say that we reject this proposal, and for those reasons I will support Mr. Dunn's motion.

Mr. Dunn: With regard to item #7-A and 7-B, I have nothing to add; the reasons for denying those have all been stated by my colleagues. With regard to item #6, there are some points that are worth making. I will remind everyone of the item that proposes to change the phase boundary between Phase V and Phase VI of CDD #9. This change is vital to this application. Without this, items #7-A and item #7-B would not be possible. I think that both the applicant and the staff have underestimated the importance of this item in their evaluation. The staff, in their staff report, states "The amendment does raise the question of equity, as some adjoining homeowners have argued they were misinformed about the nature of the adjoining development by the developer or builder from which they purchased their home, however from a land use and planning perspective staff finds no land use reason to deny the proposed phase boundary change. The proposed phase boundary amendment is consistent with the intent of the CDD concept plan to permit a mixed use community with various elements of residential uses and complies with the general guidelines of the CDD concept plan." I read that part, and that staff finds no reason to deny the boundary change, as putting the burden on the community or someone else. The applicant has the burden to establish why there should be a boundary change. The owners moved in with the understanding that would be townhouses across from them. Whether you grant this or you don't, you will still have a mixed-use community consistent with the Cameron Station CDD concept plan. So granting this is very crucial and the applicant has not provided evidence on this requirement that was originally planned as townhomes. On the contrary, we have had substantial testimony from adjoining neighbors that it would be detrimental to the neighborhood, particularly the Tancreti Lane residents. It would be injurious to their property. I find it particularly ironic that the applicant, with its application, argues that it is just trying to do what is in the original plan for the CDD, but now wants to change the phase boundaries. *I think that for item #6, the applicant has not presented evidence to support approval and I therefore recommend that we deny item #6, seconded by Mr. Gaines. The motion carries unanimously.*

Chairman Eric Wagner: Should another proposal of this particular site come back to us, the Commission would wish to see some rationale regarding the phase boundary to get past this hurdle that Mr. Dunn raises. I think the Commission is in full agreement.

Mr. Dunn: *I recommend denial of item #7-A for the reasons stated, seconded by Ms Fossum, the motion carries unanimously.*

Mr. Dunn: *I recommend denial of item #7-B, seconded by Mr. Gaines, the motion carries unanimously.*

Chairman Eric Wagner: The Commission has now taken action on Archstone. I would ask the staff to very clearly incorporate in the documentation all the rationale that was discussed during the discussion period and incorporate as part of the Commission's action. I would ask that, if you would, before you finalize that and forward to Council, that you send it to Mr. Dunn for his review with copies to the rest of the Commission. I would also ask Mr. Dunn, in accordance with discussions we've had on controversial items in the past, whether Mr. Dunn would be available to appear at City Council when this matter is heard.

Mr. Dunn: I think, Mr. Chair, that it would be more efficacious if you were at City Council; I think that you're statements represented the views of the Commission as I understand them; that sounds like ducking out. It is meant that way and for any reason you are unable to do so, I would certainly seek to be present.

Chairman Eric Wagner: Well, you and I will coordinate how this gets handled.

PLANNING COMMISSION ACTION, APRIL 2, 2002: On a motion by Mr. Dunn, seconded by Mr. Leibach, the Planning Commission voted to defer the application to allow staff the time to prepare an analysis of the materials, information and revised conditions provided prior to the hearing noting that if the applicant does not provide substantial changes to the plan, the applicant will receive a recommendation of denial from the Planning Commission. The motion carried on a vote of 6 to 1. Mr. Komoroske voted against.

Speakers:

Duncan W. Blair, attorney, representing Cameron Associates.

Nan E. Terpak, attorney, representing Archstone Communities.

Cathy Puskar, attorney, representing Archstone Communities.

Converse M. West, 200 N. Pickett Street, #704, and Chairman of Holmes Run Civic Association.

John Higi, 5107 Donovan Drive.

Charles Collison, 5040 Grimm Drive.

Roland Gonzales, 4914 Gardner Drive.

Matthew Natale, 3401 Martha Custis Drive.

Jonathan Wilbor, 310 South Lee Street.

Edward Charity, Jr., 134 Tull Place.

Jack Sullivan, 4300 Ivanhoe Place.

Gomez Bennett, 5022-B Barbour Drive.

Mark R. Schwartz, 5109 Gardner Drive.

Jane Watson, 366 Cameron Station Boulevard.

Alicia Schwartzman, 5237 Tancreti Lane.

Joseph S. Bennett, 5022-B Barbour Drive.

Poul Hertel, 1217 Michigan Court.

Emily Dececcio, 5027 Waple Lane.

Victor Addison, 157 Somerville Street.

Katy Cannady, 20 East Oak Street.

Karen O'Brien, 5120 Donovan Drive.

Michael O'Brien, 5120 Donovan Drive.

Leslie Wright, 5119 Donovan Drive.

Julie Crenshaw, 816 Queen Street.

Joe Profaizer, 5115 Knapp Place.

PLANNING COMMISSION ACTION, MAY 1, 2001: On a motion by Ms. Fossum, seconded by Mr. Komoroske, the Planning Commission closed the public hearing and voted to defer the request. The motion carried on a vote of 7 to 0.

Reason: The Planning Commission felt that the design of the project was not compatible with the remainder of Cameron Station. The Commission directed the applicant to come back with a plan that (1) places all parking underground, (2) provides 15 foot full breaks between buildings (without breezeways), and (3) includes full participation in the Cameron Station TMP. The Commission also requested that a model of the development, in context, be provided.

Speakers:

Jonathan Rak, representing the applicant.

John Wallenstrom, the applicant.

Mark Schwartz, Cameron Station resident, requested deferral because additional refinements should be made.

Carmen Gonzales, Cameron Station resident, raised issues related to public safety.

Brent Wilson, Cameron Station resident (Tancreti Lane) spoke in support, noting that Archstone has addressed the concerns of the Tancreti lane residents.

Katy Cannady spoke against, noting the poor quality of development.

Gomez Bennett, Cameron Station resident, spoke against, noting the offensiveness of the garage design.

Darlene Drazenovich, spoke against, noting traffic concerns.

Joe Bennett, Cameron Station Citizen's Association, spoke against, requesting all parking be placed underground and complete building breaks.

Roland Gonzales, Cameron Station Citizen's Association, spoke against, noting the massive garage, architecture and parking issues.

Poul Hertel spoke against.

Jack Sullivan spoke against.

Linda MacLachlan, Cameron Station resident, spoke against.

Richard Walker, Cameron Station resident, spoke in support.

Marilyn Doherty, League of Women Voters, spoke against.

Nathan Bein, Cameron Station resident, spoke against.

John Higi, Cameron Station resident, spoke against.

Teresa Quinn, Cameron Station resident, spoke against because of aesthetic concerns.

Charles Collison, spoke against.

Leslie Wright, Cameron Station resident, spoke against, noting the projects inconsistency with th character of Cameron Station.

Ellen Pickering, spoke against.

Tom Witte, Northeast, spoke against, noting the size of the buildings.

Joe Profaizer, Cameron Station resident, spoke against.

Ed Goeas, Cameron Station resident, spoke against.

Judy McVay, Old Town Civic Association, spoke against in the support of Cameron Station Citizen's Association.

Sally Ann Greer, 1168 N. Pitt, spoke against.

Simon Fishman, future Cameron Station resident, spoke against.

Vic Addison, Cameron Station resident, spoke against.

Jim Farmen, Cameron Station resident, spoke against.

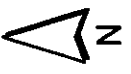
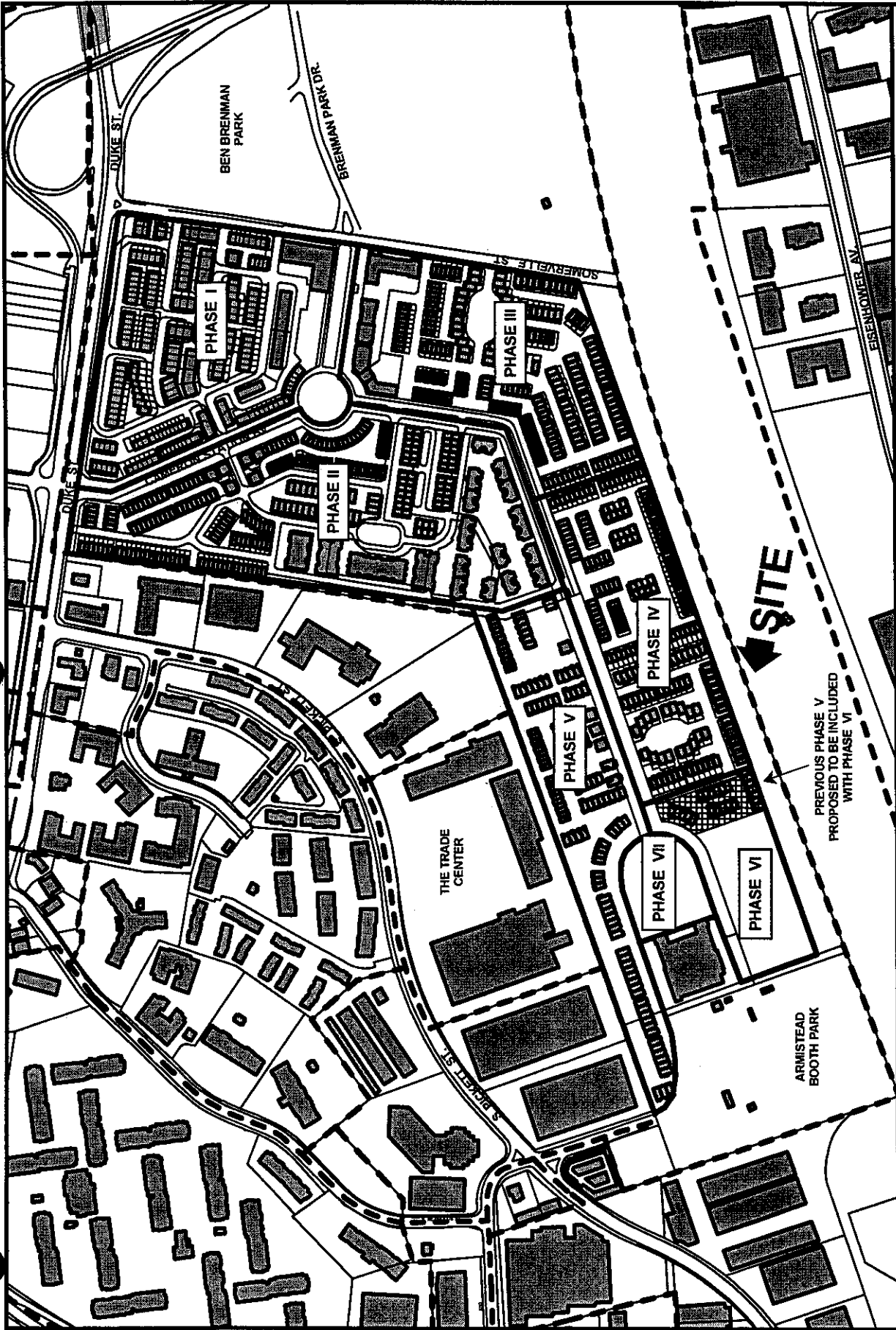
Emily DeCicco, Cameron Station resident, spoke against.

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.



05/07/02

DSUP #2000-0032



STAFF RECOMMENDATION:

Staff recommends **approval** subject to compliance with all applicable codes and ordinances.

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

1. Amendment to the boundary line for Phase V and Phase VI.

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.

DISCUSSION:

The applicant, Cameron Station Associates, LLC requests approval of a development special use permit to revise the boundary of Phase V of Cameron Station. The proposed revision to the phase boundaries are necessary to accommodate the proposed Archstone multi-family project (DSUP #2000-0031). The portion of Cameron Station that is proposed to be removed from Phase V and incorporated as part of Phase VI is approximately 1.5 acres, was originally approved for twenty-four townhomes, and was approved by City Council on June 12, 1999. The final site plan and subdivision for all of Phase V except the portion proposed to be removed, have been approved and released by staff and construction has commenced in the remainder of Phase V.

Staff has no objection to the amendment to the boundary line. The general boundary of each phase has been determined by the developer with the submission of each new site plan, and the housing types within each phase has been reviewed based upon the consistency with the CDD concept plan and general planning and special use permit principles. The original line between phase V and VI was, therefore, somewhat arbitrary.

The primary issue raised by this proposal is whether the use now proposed is consistent with the development around it, as land previously approved for townhouse development is now proposed for multifamily units. Several of the adjoining property owners have expressed concerns regarding the proposed multi-family use adjacent to their townhouse units. From a land use perspective, staff has no objection to the juxtaposition of the uses, and the face of the apartment building next to the townhomes has been designed with an appropriate transitional scale and architecture. Other phases of Cameron Station have had significant amendments and changes to their development once initially approved (most notably Phase II but also Phase I); such changes are not unusual.

The amendment does raise the question of equity, as some adjoining homeowners have argued they were misinformed about the nature of the adjoining development by the developer or builder from which they purchased their home, however from a land use and planning perspective staff finds no land use reason to deny the proposed phase boundary change. The proposed phase boundary amendment is consistent with the intent of the CDD concept plan to permit a mixed use community with various elements of residential uses and complies with the general guidelines of the CDD concept plan.

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

JF

APPLICATION for Amendment
DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN
DSUP # 2000-0032

PROJECT NAME: Cameron Station Phase V

PROPERTY LOCATION: Adjacent to Cameron Station Blvd.
5910 DUKE ST

TAX MAP REFERENCE: 58.04-05-01, 68.01-02-05 ZONE: COD #9

APPLICANT Name: Urban Engineering Assoc. Contact David T. McElhancy P.E.

Address: 7712 Little River Turnpike Annandale VA 22003

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

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

SUMMARY OF PROPOSAL: Amendment to an approved SUP

MODIFICATIONS REQUESTED: N/A

SUP's REQUESTED: _____

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.

David T McElhancy
Print Name of Applicant or Agent

[Signature]
Signature

7712 Little River Turnpike
Mailing/Street Address

703 642-8080 703 642-8251
Telephone # Fax #

Annandale VA 22003
City and State Zip Code

6/21/00
Date

DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY

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

Received Plans for Completeness: _____
Received Plans for Preliminary: _____

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

CAMERON STATION PH-V

Development Special Use Permit with Site Plan (DSUP) # 2000-0032

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: Engineer for owner

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.

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

Yes. Provide proof of current City business license

No. The agent shall obtain a business license prior to filing application, if required by the City Code.

NARRATIVE DESCRIPTION

2. The 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)

This application proposes an amendment to the approved SUP. This amendment proposes to eliminate a portion of the Phase V limits. The subject area will be incorporated into an SUP for Phase VI. The Phase VI SUP is being submitted concurrently with this application

Development Special Use Permit with Site Plan (DSUP) # 2000-0032

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).

N/A

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

Day	Hours	Day	Hours
-----	-------	-----	-------

N/A

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

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

N/A

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:

N/A

Development Special Use Permit with Site Plan (DSUP) # 2000-0032

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

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

N/A

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

N/A

C. How often will trash be collected?

N/A

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

N/A

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:

N/A

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:

N/A

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

N/A

ALCOHOL SALES

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

Yes. No.

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

N/A

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?

N/A

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

- _____ Standard spaces
- _____ Compact spaces
- _____ Handicapped accessible spaces.
- _____ Other.

Development Special Use Permit with Site Plan (DSUP) # 2000-0032

- 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:

N/A

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? N/A

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

C. Where are off-street loading facilities located? N/A

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

N/A

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

N/A

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?

N/A

Am. D. Euille

Attach to Cam
Station Cases.

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

Dear Council and Planning Commission of Alexandria:

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

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

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

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

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

Sincerely,

Susan Schuppert
276 Murtha Street
Alexandria, VA 22304

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

March 29, 2001

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

Dear Commissioners:

We strongly oppose the Archstone project (docket items 6, 7A and 7B) that is before you on Tuesday, April 3. This proposed project is an obnoxious design that, if approved, would be a blight on our community and City for decades, and would set a dangerous precedent for a new low in architectural design quality. There are no redeeming features of this plan and it should be rejected outright. The applicant needs to go back to the drawing board and come back with a design that is worthy of our community and City.


The design calls for a massive structure that runs uninterrupted for 700 continuous feet, the length of two and a half city blocks. It is 76 percent of the length of an outside wall of The Pentagon, and equal in length to the US Capitol. Part of this integral design is a hideous seven story, unfinished concrete, above ground parking garage, virtually identical to the Landmark Mall garage, only taller. The building does not blend with the rest of Cameron Station in terms of mass, use of green space, architectural style and quality, etc. It does not deserve a place in Alexandria.

While it is touted to be a "luxury" building, its design lacks characteristics and qualities that enhance one's quality of life in even less pretentious ones. There is little open space in the design; some units will get little sunlight; internal corridors are 200-400 long; parking is as much as one block (and more) from some units; the design encourages on-street parking in lieu of using the garage; and the design is certainly not user friendly for persons with mobility disabilities.

While not addressed in the staff report, we believe that there are serious police and safety issues inherent in a design like this one, e.g. with long expanses hidden from the street and above ground parking garage that is easily accessible by intruders - all this adjacent to an elementary school. We are asking the Police Department and Fire Department to give independent professional judgments of whatever problems may be inherent in this design.

We encourage you to reject this proposal. We will be out in force at the April 3 meeting to express our strong opposition.

Sincerely,


Roland Gonzalez
President

Docket Item # 7-A
DEVELOPMENT SPECIAL USE PERMIT #2000-0031
ARCHSTONE - CAMERON STATION (Phase VI)

Planning Commission Meeting
May 7, 2002

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
by M. Catharine Puskar, attorney

LOCATION: 450 Ferdinand Day Drive

ZONE: CDD-9/Coordinated Development District

PLANNING COMMISSION ACTION, MAY 7, 2002: On a motion by Mr. Dunn, seconded by Mr. Gaines, the Planning Commission voted to recommend denial of the proposed development special use permit. The motion carried on a vote of 7 to 0.

Overview of the Discussion and Motions for DSUP #2000-0031, DSUP #2000-0032 and SUP #2000-0085. Note: The following is a summation of the discussion and is not a verbatim transcript. (Audio Tape 1)

Chairman Eric Wagner: The Commission knows that this item has been deferred four times; at our April public hearing we heard from a number of speakers including the applicant and staff. The Commission deferred the application to allow staff to prepare an analysis of the materials that Archstone submitted prior to the hearing. What we agreed was that the applicant would have a chance to revisit its application and make any modifications that they saw fit before bringing it back before the Commission, and if the applicant did not come back with modifications, the Commission would hear these applications without a public hearing. The Commission would hold its discussion and vote on these items. My understanding from Ms. Fogarty is that the applicant has made no changes to its applications and has submitted no new material to the staff. The only new material is the staff analysis of what was submitted by the applicant prior to the last hearing.

Mr. Robinson: One of my concerns last month when we chose to defer this, and for seconding the motion to defer, I think there were about seven of us six of us, was to really to make sure that we have examined carefully the staff recommendations and the reasons that we also reject the staff recommendations. We said we wanted underground parking among other things. I was not one that felt we absolutely had to have underground parking but had to have something that was certainly better than the original application and I still believe that we have to have something that is better than the application that is before us. I felt we should defer it and that we be very clear as to why

the staff recommendation also does not meet with our approval. My feeling is that the application as it stands now just is not acceptable. At a work session, the Commission had the other day one of the comments made was that an awful lot of the apartments we are seeing just were not of the level that we should be building in this market in Alexandria and I'm speaking primarily of the Eisenhower Valley. I just think we can do better; I think economically this can be done differently and still have a very worthwhile return for the current residents, for the developers, for the owners, etc. I just do not feel this application meets what could be done with the land in the community that exists right now. I just want to make it very plain that I at least was not saying I don't like this because you didn't follow my recommendation for the parking underground. I just think that this development as it now stands is not suitable for this location.

Mr. Dunn: Well, as a mover to defer, I had hoped that, as often has been the case when we recommend deferral, the deferral produced positive results and I think this has been a disappointment in that regard. Mr. Chair, in due course, I would be prepared to make a motion to deny and I think the reasons for docket item #6 are significantly different than docket item #7-A and item #7-B.

Ms. Fossum: I think that we are rather extraordinarily patient and trying to work with the community as well as the developers, and I don't know how many years I have been on this Commission, but it's been a while. I cannot recall a case in which we have gotten the same stuff back time and time again. It's a test to prove that we're irrelevant, the community is irrelevant, staff is irrelevant. I will do everything in my power to send them a very strong message tonight to let them know that we're not irrelevant, and I agree with Commissioner Robinson that this is not just about underground parking. This is about mass, this is about setback, this is about composition, this is about everything. This is an awful development.

Mr. Leibach: I really have nothing new to add. I certainly would agree with Mr. Robinson and also with Ms. Fossum. I worry about the dignity and integrity of this Commission, and I think we have been abundantly clear to the applicant what we were willing to support on this site. We have listened very patiently to the applicant and those people with a position different from the applicant. We have had the benefit of staff analysis of all the materials. I agree with Mr. Robinson, and I am somewhat concerned that staff continues to recommend approval. It is the responsibility of this Commission to make the final decision before it goes on to Council, and I would support any motion that Mr. Dunn intends to make tonight.

Mr. Gaines: Mr. Chairman, I think that the comments of my colleagues accurately and eloquently express my sentiments as to where we have been with this application and where this application needs to go. I quite frankly am taken aback of the stance of the developers in this application. We have made it clear where we stand and where we would like to go, and we have expressed an interest in working with them and for them to work with us. However, we have received the back hand on this and I quite frankly find it appalling. They have chosen to take their chances with City Council and I wish them good luck. The only thing that I respectfully request is that, if Council is to overturn us, let it be a vote of 7 to 0 from the Planning Commission and let it reflect the strong sentiments I have heard thus far expressed by all of my colleagues.

Mr. Komoroske: At the last hearing I wanted to deny the application rather than defer. We asked them for underground parking and they told us they do underground parking in some places but they do not do underground parking in Alexandria. They do not provide underground parking for economic reasons, but we don't know what those economics are so we can't design around that and help them with this project. Last night I rode the metro to Van Dorn Metro Station and saw the Avalon Apartments with garages wrapped by apartments, we see the front of them, but from the metro that is what we got. We now have three or four of those things out there on Eisenhower and they are creeping in towards the City. We have drawn the line on Eisenhower that future apartments would require a special use permit. I think this is just another example of what we don't want to have, and I will agree to whatever motion we have tonight. I am not surprised we have what we have tonight.

Chairman Eric Wagner: It is not often that I disagree with Mr. Komoroske, but this is one of those occasions. I think it was worthwhile for us to defer this, if for no other reason than to allow staff to put together additional materials that are useful for the Commission, the record, and it will be useful for City Council. I think, if for that reason alone, that it was worthwhile to defer the application. I would also like to set the record straight in a couple other ways. I know the applicant is sensitive to these issues. The applicant has made modifications. Regrettably, those modifications failed to address the issues of the Commission or that staff articulated last year when this came before us. I also think it is regrettable that the previous deferral was based upon working with the City and the community. The applicant did not work with the City staff, the applicant did not work with the community, the applicant did not work with the Commission. The applicant revised and modified its proposal in a manner that they saw fit to do and at that point submitted it to the City to begin the review process, and came and talked to the Commission about what they had done. The applicant thought that the real issue was that you could see the parking structure. That was part of the Commission's issue. The other issues are the loss of open space, mass that the project creates, and incompatibility with the neighborhood. I think the Commission, in recommending denial as I have every confidence we will do tonight, is sending a signal to the development community. The Commission feels very strongly that those projects that been approved that look in any way like this Archstone project are not acceptable in the City of Alexandria, they are a mistake. It may be what these applicants build, it may be what some segments of the population would choose to rent, but it is not what this Commission will choose to approve. We will not approve future projects that utilize this above ground parking just because it is for the convenience of the project. It impacts the rest of the City and I think that all of us are ashamed of those projects in the Eisenhower Valley and their counterparts in Arlington County. They are nasty projects and we need to send a strong signal that we are not going to approve these in the future. The issues are mass, failing to make adequate modifications, incompatibility with our vision for Cameron Station. The issue is not density. The issue is not rental apartments; we could even see a denser project if it addressed the issues raised by the Commission. The applicant has stated pretty clearly, the Commission cannot force this applicant to build something that they do not wish to build and that is not the intent of the Commission, it never has been. The Commission deferred this a year ago because the applicant said that was a worthwhile step to allow some give and take to refine this project. Given that the refinement has not happened the Commission cannot force you to do what you don't choose to do. This applicant does

not intent to address the Commission or staff recommendations. While we can't force them to make changes we can say that we reject this proposal, and for those reasons I will support Mr. Dunn's motion.

Mr. Dunn: With regard to item #7-A and 7-B, I have nothing to add; the reasons for denying those have all been stated by my colleagues. With regard to item #6, there are some points that are worth making. I will remind everyone of the item that proposes to change the phase boundary between Phase V and Phase VI of CDD #9. This change is vital to this application. Without this, items #7-A and item #7-B would not be possible. I think that both the applicant and the staff have underestimated the importance of this item in their evaluation. The staff, in their staff report, states "The amendment does raise the question of equity, as some adjoining homeowners have argued they were misinformed about the nature of the adjoining development by the developer or builder from which they purchased their home, however from a land use and planning perspective staff finds no land use reason to deny the proposed phase boundary change. The proposed phase boundary amendment is consistent with the intent of the CDD concept plan to permit a mixed use community with various elements of residential uses and complies with the general guidelines of the CDD concept plan." I read that part, and that staff finds no reason to deny the boundary change, as putting the burden on the community or someone else. The applicant has the burden to establish why there should be a boundary change. The owners moved in with the understanding that would be townhouses across from them. Whether you grant this or you don't, you will still have a mixed-use community consistent with the Cameron Station CDD concept plan. So granting this is very crucial and the applicant has not provided evidence on this requirement that was originally planned as townhomes. On the contrary, we have had substantial testimony from adjoining neighbors that it would be detrimental to the neighborhood, particularly the Tancreti Lane residents. It would be injurious to their property. I find it particularly ironic that the applicant, with its application, argues that it is just trying to do what is in the original plan for the CDD, but now wants to change the phase boundaries. *I think that for item #6, the applicant has not presented evidence to support approval and I therefore recommend that we deny item #6, seconded by Mr. Gaines. The motion carries unanimously.*

Chairman Eric Wagner: Should another proposal of this particular site come back to us, the Commission would wish to see some rationale regarding the phase boundary to get past this hurdle that Mr. Dunn raises. I think the Commission is in full agreement.

Mr. Dunn: *I recommend denial of item #7-A for the reasons stated, seconded by Ms Fossum, the motion carries unanimously.*

Mr. Dunn: *I recommend denial of item #7-B, seconded by Mr. Gaines, the motion carries unanimously.*

Chairman Eric Wagner: The Commission has now taken action on Archstone. I would ask the staff to very clearly incorporate in the documentation all the rationale that was discussed during the discussion period and incorporate as part of the Commission's action. I would ask that, if you

would, before you finalize that and forward to Council, that you send it to Mr. Dunn for his review with copies to the rest of the Commission. I would also ask Mr. Dunn, in accordance with discussions we've had on controversial items in the past, whether Mr. Dunn would be available to appear at City Council when this matter is heard.

Mr. Dunn: I think, Mr. Chair, that it would be more efficacious if you were at City Council; I think that you're statements represented the views of the Commission as I understand them; that sounds like ducking out. It is meant that way and for any reason you are unable to do so, I would certainly seek to be present.

Chairman Eric Wagner: Well, you and I will coordinate how this gets handled.

PLANNING COMMISSION ACTION, APRIL 2, 2002: On a motion by Mr. Dunn, seconded by Mr. Leibach, the Planning Commission voted to defer the application to allow staff the time to prepare an analysis of the materials, information and revised conditions provided prior to the hearing, noting that if the applicant does not provide substantial changes to the plan, the applicant will receive a recommendation of denial from the Planning Commission. The motion carried on a vote of 6 to 1. Mr. Komoroske voted against.

Speakers:

Duncan W. Blair, attorney, representing Cameron Associates.

Nan E. Terpak, attorney, representing Archstone Communities.

Cathy Puskar, attorney, representing Archstone Communities.

Converse M. West, 200 N. Pickett Street, #704, and Chairman of Holmes Run Civic Association.

John Higi, 5107 Donovan Drive.

Charles Collison, 5040 Grimm Drive.

Roland Gonzales, 4914 Gardner Drive.

Matthew Natale, 3401 Martha Custis Drive.

Jonathan Wilbor, 310 South Lee Street.

Edward Charity, Jr., 134 Tull Place.

Jack Sullivan, 4300 Ivanhoe Place.

Gomez Bennett, 5022-B Barbour Drive.

Mark R. Schwartz, 5109 Gardner Drive.

Jane Watson, 366 Cameron Station Boulevard.

Alicia Schwartzman, 5237 Tancreti Lane.

Joseph S. Bennett, 5022-B Barbour Drive.

Poul Hertel, 1217 Michigan Court.

Emily Dececcio, 5027 Waple Lane.

Victor Addison, 157 Somerville Street.

Katy Cannady, 20 East Oak Street.

Karen O'Brien, 5120 Donovan Drive.

Michael O'Brien, 5120 Donovan Drive.

Leslie Wright, 5119 Donovan Drive.

Julie Crenshaw, 816 Queen Street.

Joe Profaizer, 5115 Knapp Place.

PLANNING COMMISSION ACTION, MAY 1, 2002: On a motion by Ms. Fossum, seconded by Mr. Komoroske, the Planning Commission closed the public hearing and voted to defer the request. The motion carried on a vote of 7 to 0.

Reason: The Planning Commission felt that the design of the project was not compatible with the remainder of Cameron Station. The Commission directed the applicant to come back with a plan that (1) places all parking underground, (2) provides 15 foot full breaks between buildings (without breezeways), and (3) includes full participation in the Cameron Station TMP. The Commission also requested that a model of the development, in context, be provided.

Speakers:

Jonathan Rak, representing the applicant.

John Wallenstrom, the applicant.

Mark Schwartz, Cameron Station resident, requested deferral because additional refinements should be made.

Carmen Gonzales, Cameron Station resident, raised issues related to public safety.

Brent Wilson, Cameron Station resident (Tancreti Lane) spoke in support, noting that Archstone has addressed the concerns of the Tancreti Lane residents.

Katy Cannady spoke against, noting the poor quality of development.

Gomez Bennett, Cameron Station resident, spoke against, noting the offensiveness of the garage design.

Darlene Drazenovich, spoke against, noting traffic concerns.

Joe Bennett, Cameron Station Citizen's Association, spoke against, requesting all parking be placed underground and complete building breaks.

Roland Gonzales, Cameron Station Citizen's Association, spoke against, noting the massive garage, architecture and parking issues.

Poul Hertel spoke against.

Jack Sullivan spoke against.

Linda MacLachlan, Cameron Station resident, spoke against.

Richard Walker, Cameron Station resident, spoke in support.

Marilyn Doherty, League of Women Voters, spoke against.

Nathan Bein, Cameron Station resident, spoke against.

John Higi, Cameron Station resident, spoke against.

Teresa Quinn, Cameron Station resident, spoke against because of aesthetic concerns.

Charles Collison, spoke against.

Leslie Wright, Cameron Station resident, spoke against, noting the projects inconsistency with the character of Cameron Station.

Ellen Pickering, spoke against.

Tom Witte, Northeast, spoke against, noting the size of the buildings.

Joe Profaizer, Cameron Station resident, spoke against.

Ed Goeas, Cameron Station resident, spoke against.

Judy McVay, Old Town Civic Association, spoke against in the support of Cameron Station Citizen's Association.

Sally Ann Greer, 1168 N. Pitt, spoke against.

Simon Fishman, future Cameron Station resident, spoke against.

Vic Addison, Cameron Station resident, spoke against.

Jim Farnen, Cameron Station resident, spoke against.

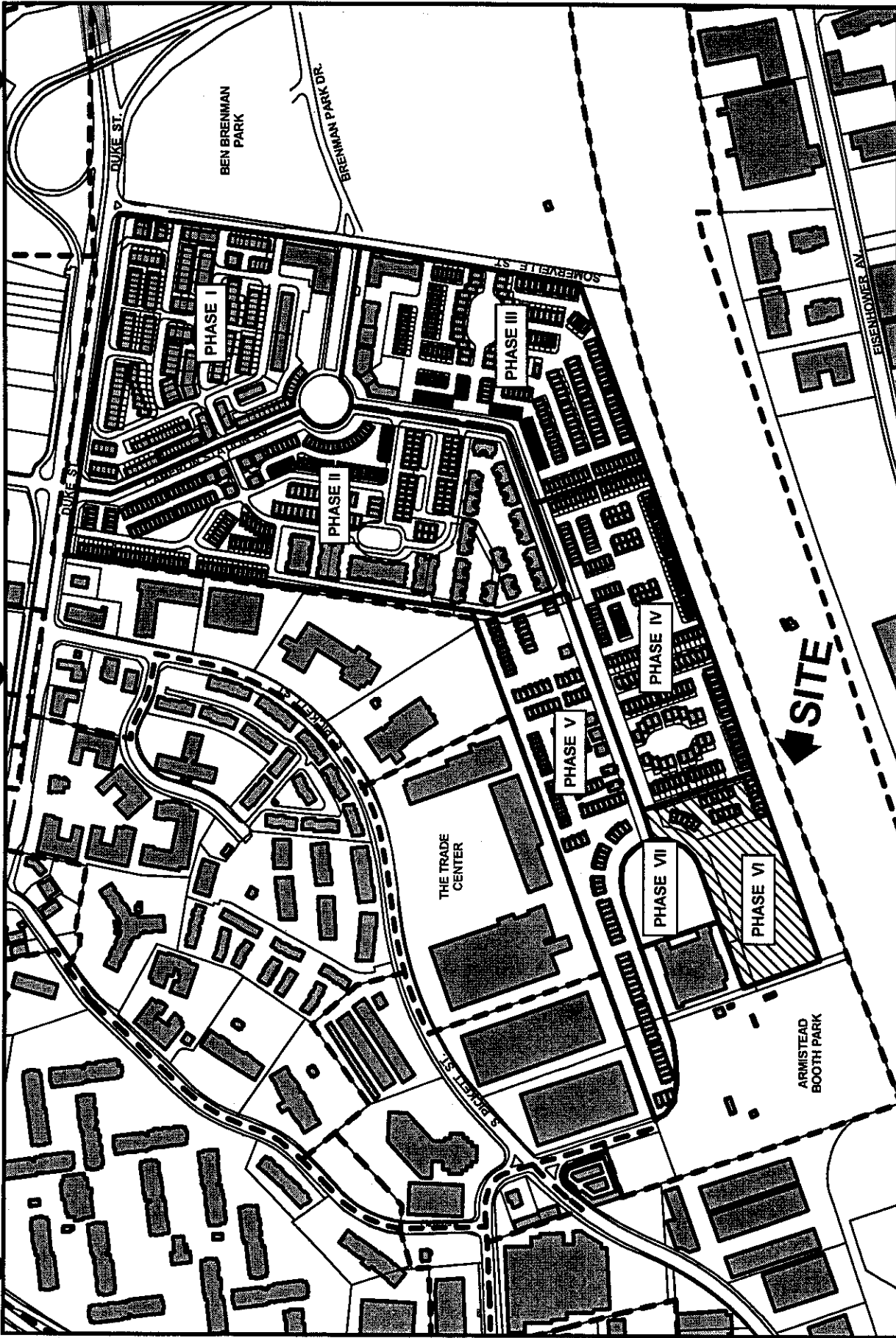
Emily DeCicco, Cameron Station resident, spoke against.

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.



05/07/02

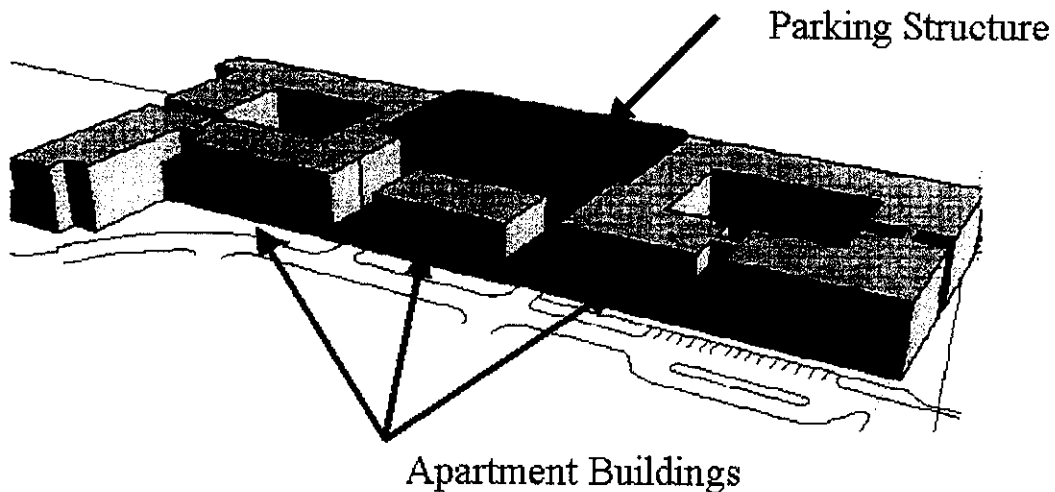
DSUP #2000-0031



SUMMARY:

In April 2001, the Planning Commission considered the original application for a 309 unit apartment complex on Phase VI of Cameron Station, a project known as "Archstone." Staff identified numerous significant concerns with the original proposal, including the overall mass and scale of the apartment complex, the design of the exposed, above-grade parking structure, the general lack of compatibility with the remainder of Cameron Station, parking and transportation management concerns, and general livability issues. Staff recommended approval of the proposal, predicated on extensive conditions aimed at significantly modifying the design of the project. At the April meeting, the Planning Commission also expressed numerous concerns about the project, including issues of mass, scale, compatibility, design, parking, and public safety. The Commission deferred the case to May 2001 without holding the public hearing in order to allow the applicant to respond to the issues raised by staff and the Planning Commission prior to the public hearing. In May 2001 the applicant returned with a slightly revised proposal for the 309 unit apartment complex as generally depicted below.

Original Site Plan



Note: Red is the six level above-grade parking structure.

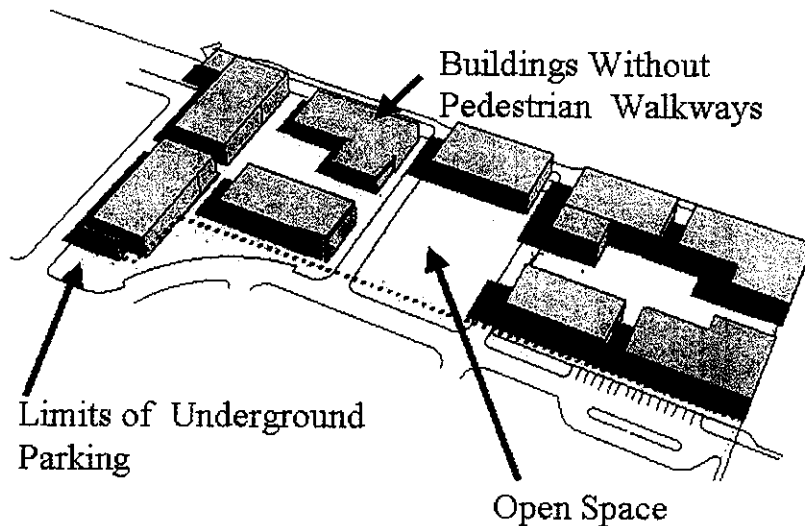
The revised design included full or partial breaks of various sizes in each facade and architectural treatment of the above grade parking structure; the applicant also provided additional information to address public safety questions asked by the Commission. At the May public hearing staff reiterated its concerns, and there was extensive testimony from the public on the project, with most

speakers opposing the proposed development. Following the testimony, the Commission discussed the project at length and expressed serious concerns about the mass of the project, its compatibility with the remainder of Cameron Station, and the ultimate livability of the project. The Commission stated they would not approve the project and gave the applicant the option of a recommendation of denial or deferral in order to continue to refine the design of the project to work with staff to address the issues raised by the Commission, the staff and the public. The applicant accepted the deferral. In conjunction with its motion of deferral, the Commission specifically instructed the applicant to do the following:

1. Redesign the project to place all parking underground;
2. Provide fifteen-foot wide full breaks, without pedestrian walkways;
3. Full participation in the Cameron Station transportation management plan (TMP); and
4. A contextual model of the development.

For comparison purposes staff has included a proposal with all of the parking below grade and the elimination of the pedestrian walkways as recommended by the Planning Commission. It is the position of the applicant that providing all of the parking underground will require additional units and therefore additional mass to enable the project to be economically viable. The plan below is intended to be illustrative of one possible layout when the above-grade parking is removed; placing the parking underground creates significant flexibility for site layout and alternative layouts shifting the open space throughout the site are also possible.

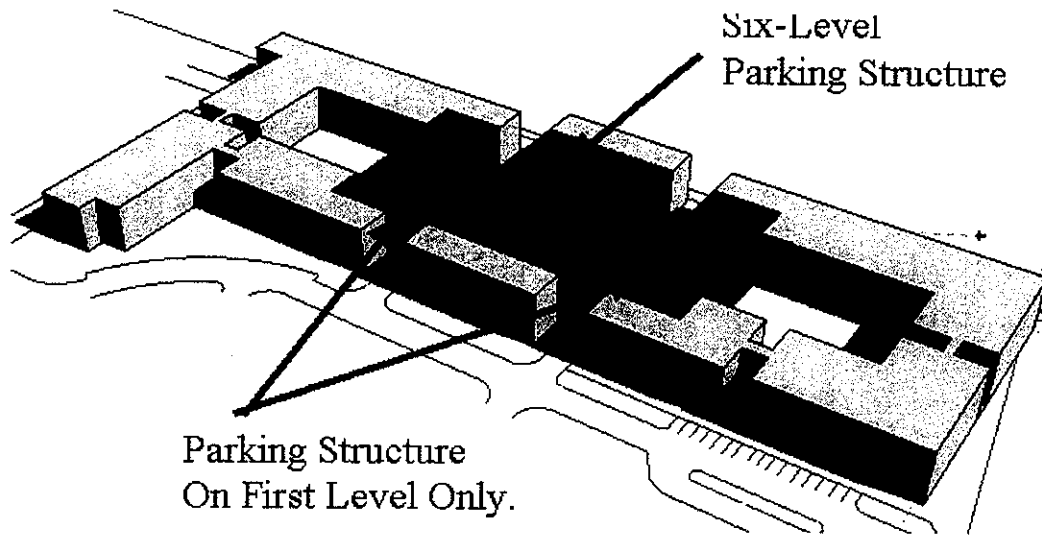
Site Plan Without Above-Grade Parking or Pedestrian Walkways.



Note:
Building sizes and locations are approximate.

The applicant has now returned with a revised plan for consideration by the City. In this revised plan, the major change made by the applicant has been to reorient the above ground parking structure to create breaks occupied by drive aisles between the garage and apartment buildings as depicted below. In addition, the parking structure has been faced with apartment units adjacent to Ferdinand Day Drive and the linear park, and the other faces of the above-grade parking structure have been treated architecturally. Other, relatively minor adjustments, have also been made to the plan, as discussed in more detail in this staff report.

Proposed Site Plan



Note: Red is the above-grade parking structure. The central parking structure is a six-level above grade parking structure ; the remainder of the parking is only on the first level.

While the refinements the applicant has made to the plan have improved the plan in several ways, they do not address the major issues of mass and scale or compatibility identified in the former staff report. Nor do they address the more stringent recommendations made by the Planning Commission to reduce the massiveness of the project i.e., no underground parking has been added, and the overhead walkways have not been eliminated from the breaks to create true openings between buildings similar to those found in other parts of the project. In addition, the revisions made by the applicant to the plan have created several significant new issues that now need to be addressed; most notably, the revised site plan has:

1. significantly reduced building setbacks on Ferdinand Day Drive and adjacent to the linear park;
2. eliminated public on-street parking along Ferdinand Day Drive;
3. reduced significantly the amount of parking provided; and
4. created more ground level space devoted to the automobile.

While staff recommended approval of the plan during the last review, the recommendation was contingent upon numerous conditions for changing the plan. The plan that was resubmitted by the applicant in November does not address many of the major issues of mass, scale and compatibility identified by staff and the Planning Commission. Since the submission staff has expressed many specific and general concerns to the applicant about the revised plan, however the applicant has not provided any substantive changes during the review process which address the major issues. While the applicant does propose a number of off-site improvements that provide some benefit for the community, the plan does not address many of the fundamental issues that have been previously raised by staff or the Planning Commission. Therefore, staff continues to recommend that the project only be approved subject to the recommendations as summarized below. These conditions are consistent with staffs' previous position for the project. They do not reflect the Planning Commissions' recommendations, which went further to reduce the mass and scale and create a more compatible project by placing all parking below grade.

1. Reducing the mass of the project by placing at least two-levels, approximately 50,000 sq.ft. of parking mass underground;
2. Restoring the original setbacks for building #2 along Ferdinand Day Drive and the linear park;
3. Providing the on-street parking that is proposed to be eliminated;
4. Redesigning the new interior streets to create a true extension of the Cameron Station street grid, by providing street trees and more space devoted to pedestrians rather than vehicles;
5. Refining the architectural treatment of the parking structure so that it truly reads as a facade of the adjoining buildings and continuing to refine the architectural elevations;

6. Increasing the level of visitor parking from 15% to the 19%, as originally proposed;
and
7. Implementing a parking management plan to the satisfaction of the Director of P&Z
as previously recommended by staff.

The staff analysis contained in the staff report provides a detailed analysis of the current project, the issues it raises and staff's recommendations.

STAFF RECOMMENDATION:

Staff recommends **approval** subject to the following conditions which incorporate the conditions previous recommendations, plus additional conditions to address new issues created by the revised plan.

1. Building # 2 shall be set back a minimum of 15 ft. from the property line on Ferdinand Day Drive and Building # 2A shall be setback a minimum of 10 ft. from the southern property line adjacent to the linear park. Three parallel spaces shall be provided on Ferdinand Day Drive adjacent to Building # 2. (P&Z)
2. Revise the circulation and configuration of the central portion of the site as generally depicted in *Attachment No.1*. At a minimum the revisions shall include:
 - a. Relocation of the entrance for the surface parking to the north for building # 1 and # 3 to align with the entrances to the parking structure.
 - b. A maximum 22 ft. wide drive aisle and 10 ft. planting strip on each side of the interior streets, other than the sidewalk connections to Ferdinand Day Drive that shall include tree wells on one side of the private street.
 - c. A continuous row of street trees shall be provided 30 ft. on-center on each side of the interior private streets.
 - d. Decorative brick pavers for the southern portion of the private streets and emergency vehicle easement (EVE) turn-around to differentiate this area as a pedestrian courtyard and EVE, but not for general resident/visitor traffic.
 - e. The area adjacent to the pedestrian courtyard shall include amenities such as benches and trash receptacle, etc. (outside the EVE) to encourage the use of the courtyard.
 - f. A continuous 22 ft. wide public access easement from Ferdinand Day Drive to the linear park that shall provide two additional points of pedestrian access to the linear park. The easement shall be approved by the City Attorney and recorded prior to the release of the final site plan. (P&Z)
3. The building elevations shall be revised as generally depicted in *Attachment No.2* to the satisfaction of the Director of P&Z to provide the following:
 - 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 variation in fenestration and other architectural treatments,

- e. HVAC units and grates shall be located to minimize visibility from Ferdinand Day Drive and Tancreti Lane. Through the wall units shall not be permitted, and
 - 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)
 - g. The southern (linear park) elevations shall at a minimum provide significant variation in building materials (brick/siding) and color through the use of varied building materials, variations in the roofline, HVAC units and grates that are located to minimize visibility from the linear park, and railings for the proposed balconies shall be spaced to minimize visibility into the proposed balconies. (P&Z)
4. The parking structure shall be revised to provide the following to the satisfaction of the Director of P&Z:
- a. The applicant shall reduce the mass of the project by the equivalent of two levels of the above grade parking structure (approximately 50,000 sq.ft.) to reduce the mass of the proposed project, the reduced mass shall be distributed appropriately throughout the site.
 - b. The additional parking that is located below grade shall not decrease the amount or quality of open space, landscaping or setbacks.
 - c. The grading for the southern portion of the parking garage adjacent to the linear park shall remain as generally depicted on the preliminary site plan.
 - d. The ground level openings and grates on the eastern, southern and western portion of the parking structure shall be eliminated or replaced with openings suggestive of windows.
 - e. The use of freestanding light poles on the top level shall be prohibited. The light for the top level shall be bollard or box lighting.
 - f. The parking structure shall be constructed and fully operational prior to the first certificate of occupancy permit. (P&Z)
5. The architectural treatment for the eastern and western portion of the parking structure and the first level of parking on the interior streets shall be visually indistinguishable from the primary building facades. The architectural treatment shall have the same building materials and level of detailing as the primary building facades that at a minimum shall include:
- a. Brick, siding, recessed balconies, and roofing design and material to match facades for the apartment units.
 - b. Windows, glass and frames that shall match the apartment units, window grate coverings shall be prohibited. The windows shall be designed in a manner that will enable the projection of light.
 - c. The number of windows and balconies shall be generally consistent with the preliminary architectural elevations.

- d. Mechanical parking garage ventilation shall be exhausted through the garage roof rather than into the space between the buildings. (P&Z)
6. The applicant shall submit a parking management plan which outlines mechanisms to maximize the use of the parking structure by the residents and visitors to the satisfaction of the Director of P&Z prior to release of the final site plan. At a minimum the plan shall include the following:
 - a. All visitor spaces shall be on the lower levels of the parking structure and shall not include controlled access. The final location of the visitor parking shall be to the satisfaction of the Director of P&Z.
 - b. The applicant shall install "Visitor Parking Only" signs for all visitor parking spaces.
 - c. All residents and employees shall obtain and maintain a tag, decal or similar form of vehicle identification. The identification shall be prominently displayed at all times.
 - d. Residents shall be prohibited from parking within any designated visitor parking spaces.
 - e. Provision of secure bicycle racks/storage within the parking structure.
 - f. The total amount of parking provided shall not be less than the Zoning Ordinance requirement plus 19% visitor parking within the parking structure.
 - g. A maximum of one space for each one-bedroom unit, two spaces for each two and three-bedroom units shall be assigned. This allotment of parking spaces shall be free of charge for each of the units. The applicant may charge a fee for the remainder of the resident parking spaces.
 - h. The parking restrictions of the parking management plan shall be a part of the lease for each of the units.
 - i. All employee parking shall occur in the parking structure and shall be free of charge.
 - j. The applicant shall require its residents and employees to use off-street parking.
 - k. It shall be the sole responsibility of the applicant to monitor and enforce all provisions of the parking management plan. All residents who violate the provision of the parking management plan shall be subject to towing at the expense of the owner. (P&Z)
 7. The width of the building breaks shall remain as depicted on the preliminary plan, other than adjacent to the linear park. Adjacent to the linear park the applicant shall provide 8 ft. partial breaks and additional variation in the roof line to accommodate the building breaks. The openings (excluding the partial break) shall be unobstructed other than above-grade pedestrian walkways. The above grade pedestrian walkways shall be designed and include materials to be more visually transparent to the satisfaction of the Director of P&Z. (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. 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. The brick sidewalk adjacent to Ferdinand Day Drive shall be extended to the west to connect to the adjacent surface parking. All sidewalks shall be brick and connect with the proposed and existing adjacent sidewalks and the linear park trail. Underground utilities shall be located to allow planting within the planting strip between the sidewalk and the curb. (P&Z)
10. The sidewalk on Ferdinand Day Drive shall continue over the two 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)
11. A brick pedestrian crosswalk shall be provided at the 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)
12. 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)
13. 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 first certificate of occupancy permit for the final building. (P&Z)
14. Emergency Vehicle Easements (EVE) and/or access shall not be located within the linear park. (P&Z)
15. 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 trailers shall be removed prior to the issuance of the first certificate of occupancy. (P&Z)

16. A detailed open space plan shall be approved in conjunction with the final site plan, and any physical elements within the open spaces shall also be shown on the final site plan. The amount of open space 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. The interior courtyards shall provide amenities such as benches, trellis, sitting areas, gas grills, trash receptacles and decorative pavers and additional amenities to encourage their use for the interior courtyards.
 - b. An automatic irrigation system shall be provided for all open space and landscaping
 - c. The applicant shall design and install irrigation in the linear park adjacent to the property to the satisfaction of the Director of R.P.&C.A. The irrigation shall be installed prior to the last certificate of occupancy permit. The irrigation system shall be maintained by R.P.&C.A (P&Z) (RC&PA)
17. The applicant shall provide a "Club House" area including a fitness facility, 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)
18. 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)
19. 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 be prohibited. (P&Z)
20. 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. The linear park trail shall be located above the underground utilities to maximize planting areas for landscaping.
 - d. A significant amount of additional evergreen plantings shall be provided within the linear park.
 - e. 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.
 - f. Specify cultivars for all relevant plant materials.
 - g. All landscaping shall be maintained in good condition and replaced as needed.
 - h. 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)
21. The design, type of landscaping and amenities within the northeastern portion of the site and the pocket park/open space within Phase V shall be consistent including the alignment and type of fountains to maintain a unified streetscape for Cameron Station Boulevard. (P&Z)
22. The development shall not be a gated community other than the controlled access for the resident parking within the parking structure. (P&Z)
23. 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) (Police)
24. 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)
25. 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)
26. A temporary informational sign shall be installed on the site prior to the approval of the final site plan for the project and shall be displayed until construction is complete; the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project. The applicant shall designate an employee who will serve as a person of contact for questions regarding the project. (P&Z)

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27. 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)
28. Provide a site lighting plan to the satisfaction of the Director of T&ES in consultation with the Chief of Police. The plan shall show the 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 and are located to prevent excessive spillover lighting and glare from adjacent properties. (T&ES) (P&Z)
29. 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)
30. 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)
31. All private streets and alleys must comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)
32. Provide all pedestrian and traffic signage to the satisfaction of the Director of T&ES. (T&ES)
33. Align western entrance on Ferdinand Day Drive across from existing entrance for Harold Secord Drive with design satisfactory to the Director of T&ES. (T&ES)
34. 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)
35. Proposed sanitary sewers shall be located outside of all Fairfax County sewer easements with the exception of Fairfax County approved connections. (T&ES)

36. 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)
37. Require minimum Class IV RCP for storm sewers located in pavement or EVE easements. (T&ES)
38. All buried utilities (sanitary, storm sewer, and water) and related structures shall be located outside of the bearing load of all structures. (T&ES)
39. 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)
40. All structures, including foundations, shall be located outside of the 50 feet buffer of the Resource Protection Area for Backlick Run. (T&ES)
41. Grasscrete pavers located within EVE easements shall meet HS-20 loads. Provide construction specifications sealed by a P.E. registered in Virginia. (T&ES)
42. 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)
43. Existing sanitary sewer within Ferdinand Day Drive shall not be abandoned. (T&ES)
44. Provide 25 feet curb radius on western entrance on Ferdinand Day Drive. (T&ES) 4
45. 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. (T&ES)
46. The developer or its agent to 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 Planning & Zoning. (T&ES)

47. If fireplaces are to be included in the development, the applicant be required to install gas fireplaces to reduce air pollution and odors. Animal screens must be installed on chimneys. (T&ES)
48. That due to the close proximity of the site to the railroad tracks, the following conditions are recommended for the development:
 - 1) The applicant shall prepare a noise study identifying the levels of noise residents at the site will be exposed and, if needed, install 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.
 - 2) Identify options to minimize noise exposure to future residents at the site, particularly in those units closest to railroad tracks, including:
 - a) Special construction methods to reduce noise transmission
 - b) Triple-pane glazing for windows
 - c) Additional wall and roofing insulation.
 - d) Installation of resilient channels between the interior gypsum board leaf and the wall studs.
 - e) Others as identified by the applicant.
 - f) Installation of a berm or sound wall. (T&ES)
49. All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources must be in place for all project construction and mitigation work prior to release of the final site plan. (T&ES)
50. The applicant is required to prepare a Water Quality Impact Assessment in accordance with Article XIII of the City's Zoning Ordinance to the satisfaction of the Director of Transportation and Environmental Services. (T&ES) .
51. The stormwater collection system is part of the Cameron / Holmes Run watershed. All stormwater inlets shall be duly marked to the satisfaction of the Director of T&ES. (T&ES)
52. Provide a drainage map for the area flowing to the chosen BMP, including topographic information and storm drains. In the final site plan show how this development complies with the original BMP pond designed for Cameron Station. (T&ES)

53. The applicant is advised that all stormwater designs that require analysis of pressure hydraulic systems and/or inclusion and design of flow control structures must be sealed by a professional engineer, registered in the Commonwealth of Virginia. If applicable, the Director of T&ES may require resubmission of all plans that do not meet this standard. (T&ES)
54. If any stormwater Best Management Practices (BMPs) are required for this project they shall be constructed and installed under the direct supervision of the design engineer or his designated representative. The design engineer shall make a written certification to the City that the BMP(s) are constructed and installed as designed and in accordance with the approved Final Site Plan. (T&ES)
55. The surface appurtenances associated with any on-site structural BMP's shall be marked to the satisfaction of the Director of T&ES to identify them as part of the structural BMP system. (T&ES)
56. For any surface-installed Best Management Practices, i.e. Bio-Retention Filters, Vegetated Swales, etc. are employed for this site, descriptive signage for the BMPs is required to be installed to the satisfaction of the Director of Transportation and Environmental Services. If any stormwater Best Management Practices (BMPs) are required for this project the Developer shall furnish the Homeowner Association with an Owner's Operation and Maintenance Manual for all the Best Management Practices (BMP's) used on site. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s), drawings and diagrams of the BMP(s) and any supporting utilities, catalog cuts on maintenance requirements and a copy of the Maintenance Agreement with the City. (T&ES)
57. The Developer shall furnish each home purchaser with a brochure describing any stormwater BMP(s) installed on the site, outlining the responsibilities of the homeowners and the Homeowner's Association (HOA) with respect to maintenance requirements. Upon activation of the HOA, the Developer shall furnish five copies of the brochure per unit to the HOA for distribution to subsequent homeowners. (T&ES)
58. A "Certified Land Disturber" must be named on the Erosion and Sediment Control sheets prior to release of the final Site Plan in accordance with Virginia Department of Conservation and Recreation guidelines. (T&ES)
59. The Environmental Site Assessment Statement proffers a 45-foot RPA line. This is incorrect. The encroachment for this project is 50-feet. (T&ES)

60. Project must show that construction will comply with the City's Chesapeake Bay Program described in Article XIII of the City Zoning Ordinance, i.e. The impervious area, etc. caused by this development is within the design assumptions for Cameron Lake. (T&ES)
61. The applicant shall design and install a playground in the Backlick Run section of the park, and relocate the existing dog park to the satisfaction of the Director of R.P.&C.A. The dog park and playground shall be ADA accessible, including all play structures and surfaces. Landscape elements shall at a minimum 20 shade trees 2.5 to 3.0 inch caliper. The dog park shall have a double gated foyer entry, with at 10' x 10' concrete pad, and surfacing to be a minimum of 4" stone dust. Benches, trash containers, and other amenities to meet R.P.&C.A. specifications (Victor Stanley all metal CR96). The dog park and the playground shall have a 10' wide maintenance access. The improvements shall be completed prior to the last certificate of occupancy permit. (RC&PA)
62. 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)

63. The parking garage that located below grade shall provide lighting of 5.0 foot candles minimum maintained and the parking garage walls shall be painted white. (Police) (P&Z)

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

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

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). The subject property is zoned CDD#9/Coordinated Development District. Development on the site is governed by the CDD zoning and the concept plan approved for Cameron Station.

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 Tancreti Lane. The approved 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 proposed multi-family use will consist of 129 one-bedroom, 135 two-bedroom, and 45 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 proposed development will be comprised of two buildings with interior courtyards connected to a centrally located seven level (one level below grade) parking structure. The parking structure is faced with units on the northern (adjacent to Ferdinand Day) and southern (adjacent to the linear park) facades, and treated architecturally on the remaining facades. Additional parking is located outside the main parking structure on portions of the first floor of the apartment buildings. A total of 579 parking spaces are proposed, the number required by the Zoning Ordinance for multi-family units, plus 15% visitor parking.

The apartment buildings are four floors, with an approximate height of 50 -55 ft. All of the buildings are connected to the central parking structure through elevated walkways at each level, except above the interior drive aisles where the walkways are only on the 3rd and 4th levels. Vehicular access into the site and the parking structure is provided by two drive aisles on each side of the parking structure.

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The table below summarizes the proposed development program for Archstone, along with the other phases of Cameron Station.

CAMERON STATION DEVELOPMENT SUMMARY								
Phase	Approved					Proposed	Approved	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	15	6	0	0	11		0	
Townhouse	169	153	207	178	120		0	
B/B Townhouse	4	54	0	36	0		0	
Stacked Townhouse	40	52	0	0	60		0	
Multifamily	113	276	110	0	0	309	0	
Multifamily/Elderly	0	0	0	0	0		261	
Density (Units/Acre)	16.62	22.52	22.47	18.58	16.19	60.00	107.0	24.27
Gross Floor Area (Square Feet)	819,914	910,513	777,817	648,311	451,700	580,000	388,700	4,576,955
Open Space (Acres & Percent)	6.0 (29.2%)	6.98 (29%)	3.94 (27.9%)	2.31 (20%)	3.42 (29.9%)	1.56 (30.4%)	0.85 (35%)	25.06 (27.9%)

STAFF ANALYSIS:

Fundamentally, the issue raised by this proposed project is that of compatibility with the remainder of Cameron Station and with the larger community. The City's standards and requirements relative to this project--and all projects-- ensure that a development will be compatible with the surrounding neighborhoods thereby minimizing negative impacts and creating livable extensions of the fabric of the City. Most of the issues that staff raised for the prior iteration of this plan relate to this lack of compatibility and livability. What creates compatibility and livability is not a single element. Mass and scale are a critical determinant of a project's compatibility with its surroundings and are partially determined by and interwoven with other design elements of a project, such as the design and character of the street network, streetscapes, setbacks, location and form of open spaces, and the architectural design of the buildings themselves.

Staff continues to believe that the proposed Archstone development is not compatible with the surrounding community as proposed and should only be approved with significant conditions aimed at addressing the issues raised by the project. The staff analysis that follows reviews the staff issues and recommendations, most of which are the same issues raised by the previous version of the plan, although some new concerns have also been created by the applicant's changes to the plan. The staff analysis below also addresses the concerns raised by the Planning Commission during its prior consideration of this project.

Mass and Scale

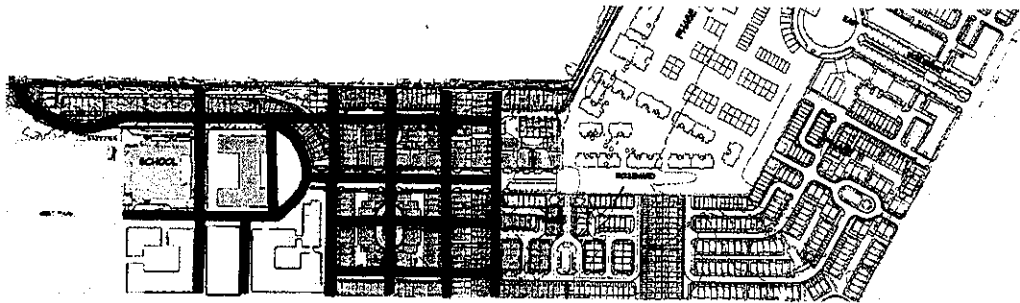
Mass is the size or overall volume of buildings. Scale is the relationship of a building's mass, height and setbacks to the surrounding development pattern. The scale of a project is one of the most significant determinants of its compatibility with its surroundings. Staff, the Planning Commission, and many members of the community felt that the initial proposal for Archstone had a mass and scale that was inconsistent in character with the remainder of Cameron Station. Many elements contribute to a project's mass and scale; staff has identified three key areas that staff believes create the issues at Archstone:

1. The lack of building breaks in the project that fail to extend Cameron Station's grid;
2. The mass created by the above ground parking structure and the treatment of that structure; and
3. The lack of adequate setbacks in certain areas and disruption of the streetscape.

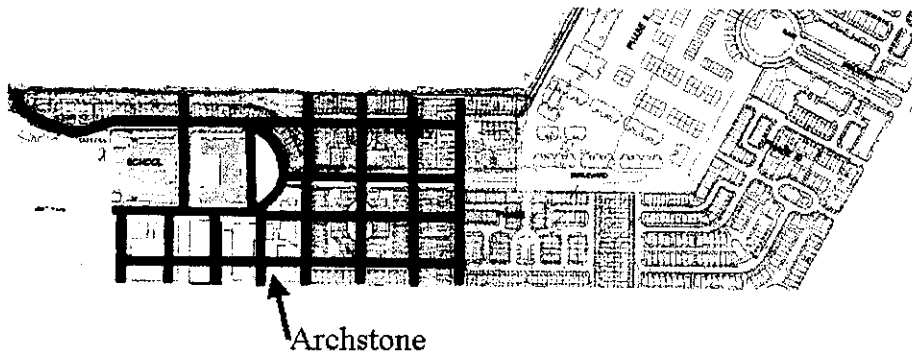
Urban Street Grid:

Cameron Station's street system, a modified grid, is a fundamental element establishing the scale and character of Cameron Station. In recognition of its importance as an organizing and unifying feature, the Cameron Station concept plan provided for the extension of the grid street pattern throughout Cameron Station. The grid has not been perfectly applied as development on the site progressed, but as the illustration below shows, the street grid within Cameron Station has fairly successfully broken the project into human-scaled blocks. And where a street has not broken down a block, a pedestrian connection/open space between buildings has generally completed the grid of openings and connections.

Street Network Proposed by the Applicant



Extension of Existing Street Grid



Note: Grid patterns include pedestrian connections

The streets and pedestrian connections within each block help to provide physical connectivity throughout the community for vehicles and pedestrians. The street and pedestrian connections within each block also provide residents with visual links through the community, and provide for a coordinated streetscape, helping to tie different phases of the project together into a unified whole.

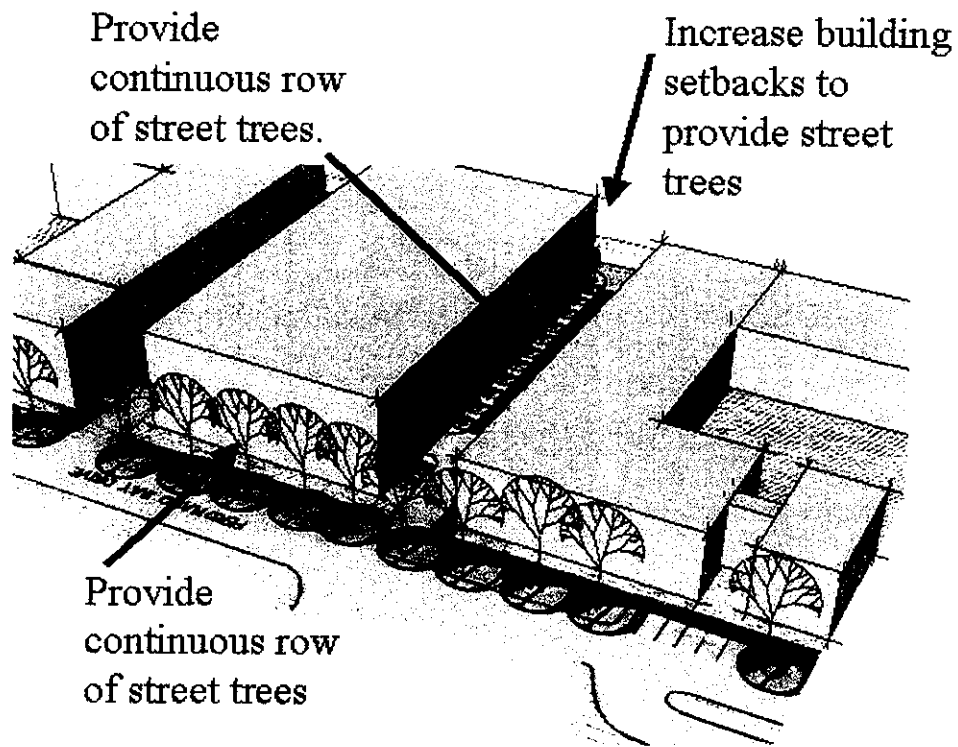
Therefore, it is important that the Cameron Station street grid be extended in some manner into the Archstone parcel. The original site plan for Archstone completely disregarded the existing street network, providing no vehicular or pedestrian connections through the entire length of the approximately 800 ft. long (approximately three city blocks) Archstone parcel. The original design did not even provide the more minimal visual breaks through the large buildings. The result was a scale of development which staff believed was not consistent with the existing development pattern of Cameron Station. To address this issue without requiring new streets to be placed through the project, staff recommended the provision of 35' building breaks throughout the project, creating at least visual openness between buildings. As was discussed at the last Planning Commission hearing by staff, the need for the breaks to actually be 35' in width is not absolute; narrower breaks could potentially achieve a similar result, depending on their placement, width, openness and other factors. The important principle is that connectivity be provided and that, visually, breaks read as an extension of the Cameron Station grid, tying Archstone to the remainder of the development. It was this principle that led the Planning Commission to direct the applicant to eliminate all overhead pedestrian connections from building breaks, creating true visual openness between buildings.

In this resubmission, the applicant has not removed the overhead obstructions within building breaks as directed by the Planning Commission. The revised plan does improve two building breaks, making them full breaks, albeit with obstructions. The Planning Commission may wish to continue to require the elimination of the walkways in order to achieve true openness. At the very least, staff recommends that the walkways be designed to be as "transparent" as possible, to enable the breaks to read as full building breaks.

In this resubmission the applicant has introduced two new private streets on either side of the parking structure, connecting Ferdinand Day Drive to the Linear Park. With this redesign, a potential for a strong visual and a true physical extension of the Cameron Station grid into the Archstone site has actually been created. However, the applicant has failed to design these areas so that they are true extensions of the Archstone grid. While on paper, these drive aisles read as well landscaped, pedestrian friendly streets, in fact the design of the street has been driven by the mass of the buildings, resulting in a space that is too narrow for the height of the adjacent buildings and which does not have enough planting room for the appropriate street trees. Therefore, staff is recommending a minimum increase of 5' for each drive aisle, creating a minimum distance of 42 ft. between the false facade for the parking structure and the adjoining apartment building. This distance is the minimum distance generally found building to building across the street in Cameron Station, and the minimum necessary to accommodate an adequate planting area for street trees on

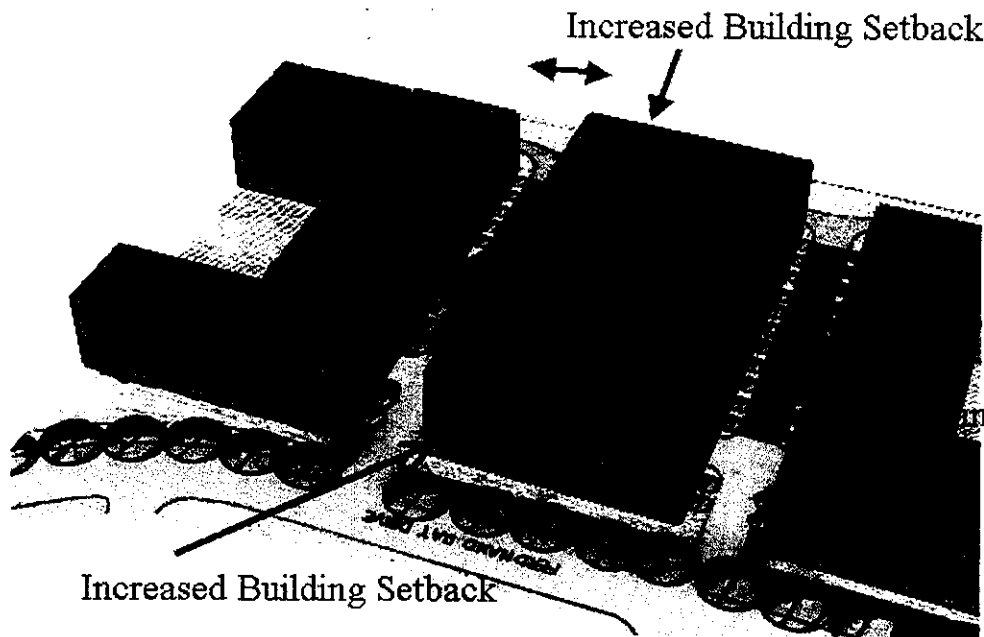
each side of the private street as generally depicted below. While staff is recommending the minimum necessary additional area for street trees and pedestrian circulation would be more desirable.

Landscaping For Private Streets Proposed by Staff



In addition, staff is recommending that the entrance to the first level of parking align with the entrance to the parking structure as generally depicted below. This will enable almost two-thirds of the spaces to be devoted to a decorative pedestrian plaza as depicted below for pedestrians rather than vehicles (which still allowing access for emergency vehicles along the entire length), enhancing the overall quality of openness and open space within the Archstone project as depicted below.

Pedestrian Plaza and Building Setbacks Proposed By Staff:

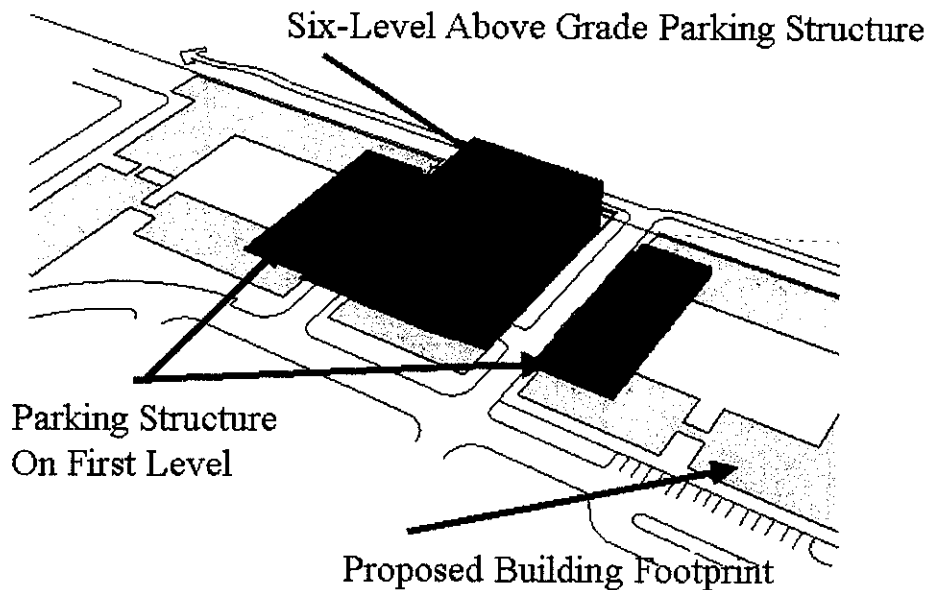


Parking Structure:

The issue of breaks between buildings, discussed above, is one of the key determinants of the scale of the project and its compatibility with the remainder of Cameron Station. The second most critical determinant of scale and compatibility is probably the above grade parking structure.

The Archstone project provides almost all of its parking in an above grade parking structure, while the other projects in Cameron Station with garages place them fully or at least partially below grade. Parking underground does not create additional building mass; but the parking structure in the currently proposed Archstone project approximately 149,000 sq.ft. of gross building area to the total 580,000 sq.ft. within the project, increasing the overall mass of the project by 35 %.

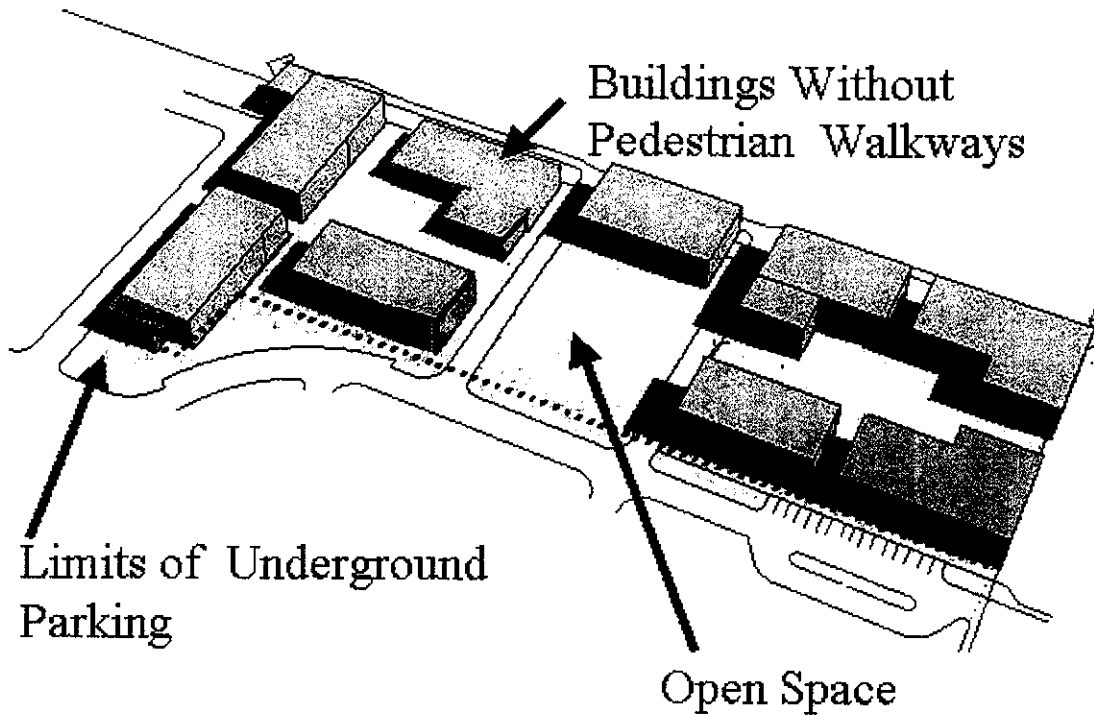
Parking Structures Proposed by the Applicant:



One of the primary concerns expressed by staff and the Planning Commission at the initial hearing for this project was the mass created by the above grade parking structure, as well as its treatment. The original site plan had a completely untreated six-level above-grade parking structure. During the hearings on the project last year, the applicant provided architectural treatment for the facade of the parking structure facing Ferdinand Day drive with higher quality materials such as brick facing. But neither staff nor the Commission felt that this approach solved the issue of mass created by the above-grade parking structure. Staff recommended that two additional levels (about one-third) of the parking structure be placed underground. The Planning Commission directed the applicant to place all of the parking for the project underground which, as the sketch below illustrates, would significantly reduce the overall mass of the project.

It is the position of the applicant that providing all of the parking underground will require additional units and therefore additional mass to enable the project to be economically viable. The plan below is intended to be illustrative of one possible layout when the above-grade parking is removed; placing the parking underground creates significant flexibility for site layout and alternative layouts shifting the open space throughout the site are also possible.

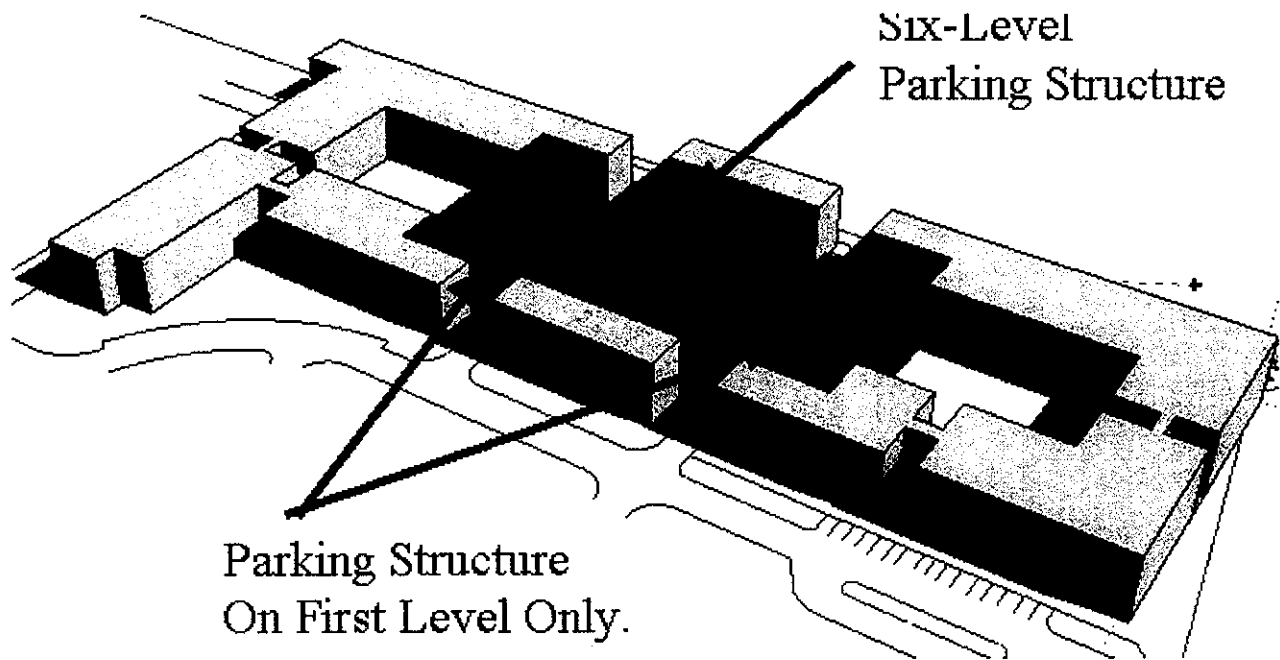
Site Plan Without Above-Grade Parking or Pedestrian Walkways.



Note: Building sizes and locations are approximate

The applicant's proposal has placed no additional parking underground. Instead, the applicant has reoriented the parking structure, faced it with apartment units on the north and south side, and architecturally treated the sides. Because the remaining parking structure is smaller, some parking has been relocated to the first floor of the apartment buildings, filling in where breaks or apartments were previously located. The proposed site plan is depicted below.

Current Site Plan



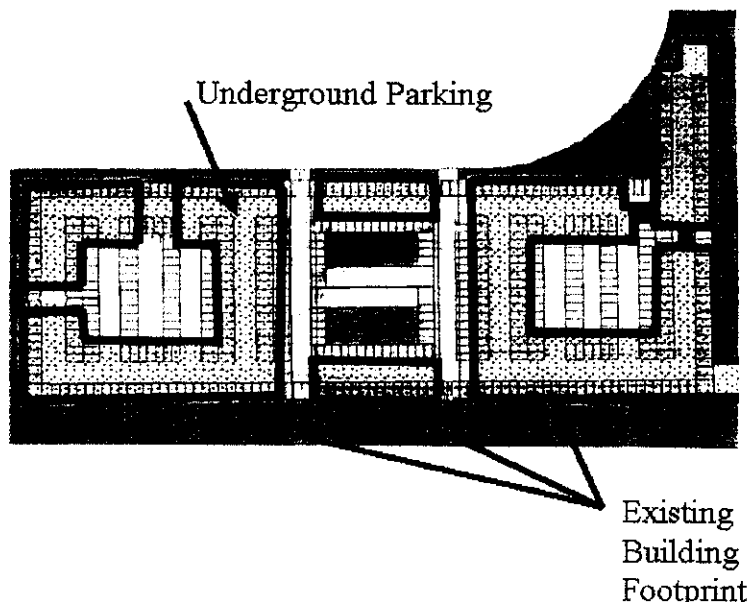
Note: Red is the above-grade parking structure. The central parking structure is six-level above grade the remainder of the parking is only on the first level.

These changes to the parking structure address some of the issues relative to the *appearance* of the parking structure. None of these changes address *mass*. The applicant has accomplished a very small (staff estimates 3-4%) reduction in the total mass (gross square feet) of the project by eliminating 95 parking spaces, 16% of the total parking spaces in the project. The elimination of parking does help with the mass issue slightly, but raises a new significant issue for the project, the adequacy of the parking provided. (The parking supply issue is discussed in more below.)

As depicted above, the applicant's revised plan largely leaves the issue of the mass created by above-grade parking unaddressed. The applicant asserted at the last public hearing and in their current application that they cannot place parking underground because of a restriction on the deed of the property related to impacts on groundwater. The deed conveying Cameron Station from the United States of America to Cameron Station Associates, LLC "prohibited all future owners from 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." However, at the time of conveyance the government also specifically granted Cameron Station Associates permission to access groundwater during the course of development for the site; the permission "by the government" has already been granted.

Therefore, staff continues to recommend, as we did previously, that 50,000 sq.ft. or the equivalent of two levels of the original above grade structure be placed underground. This represents a reduction of the total mass of the project, and should provide the flexibility necessary for the applicant to relocate buildings and parking on the site and provide additional or wider breaks, more appropriate setbacks and generally reduce the scale of the project by redistributing the mass appropriately throughout the project.

At the last public hearing, the Planning Commission directed the applicant to place all of the parking for the development underground. Staff has not included this as a recommendation of our approval, as it goes further than we had previously recommended. However, staff has analyzed for the Commission whether or not a single level of underground parking would accommodate the parking requirements for the project. The sketch below shows a one-level parking layout under the existing building footprints.



The analysis shows that 573 full size spaces could be provided with one level of underground parking; typically, compact spaces are provided for a portion of parking, and doing so in this case could increase the potential number of spaces by 5-10% or by almost 60 spaces. Therefore, all of the parking could be provided in a single underground level. The entire parking level could occur within the footprint of the currently proposed buildings; however, it might result in the loss of the pool as an amenity for the project.

Building Setbacks:

The applicant has reoriented the parking structure in the project—bringing some benefit—only at the cost of new impacts which creates a new issue of scale and compatibility. The central building is located closer to both the linear park and Ferdinand Day Drive. Staff supports neither decrease in the building setbacks. Under the previous plan, all of the apartment buildings were set back from Ferdinand Day Drive a distance of 15 feet and the space between the buildings and street created a unified streetscape along Ferdinand Day Drive, with a sidewalk, street trees and on-street parking. When the applicant reoriented the garage, they located the central building 11 feet closer to Ferdinand Day Drive, reducing the setback to 4 feet and eliminating the ability to provide street trees along this portion of the adjoining public street.

Staff requested the applicant relocate the building back to its prior location in order to accommodate the street trees, an important element in the streetscape which not only helps unify both sides of the street and the remainder of the project but which also provides some softening of the large apartment buildings from the public street. Rather than move the building back to the setback line established by the other apartment buildings, the applicant submitted a revised plan eliminating the public parking along that section of the street (three spaces) so that street trees could be planted in that area instead. Not only does this approach not achieve the goal of a unified streetscape (with consistent setbacks and street trees), it also eliminates valuable on street parking that would serve not only Archstone, but also visitors to the adjacent city school and city park.

Architectural Character:

Architectural Treatment of Parking Structure

Placing some or all of the Archstone parking underground should significantly improve the compatibility of the project with the remainder of Cameron Station. Staff also believes that it is critical that any remaining above-grade portions of the parking structure be treated architecturally to appear as residential buildings. The applicant has proposed such a treatment on the revised plans. Staff would note that the applicant's proposed treatment for the above grade garage is highly

desirable, but somewhat problematic as presented, and we have recommended additional refinements to that treatment. Staff believes the parking structure can be designed and treated to match the facade of the apartment buildings, but it is essential that high quality design and materials be utilized for this concept to be effective. Therefore, staff recommends that brick, siding and balconies be provided as generally depicted on the preliminary elevations submitted by the applicant. In addition, the use of windows to match the windows of the apartments, rather than grate coverings or complete openings are necessary to enable the parking structure to “read” as a portion of the building rather than a freestanding parking structure.

Architectural Design of the Buildings:

During the review of the previous submission, staff worked extensively with the applicant to refine the architectural design of the proposed apartment buildings in order to achieve two goals: (1) breaking the mass of the buildings down to a more townhouse scale through the use of vertical bays and articulation; and (2) generally creating an architectural character more compatible with the remainder of the Cameron Station Development. Staff included the following two recommendations in the previous staff report to address the architectural design issues:

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 variation in fenestration and other architectural treatments,
 - e. HVAC units and grates shall be located to minimize visibility from Ferdinand Day Drive and Tancreti Lane. Through the wall units shall not be permitted, and
 - 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) elevations 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 roofline,
- c HVAC units and grates that are located to minimize visibility from the linear park, and
- d The railings for the proposed balconies shall be spaced to minimize visibility into the proposed balconies.

The application has not changed the architectural design of the apartment buildings with this resubmission. Staff believes the elevations do largely address the staff's original goal to break the mass of the apartment buildings, although we do believe additional refinement, as was required by our previous condition, is necessary, and we have continued to include it as a recommendation. Staff believes that additional refinements that emphasize vertical articulation of the large horizontal buildings will further help to address the key outstanding issue of mass and compatibility. The sketch below shows a substantial refinement of one elevation of an apartment facade to create more vertical articulation. This effect is accomplished primarily by breaking materials vertically rather than both vertically and horizontally (as recommended by staff in former 22b, above) and by breaking the roofline in a more vertical pattern (as recommended by staff in former 22c, above). The sketch below also introduces the element of individual doors into units. While this feature would certainly help to create a more townhouse scale, staff has not amended our prior recommendation to include such a requirement.

Architectural Refinement Proposed By Staff:



Parking:

Number of Parking Spaces

As noted earlier, in conjunction with the redesign of the parking structure, a significant number of parking spaces were eliminated for the project. The reduction in parking is based partially in a reduced requirement resulting from an increase in one-bedroom versus two-bedroom units, but also because of a reduction in the amount of visitor parking provided (15% versus 19%). While the CDD Concept Plan for the project requires only that the Zoning Ordinance requirement plus 15% visitor parking be provided, staff is concerned about the loss of parking at this location for several reasons. First, the concept plan was approved at a time when 10-15% visitor parking was standard. Since that time, in areas where there is limited visitor parking, the city now sometimes requires more parking. Second, the applicant has indicated that the amount of parking provided previously was the minimum amount they needed pursuant to their own parking guidelines for apartment units, and no reason has been offered to explain why their own guidelines now suggest less parking will work. Finally, issues relative to parking management remain unresolved and these issues lead staff to the conclusion that more parking can only be better, particularly since there are public (park and school) parking resources immediately adjacent to the project that could easily be impacted because they are hard to restrict access to these public uses. Therefore, staff is recommending that the applicant maintain the minimum parking requirement of the Zoning Ordinance, plus the 19% visitor parking originally proposed. With the change in unit mix, this still results in an overall reduction of 18 visitor parking spaces compared to the previous proposal.

Parking Management Plan:

Staff continues to have significant concerns regarding the allocation of resident and visitor parking and the distance of some of the units from the parking structure, which may encourage some residents or visitors to monopolize public on-street parking, use visitor parking of adjoining residences, or use public parking intended for school and park visitors. Staff is also concerned because the applicant has indicated that parking would be assigned and that residents would be charged for additional parking spaces, again encouraging some residents to find alternative parking nearby.

In response to the staff concerns regarding parking, the applicant has prepared a parking management plan that recommends the following:

- Clearly divide the resident and visitor parking. Locate the visitor parking on the ground floor and lower levels of the parking structure;
- Allow the visitors to park only in the designated visitor parking area, or institute a pass system that would be distributed by residents;
- Assign spaces on the resident floors to individual residents;

- Require that a condition of the lease be residents are required to park in the parking structure;
- Residents with more than one vehicle will be issued permits and charged a fee for the additional spaces; and
- Active enforcement of the parking requirements including warnings and possible towing for violators. Ensuring no residential permits are present in the visitor parking area through notices and towing.

Staff believes that some of the elements of the applicant's proposed plan are desirable and will help the situation. However, continues to be concerned that the applicant continues to insist on selling the spaces to residents, which we believe will ultimately result in residents of the complex parking on the adjoining streets rather than purchasing parking spaces. While we understand the applicant's desire to balance this concern against a concern that allowing free parking might encourage additional car ownership or encourage those renters with many cars to rent at this particular complex, we continue to believe that charging for parking separate from rent will lead to residents parking on the street, in other residents' visitor spaces, and in the city and school spaces. Therefore, we continue to recommend that the applicant be required to implement a parking plan to include the following elements:

- All visitor spaces shall be on the lower levels of the parking structure and shall not include controlled access and require the applicant to install "Visitor Parking Only" signs for each visitor parking space;
- All residents and employees shall obtain and maintain a tag, decal or similar form of vehicle identification that shall be prominently displayed at all times;
- A separate fee shall not be charged for the first parking space for a one-bedroom unit and the first two spaces for a two or three-bedroom unit;
- A maximum of one space shall be assigned for one bedroom units and a maximum of two spaces shall be assigned for the two and three-bedroom units;
- All employee parking shall occur within the parking structure; and
- The applicant shall have the sole responsibility of monitoring and enforcing all provisions of the parking management plan.

Additional Elements of Unified Design

One of the goals within Cameron Station has been the development of the community in a unified manner with a hierarchy for the placement of buildings, uses and open space within the community. For example, the civic use within the community (Cameron Club) is located on the visually prominent location at the terminus of the rotary. The proposed development is located on the southern portion of the other terminus of Cameron Station Boulevard at the "horseshoe" within the development. From an urban design perspective, this portion of the development is an important

location that will help to visually “frame” this other important terminus of Cameron Station Boulevard within the community. These prominent locations, if designed appropriately, will establish visual “landmarks” for the community.

Design issues such as the relationship of open space, signage and landscaping with the existing townhomes and single-family homes on the northern portion of the Boulevard is essential to ensure that this portion of the development is integrated with the remainder of the development. Therefore, staff is recommending the open space on the northern portion of the site be designed to relate to the open space on the northern portion of the boulevard. In addition, staff is recommending that a freestanding sign not be permitted for this development. While there are other multi-family developments within Cameron Station, none of these have freestanding signs differentiating these uses from the remainder of the community. Staff believes that it is important that the development be considered a part of Cameron Station and not “Archstone @ Cameron Station.” Staff believes the issues of consistency of the streetscape, amenities, open space and signage can be addressed by the recommendations within the staff report.

Approval Framework

At the request of the Planning Commission, staff is including a summary of the approval framework for Cameron Station to clarify the standards that the City has established for review of the project. The development site is located within Cameron Station, a tract zoned Coordinated Development District (CDD). A CDD Concept Plan was approved for Cameron Station by the City in 1996, with revisions/updates through 1998. The approved Cameron Station CDD Concept Plan establishes some general standards for Cameron Station which, in combination with the CDD and special use permit standards set forth in sections 5-600 and 11-500 of the Zoning Ordinance, form the requirements for development of Cameron Station. The approved CDD concept plan set the maximum number of units that may be developed on Cameron Station at roughly 2,445 - 2,510 units (depending on the number of units removed in exchange for elimination of the school site from the CDD).

The property owner, Greenvest, has repeatedly stated that they are “entitled” to the 309 units proposed in this project because the project will bring the total number of units in Cameron Station up to only 2,174, less than the maximum permitted by the CDD Concept Plan. However, the maximum number of units set forth in the concept plan is not an entitlement, rather a maximum unit density within the Zoning Ordinance not an entitlement. These maximums are intended to set an upper limit, and other city requirements and standards often result in fewer than the maximum being constructed on a property. This fact was noted in the staff report for the CDD Concept Plan approval that established the 2,510 unit limit for the Cameron Station CDD. In that report, staff 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 is reviewed through the preliminary site plan review process.

As stated in the report, it is not the overall number of units/density of the project that is of concern to staff; rather, it is the design of this project and how the units and parking are allocated on the site which raise the staff issues.

As development progressed at Cameron Station, Greenvest built more sections of the tract as townhomes than had been originally envisioned under the concept because of the strong market demand for townhomes that existed at the time. This approach allowed Greenvest to develop portions of their site ahead of anticipated time schedules, but also assured that the total 2,510 units would likely never be achieved on the site.

The Planning Commission also asked staff to address the issue of what could be built on this site if the proposed project is not built, as Greenvest has also maintained that the current Archstone proposal is more compatible with surrounding development than many other uses and buildings they are entitled to build on the parcel, and, therefore, the City should support this alternative. Greenvest has stated that if the Archstone proposal is not built, they may decide to build a 120' residential tower on the parcel, the maximum height permitted under the CDD. But again, this height, just like the density, is not an entitlement, it is the maximum allowed in the CDD. Any development proposed on this site under the CDD must comply with the CDD concept plan and all CDD and SUP standards in the Zoning Ordinance, just as the currently proposed project does. A tower would face the same issues as the current proposal, requiring significant transitions in mass and scale to adjoining smaller scale townhomes.

If the applicant chose to proceed with development under the non-CDD zoning regulations, the development of the site is limited to single family units on 8,000 sq. ft. lots, or other low intensity uses permitted in the R-8 single family zone.

CONCLUSION

Staff recommends **approval** of the proposed development site plan application with the conditions outlined within the staff report. Staff believes the conditions outlined in the staff report are necessary to provide a project that will be compatible with the existing neighborhood.

STAFF: Eileen P. Fogarty, Director, Department of Planning and Zoning;
Kimberley Johnson, Development Chief
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 placed 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. The applicant must comply with the City of Alexandria Erosion and Sediment Control Code, Section 5, Chapter 4.
- C-11. The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line.

Code Enforcement:

- C-1 Coordinate the fire protection elements between sheets C5.00 and C8.00.
- 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 Two Fire department connections (fdc) are required for building 3. This shall be shown on a fire service plan. Its placement shall be within 100 feet of the nearest fire hydrant.
- C-5 Provide a separation distance between the moving zone and the adjacent FDC of 10 feet or more.
- C-6 Provide a soil investigation report at the time of building permit submittal.
- 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 A Certificate of occupancy shall be obtained prior to any occupancy of the building or portion thereof, in accordance with USBC 118.0.
- C-9 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 be taken to prevent the spread of rodents from the construction site to the surrounding community and sewers.
- C-10 Roof drainage systems must be installed so as neither to impact upon, nor cause erosion/damage to adjacent property.
- C-11 This construction site will be required to be segregated from the rest of the community with secure fencing during construction.
- C-12 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. An Alexandria Health Department is required for all regulated facilities. Permits are non-transferable.
- a. Permits must be obtained prior to operation.
 - b. A qualified pool operator with CPR certification must be on duty during all hours of operation.
 - c. Five sets of plans must be submitted to and approved by this department prior to construction plans must comply with the Alexandria City Code. Title 11, Chapter 11, swimming pools, administrative regulation 20-6, swimming pools.
 - d. Submit six(6) sets of plans for a tourist establishment pool.

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-1. Lighting in the garage is to be 5.0 foot candles minimum maintained. **(Revised by P&Z to include those portions below grade)**
- R-2. Parking garage walls to ceilings to be painted white. **(Revised by P&Z to include only those portions below grade)**
- R-3 All exterior lighting to be 2.0 foot candles minimum maintained. **(Not recommended by P&Z)**
- R-4. All trees to be limbed up to six feet. **(Not recommended by P&Z)**
- R-5. No shrubs to be limbed up to six feet. **(Not recommended by P&Z)**
- R-6. No shrubs or trees over three feet in height to be closer than ten feet to any public walkways. **(Not recommended by P&Z)**

Historic Alexandria (Archaeology):

Archaeology completed. No archaeology requirements.

Virginia American Water Company:

- F-1. Water service is available for domestic use and fire protection. Hydraulic calculations will be completed to verify main sizes upon submittal of the site plan. Profiles will be required for hydraulic calculations.
- F-2. Provide a minimum of 3 1.2 " of cover on the main in profile.
- F-3. Maintain a 10' horizontal separation between water and sewer mains and manholes measured edge to edge. Proposed 8" water and storm sewer is too close between buildings 2 & 3.
- F-4. Provide a dedicated 10' VAWC water line easement for mains and hydrants out of the public right-of-way.
- F-5. Provide a minimum of 10' horizontal clearance between water mains and builds. Water main is too close to building 2A on the south side.
- F-6. For the 2" service to building 2, and the 4" service to building 3, use two tees instead of a cross.
- F-7. Show a gate valve on the 2" services at the tees.
- F-8. Do all pedestrian walkways between buildings 1& 2 and 2 & 3 that are located over the proposed 8" water main provide sixteen feet of clearance. ?
- F-9. VAWC will determine final placement of water meters.
- F-10. Show fire and domestic water services to the clubhouse.
- F-11. There are two six inch fire services going to building 3, are both required?
- F-12. the 6" fire service to building 2 shows a water meter on it. Eliminate the meter location shown. A 6" double detector check valve will be required on the fire service inside the building.

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ARCHSTONE CAMERON STATION

- F-13. The existing fire hydrant, north of building 3 and close to existing storm manhole #5 is to be relocated. Show proposed relocation point.
- F-14. Add the following note to the site plan:

All water facility construction shall be conform to Virginia American Water Company standards and specifications.

Contact VAWC at 703-539-7080 to coordinate construction and inspection of water facilities.

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- 0032



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.

ARCHSTONE AT CAMERON STATION: Building Breaks and Parking Structure

	Site Plan	Revised Site Plan	Staff Position	Discussion
<p>15 LX 2 47 51</p> <p>Building Breaks: Ferdinand Day Drive</p>	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>
<p>Building Breaks: Tancreti Lane</p>	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.
<p>Building Breaks: West Elevation</p>	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.

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ARCHSTONE AT CAMERON STATION: Building Breaks and Parking Structure				
	Site Plan	Revised Site Plan	Staff Position	Discussion
Building Breaks: South Elevation (Linear Park)	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.
Parking 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.

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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.

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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%
Phase VI (Archstone)	32.6%
Phase VII	35 %

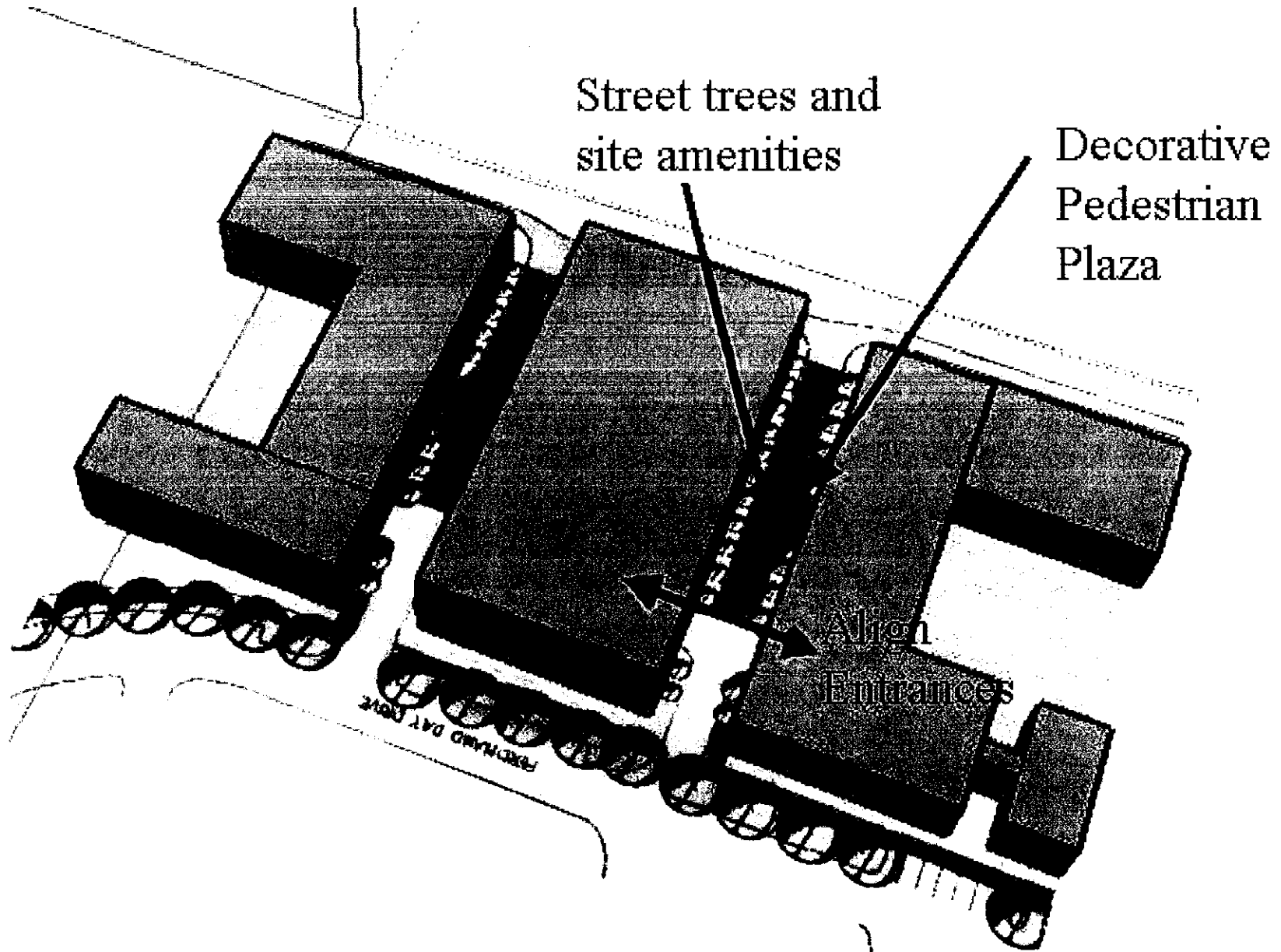
Conditions Not Accepted by the Applicant:

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 Farner, Senior Planner

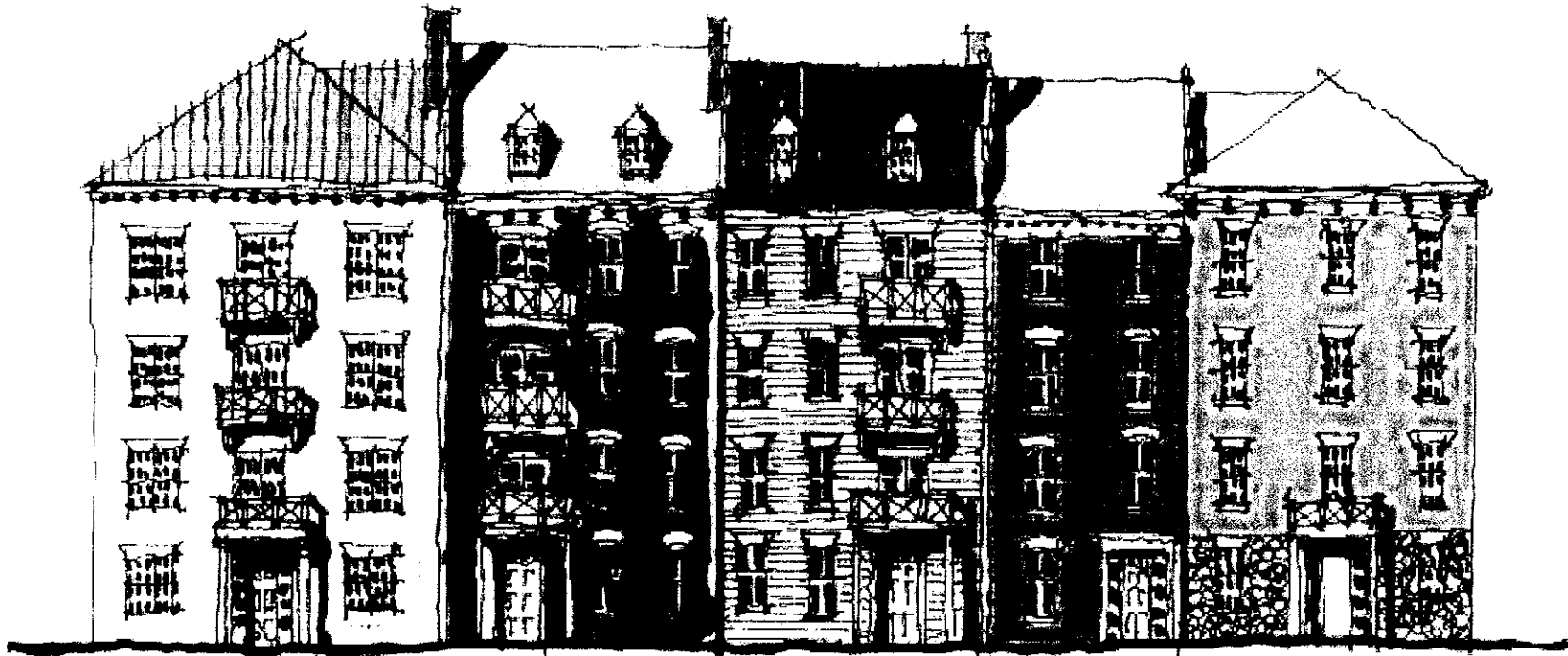
Attachment No.1



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DSUP #2000-0031
ARCHSTONE CAMERON
STATION (Phase VI) jr

Attachment No.2



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DSUP #2000-0031
ARCHSTONE CAMERON
STATION (Phase VI) JF



City of Alexandria, Virginia
Department of Planning & Zoning

MEMORANDUM

DATE: APRIL 26, 2002

TO: PLANNING COMMISSION

FROM: EILEEN FOGARTY, DIRECTOR *Eileen Fogarty*

SUBJECT: ARCHSTONE@CAMERON STATION
DSUP # 2000-0031; DSUP # 2000-0032; TMP SUP # 2000-0085

On April 2, 2002 the Planning Commission considered the above-referenced applications related to the proposed Archstone development at Cameron Station. After the public hearing and discussion, the Commission deferred the applications so that staff could provide the Commission with a review of the following materials submitted shortly before the meeting:

- proposed revised conditions dated April 1, 2002; and
- a summary document dated March 28, 2002.

The applicant has chosen not to submit additional information or revise the plans in any manner to address the recommendation of the residents, staff or the Commission since the April 2 public hearing.

Revised Staff Conditions

The applicant is proposing to change numerous staff conditions. All of the revisions or deletions proposed by the applicant have significant implications for the site plan or building elevations. The general effect of these proposed changes is to eliminate all of the staff recommended changes to the plan, providing for the approval of the plan as submitted and shown on the plan documents. The revised conditions even strike or revise conditions that were previously agreed upon by the applicant, such as condition # 7. Staff cannot support approval of the application without all of the recommendations proposed by staff, which address significant issues including mass, design, the streetscape, open space and parking.

Summary Document Submitted By Applicant

The summary document submitted to the Planning Commission by the applicant immediately prior to the last hearing is primarily a compilation of materials submitted during the processing of the application, including most of the materials provided by staff as attachments to the staff report. Most of the issues raised throughout the document are already addressed in the staff report. However, staff

is commenting on some of the statements made by the applicant in section five of this document, where the applicant describes how the staff issues have been addressed or why recommendations of staff or the Planning Commission cannot be addressed. Provided below is additional analysis of selected issues where the document does not adequately or accurately reflect the issues.

**RESPONSE TO INFORMATION SUBMITTED
BY THE APPLICANT DATED MARCH 28, 2002**

APPLICANT COMMENT: *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."*

Staff Response: In the deed (Book 1588 Page 1818) for Cameron Station from the United States of America to Cameron Station Associates, LLC, the government, among other things "prohibited all future owners from 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." It is because of this deed restriction and the difficulty in acquiring the required permission from the government that the applicant claims that the parking structure cannot be lowered into the ground, where it might penetrate the water table. However, as discussed in the staff report, the restrictive covenant does not prevent penetration of the groundwater for the purposes of a parking garage because the government has already given its permission to access the groundwater. At the time of conveyance of the Cameron Station property the government gave Cameron Station Associates permission to access groundwater during the course of development for the site. The access to the groundwater was only subject to the condition that if any pollution recovery systems disturbed by the developer would have to be replaced.

APPLICANT'S COMMENT: *"Placing the parking underground ... can result in the degradation of quality open space areas"*

Staff's Response: While the below grade parking will impact some of the amenities it would not necessarily result in the entire site being hardscape or raised planters or in a degraded area of open space as indicated by the applicant. The underground parking would result in the elimination of the proposed pool. Staff worked with the applicant of the senior housing facility in Archstone (Brookdale) to provide open space, trees, landscaping and grass over underground parking without the use of planters by providing additional soil depth on top of the underground parking.

APPLICANT'S COMMENT: *"The current design responds to concerns regarding the mass ... of the parking structure."*

Staff Response: As discussed in the staff report one of the key determinants of the scale of the project and its compatibility with the remainder of Cameron Station is the above grade parking structure. The Archstone project provides almost all of its parking in an above grade parking structure, while the other projects in Cameron Station with garages place them fully or at least partially below grade. Parking underground does not create additional building mass; at Archstone

the parking structure adds approximately 149,000 sq.ft. of gross building area to the total 580,000 sq.ft. within the project, increasing the overall mass of the project by 35 %. While the applicant has reduced the mass of the parking structure compared to the previous site plan (staff estimates 3-4%), the reduction comes at the expense of the 95 parking spaces that have been eliminated from the previous site plan.

APPLICANT'S COMMENT: *"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. "*

STAFF RESPONSE: While the architectural treatment of the parking structure addresses some of the issues relative to the appearance of the parking structure, these do not address the issue of mass. The applicant has accomplished a very small (staff estimates 3-4%) reduction in the total mass (gross square feet) of the project by eliminating 16% of the total parking spaces. The elimination of parking does help with the mass issue slightly, but raises a new significant issue for the project, the adequacy of the parking provided. In addition to being visible the above-grade parking add considerable mass to the site.

APPLICANT'S COMMENT: *"Wanting a uniform setback along all frontages runs counter to the idea of encouraging articulation in facade treatments and setbacks to prevent breaking up the mass." The setback from the 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." Other units in Cameron Station have similar setbacks."*

Staff's Response: The recommendation of staff is not for a uniform setback. Rather the building recommended building setback is the setback that was provided on the previous plan. The setback is necessary for these taller (50 ft.) buildings to provide an appropriate relationship to the street compatible to this portion of Cameron Station. Also, the building setback is necessary to provide a building setback that is compatible with the context of the adjoining townhomes on Tancreti Lane and the original townhomes that are proposed to be removed from Phase V. The additional setbacks are also necessary to maintain a consistent row of street trees, landscaping and prevent the loss of on-street parking on a public street. The reduced setback also eliminates three on-street parking spaces on a public street, which staff believes is unacceptable. The on-street parking is necessary for visitor parking for this facility, the school and remainder of Cameron Station.

Also from an urban design perspective locating a building or a portion of a building closer to the street than the adjoining buildings creates a prominent building or element. By decreasing the building setback the parking structure, visual prominence will be given to the parking structure rather than minimizing the mass or visibility of the parking structure

APPLICANT'S COMMENT: *"There are trade-offs to screen the parking structure such as the lose of three on-street parking spaces. However, these spaces on the public street that staff and the community have consistently indicated they do not want residents to use anyway, so it should not be a concern."*

Staff's Response: While staff acknowledges that there are typically trade-offs for developments, the trade-offs should not come at the expense of fundamental issues such as compatibility with the neighborhood or the loss of on-street parking. As previously discussed, because of the need for visitor parking for this facility, the school, and the remainder of Cameron Station the proposed elimination of on-street parking should not be supported. Staff believes the significant reduction in the building setback from 15 ft. to 4 ft. and the loss of on-street parking on a public street is not acceptable.

APPLICANT'S COMMENT: *"The existing and additional building breaks that have been provided are consistent with the existing development in Cameron Station. Buildings are perceived as the pedestrian level, not from a birds eye view. From the pedestrian level these buildings are compatible with the existing development in Cameron Station."*

Staff's Response: As discussed in the staff report, a concern of the previous and current site plan is the scale of the development from the pedestrian realm and adjoining streets. The neo-traditional development pattern of Cameron Station is based upon a modified grid pattern, which is the basic unit of the community. The streets within each block help to provide visual and physical connectivity throughout the community for vehicles and most importantly pedestrians. The streets within each block also provide residents with a visual link to the community. The streets and sidewalks also function as informal public gathering areas and create additional "eyes on the street," promoting the collective security of the neighborhood. Based upon the size of the site, the extension of the current street grid would introduce several additional streets and alleys and therefore create the openness and connectivity described above. As discussed in the Planning Commission hearings, the breaks are typically less than comparable distance between buildings or townhomes due to an alley or street in Cameron Station. Also the breaks contain above-grade pedestrian walkways.

APPLICANT'S COMMENT: *"The parking structure is being treated architecturally to resemble the residential units within the project..."*

Staff's Response: Staff has included a recommendation that will require the same level of treatment for the parking structure as the adjoining apartments that states "The architectural treatment for the eastern and western portion of the parking structure and the first level of parking on the interior streets shall be visually indistinguishable from the primary building facades." The applicant proposes to eliminate this condition. While staff acknowledges that the applicant is proposing similar materials as the adjoining apartments, the design does not provide the use of windows balconies or a similar roof form as the adjoining apartments. Therefore, the treatment of the parking structure as proposed by the applicant will include architectural treatment, but will not be indistinguishable from the adjoining apartments and as previously stated continues to add considerable mass to the site. Staff also believes that the above-grade portions of the parking structure be treated architecturally to appear as residential buildings. Staff believes the parking structure can be designed and treated to match the facade of the apartment buildings, but it is essential that high quality design and materials be utilized for this concept to be effective. In addition, the use of windows to match the windows of the apartments, rather than grate coverings or complete openings are necessary to enable the parking structure to "read" as a portion of the building rather than a freestanding parking structure. The applicant is opposed to all of these recommendations as proposed by staff.

APPLICANT'S COMMENT: *"The Zoning Ordinance parking requirements and 15% visitor parking, 579 spaces are required and have been provided for the development."*

Staff's Response: As discussed in the staff report a significant number of parking spaces (95 spaces) were eliminated for the project. The reduction in parking is based partially in a reduced requirement resulting from an increase in one-bedroom versus two-bedroom units, but also because of a reduction in the amount of visitor parking provided (15% versus 19%). While the CDD Concept Plan for the project requires only that the Zoning Ordinance requirement plus 15% visitor parking be provided, staff is concerned about the loss of parking at this location for several reasons. First, the concept plan was approved at a time when 10-15% visitor parking was standard. Since that time, in areas where there is limited visitor parking, the city now sometimes requires more parking. Second, the applicant has indicated that the amount of parking provided previously was the minimum amount they needed pursuant to their own parking guidelines for apartment units, and no reason has been offered to explain why their own guidelines now suggest less parking will work. Finally, issues relative to parking management remain unresolved and these issues lead staff to the conclusion that more parking can only be better, particularly since there are public (park and school) parking resources immediately adjacent to the project that could easily be impacted because they are hard to restrict access to these public uses. Therefore, staff is recommending that the applicant maintain the minimum parking requirement of the Zoning Ordinance, plus the 19% visitor parking originally proposed.

APPLICANT'S COMMENT: *"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. 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..."*

Staff's Response: The applicant has not met the staff previous request regarding architectural treatment of the buildings. While the applicant revised the architectural elevations prior to the April 2001 hearing, the staff recommendation has always included a recommendation that required additional refinement for the architectural elevations. Staff continues to recommend these conditions of the previous staff report that are as follows:

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 variation in fenestration and other architectural treatments,
 - e. HVAC units and grates shall be located to minimize visibility from Ferdinand Day Drive and Tancreti Lane. Through the wall units shall not be permitted, and

§ 64

- 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) elevations 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 roofline,
 - c. HVAC units and grates that are located to minimize visibility from the linear park, and
 - d. The railings for the proposed balconies shall be spaced to minimize visibility into the proposed balconies.

Staff believes that additional refinements that emphasize vertical articulation of the large horizontal buildings will further help to address the key outstanding issue of mass and compatibility.

Docket Item # 7-B
SPECIAL USE PERMIT #2000-0085
ARCHSTONE - CAMERON STATION

Planning Commission Meeting
May 7, 2002

ISSUE: Consideration of a request for an amendment to the Cameron Station transportation management plan (TMP) special use permit to incorporate the Archstone development.

APPLICANT: Archstone Communities
by M. Catharine Puskar, attorney

LOCATION: 450 Ferdinand Day Drive

ZONE: CDD-9/Coordinated Development District

PLANNING COMMISSION ACTION, MAY 7, 2002: On a motion by Mr. Dunn, seconded by Mr. Gaines, the Planning Commission voted to recommend denial of the proposed development special use permit. The motion carried on a vote of 7 to 0.

Overview of the Discussion and Motions for DSUP #2000-0031, DSUP #2000-0032 and SUP #2000-0085. Note: The following is a summation of the discussion and is not a verbatim transcript. (Audio Tape 1)

Chairman Eric Wagner: The Commission knows that this item has been deferred four times; at our April public hearing we heard from a number of speakers including the applicant and staff. The Commission deferred the application to allow staff to prepare an analysis of the materials that Archstone submitted prior to the hearing. What we agreed was that the applicant would have a chance to revisit its application and make any modifications that they saw fit before bringing it back before the Commission, and if the applicant did not come back with modifications, the Commission would hear these applications without a public hearing. The Commission would hold its discussion and vote on these items. My understanding from Ms. Fogarty is that the applicant has made no changes to its applications and has submitted no new material to the staff. The only new material is the staff analysis of what was submitted by the applicant prior to the last hearing.

Mr. Robinson: One of my concerns last month when we chose to defer this, and for seconding the motion to defer, I think there were about seven of us six of us, was to really to make sure that we have examined carefully the staff recommendations and the reasons that we also reject the staff recommendations. We said we wanted underground parking among other things. I was not one that felt we absolutely had to have underground parking but had to have something that was certainly

better than the original application and I still believe that we have to have something that is better than the application that is before us. I felt we should defer it and that we be very clear as to why the staff recommendation also does not meet with our approval. My feeling is that the application as it stands now just is not acceptable. At a work session, the Commission had the other day one of the comments made was that an awful lot of the apartments we are seeing just were not of the level that we should be building in this market in Alexandria and I'm speaking primarily of the Eisenhower Valley. I just think we can do better; I think economically this can be done differently and still have a very worthwhile return for the current residents, for the developers, for the owners, etc. I just do not feel this application meets what could be done with the land in the community that exists right now. I just want to make it very plain that I at least was not saying I don't like this because you didn't follow my recommendation for the parking underground. I just think that this development as it now stands is not suitable for this location.

Mr. Dunn: Well, as a mover to defer, I had hoped that, as often has been the case when we recommend deferral, the deferral produced positive results and I think this has been a disappointment in that regard. Mr. Chair, in due course, I would be prepared to make a motion to deny and I think the reasons for docket item #6 are significantly different than docket item #7-A and item #7-B.

Ms. Fossum: I think that we are rather extraordinarily patient and trying to work with the community as well as the developers, and I don't know how many years I have been on this Commission, but it's been a while. I cannot recall a case in which we have gotten the same stuff back time and time again. It's a test to prove that we're irrelevant, the community is irrelevant, staff is irrelevant. I will do everything in my power to send them a very strong message tonight to let them know that we're not irrelevant, and I agree with Commissioner Robinson that this is not just about underground parking. This is about mass, this is about setback, this is about composition, this is about everything. This is an awful development.

Mr. Leibach: I really have nothing new to add. I certainly would agree with Mr. Robinson and also with Ms. Fossum. I worry about the dignity and integrity of this Commission, and I think we have been abundantly clear to the applicant what we were willing to support on this site. We have listened very patiently to the applicant and those people with a position different from the applicant. We have had the benefit of staff analysis of all the materials. I agree with Mr. Robinson, and I am somewhat concerned that staff continues to recommend approval. It is the responsibility of this Commission to make the final decision before it goes on to Council, and I would support any motion that Mr. Dunn intends to make tonight.

Mr. Gaines: Mr. Chairman, I think that the comments of my colleagues accurately and eloquently express my sentiments as to where we have been with this application and where this application needs to go. I quite frankly am taken aback of the stance of the developers in this application. We have made it clear where we stand and where we would like to go, and we have expressed an interest in working with them and for them to work with us. However, we have received the back hand on this and I quite frankly find it appalling. They have chosen to take their chances with City Council and I wish them good luck. The only thing that I respectfully request is that, if Council is to overturn

us, let it be a vote of 7 to 0 from the Planning Commission and let it reflect the strong sentiments I have heard thus far expressed by all of my colleagues.

Mr. Komoroske: At the last hearing I wanted to deny the application rather than defer. We asked them for underground parking and they told us they do underground parking in some places but they do not do underground parking in Alexandria. They do not provide underground parking for economic reasons, but we don't know what those economics are so we can't design around that and help them with this project. Last night I rode the metro to Van Dorn Metro Station and saw the Avalon Apartments with garages wrapped by apartments, we see the front of them, but from the metro that is what we got. We now have three or four of those things out there on Eisenhower and they are creeping in towards the City. We have drawn the line on Eisenhower that future apartments would require a special use permit. I think this is just another example of what we don't want to have, and I will agree to whatever motion we have tonight. I am not surprised we have what we have tonight.

Chairman Eric Wagner: It is not often that I disagree with Mr. Komoroske, but this is one of those occasions. I think it was worthwhile for us to defer this, if for no other reason than to allow staff to put together additional materials that are useful for the Commission, the record, and it will be useful for City Council. I think, if for that reason alone, that it was worthwhile to defer the application. I would also like to set the record straight in a couple other ways. I know the applicant is sensitive to these issues. The applicant has made modifications. Regrettably, those modifications failed to address the issues of the Commission or that staff articulated last year when this came before us. I also think it is regrettable that the previous deferral was based upon working with the City and the community. The applicant did not work with the City staff, the applicant did not work with the community, the applicant did not work with the Commission. The applicant revised and modified its proposal in a manner that they saw fit to do and at that point submitted it to the City to begin the review process, and came and talked to the Commission about what they had done. The applicant thought that the real issue was that you could see the parking structure. That was part of the Commission's issue. The other issues are the loss of open space, mass that the project creates, and incompatibility with the neighborhood. I think the Commission, in recommending denial as I have every confidence we will do tonight, is sending a signal to the development community. The Commission feels very strongly that those projects that been approved that look in any way like this Archstone project are not acceptable in the City of Alexandria, they are a mistake. It may be what these applicants build, it may be what some segments of the population would choose to rent, but it is not what this Commission will choose to approve. We will not approve future projects that utilize this above ground parking just because it is for the convenience of the project. It impacts the rest of the City and I think that all of us are ashamed of those projects in the Eisenhower Valley and their counterparts in Arlington County. They are nasty projects and we need to send a strong signal that we are not going to approve these in the future. The issues are mass, failing to make adequate modifications, incompatibility with our vision for Cameron Station. The issue is not density. The issue is not rental apartments; we could even see a denser project if it addressed the issues raised by the Commission. The applicant has stated pretty clearly, the Commission cannot force this applicant to build something that they do not wish to build and that is not the intent of the Commission, it

never has been. The Commission deferred this a year ago because the applicant said that was a worthwhile step to allow some give and take to refine this project. Given that the refinement has not happened the Commission cannot force you to do what you don't choose to do. This applicant does not intent to address the Commission or staff recommendations. While we can't force them to make changes we can say that we reject this proposal, and for those reasons I will support Mr. Dunn's motion.

Mr. Dunn: With regard to item #7-A and 7-B, I have nothing to add; the reasons for denying those have all been stated by my colleagues. With regard to item #6, there are some points that are worth making. I will remind everyone of the item that proposes to change the phase boundary between Phase V and Phase VI of CDD #9. This change is vital to this application. Without this, items #7-A and item #7-B would not be possible. I think that both the applicant and the staff have underestimated the importance of this item in their evaluation. The staff, in their staff report, states "The amendment does raise the question of equity, as some adjoining homeowners have argued they were misinformed about the nature of the adjoining development by the developer or builder from which they purchased their home, however from a land use and planning perspective staff finds no land use reason to deny the proposed phase boundary change. The proposed phase boundary amendment is consistent with the intent of the CDD concept plan to permit a mixed use community with various elements of residential uses and complies with the general guidelines of the CDD concept plan." I read that part, and that staff finds no reason to deny the boundary change, as putting the burden on the community or someone else. The applicant has the burden to establish why there should be a boundary change. The owners moved in with the understanding that would be townhouses across from them. Whether you grant this or you don't, you will still have a mixed-use community consistent with the Cameron Station CDD concept plan. So granting this is very crucial and the applicant has not provided evidence on this requirement that was originally planned as townhomes. On the contrary, we have had substantial testimony from adjoining neighbors that it would be detrimental to the neighborhood, particularly the Tancreti Lane residents. It would be injurious to their property. I find it particularly ironic that the applicant, with its application, argues that it is just trying to do what is in the original plan for the CDD, but now wants to change the phase boundaries. *I think that for item #6, the applicant has not presented evidence to support approval and I therefore recommend that we deny item #6, seconded by Mr. Gaines. The motion carries unanimously.*

Chairman Eric Wagner: Should another proposal of this particular site come back to us, the Commission would wish to see some rationale regarding the phase boundary to get past this hurdle that Mr. Dunn raises. I think the Commission is in full agreement.

Mr. Dunn: *I recommend denial of item #7-A for the reasons stated, seconded by Ms Fossum, the motion carries unanimously.*

Mr. Dunn: *I recommend denial of item #7-B, seconded by Mr. Gaines, the motion carries unanimously.*

Chairman Eric Wagner: The Commission has now taken action on Archstone. I would ask the staff to very clearly incorporate in the documentation all the rationale that was discussed during the discussion period and incorporate as part of the Commission's action. I would ask that, if you would, before you finalize that and forward to Council, that you send it to Mr. Dunn for his review with copies to the rest of the Commission. I would also ask Mr. Dunn, in accordance with discussions we've had on controversial items in the past, whether Mr. Dunn would be available to appear at City Council when this matter is heard.

Mr. Dunn: I think, Mr. Chair, that it would be more efficacious if you were at City Council; I think that you're statements represented the views of the Commission as I understand them; that sounds like ducking out. It is meant that way and for any reason you are unable to do so, I would certainly seek to be present.

Chairman Eric Wagner: Well, you and I will coordinate how this gets handled.

PLANNING COMMISSION ACTION, APRIL 2, 2002: On a motion by Mr. Dunn, seconded by Mr. Leibach, the Planning Commission voted to defer the application to allow staff the time to prepare an analysis of the materials, information and revised conditions provided prior to the hearing noting that if the applicant does not provide substantial changes to the plan, the applicant will receive a recommendation of denial from the Planning Commission. The motion carried on a vote of 6 to 1. Mr. Komoroske voted against.

Speakers: Refer to docket item for DSUP 2000-0031.

PLANNING COMMISSION ACTION, MAY 1, 2001: On a motion by Ms. Fossum, seconded by Mr. Komoroske, the Planning Commission closed the public hearing and voted to defer the request. The motion carried on a vote of 7 to 0.

Reason: The Planning Commission felt that the design of the project was not compatible with the remainder of Cameron Station. The Commission directed the applicant to come back with a plan that (1) places all parking underground, (2) provides 15 foot full breaks between buildings (without breezeways), and (3) includes full participation in the Cameron Station TMP. The Commission also requested that a model of the development, in context, be provided.

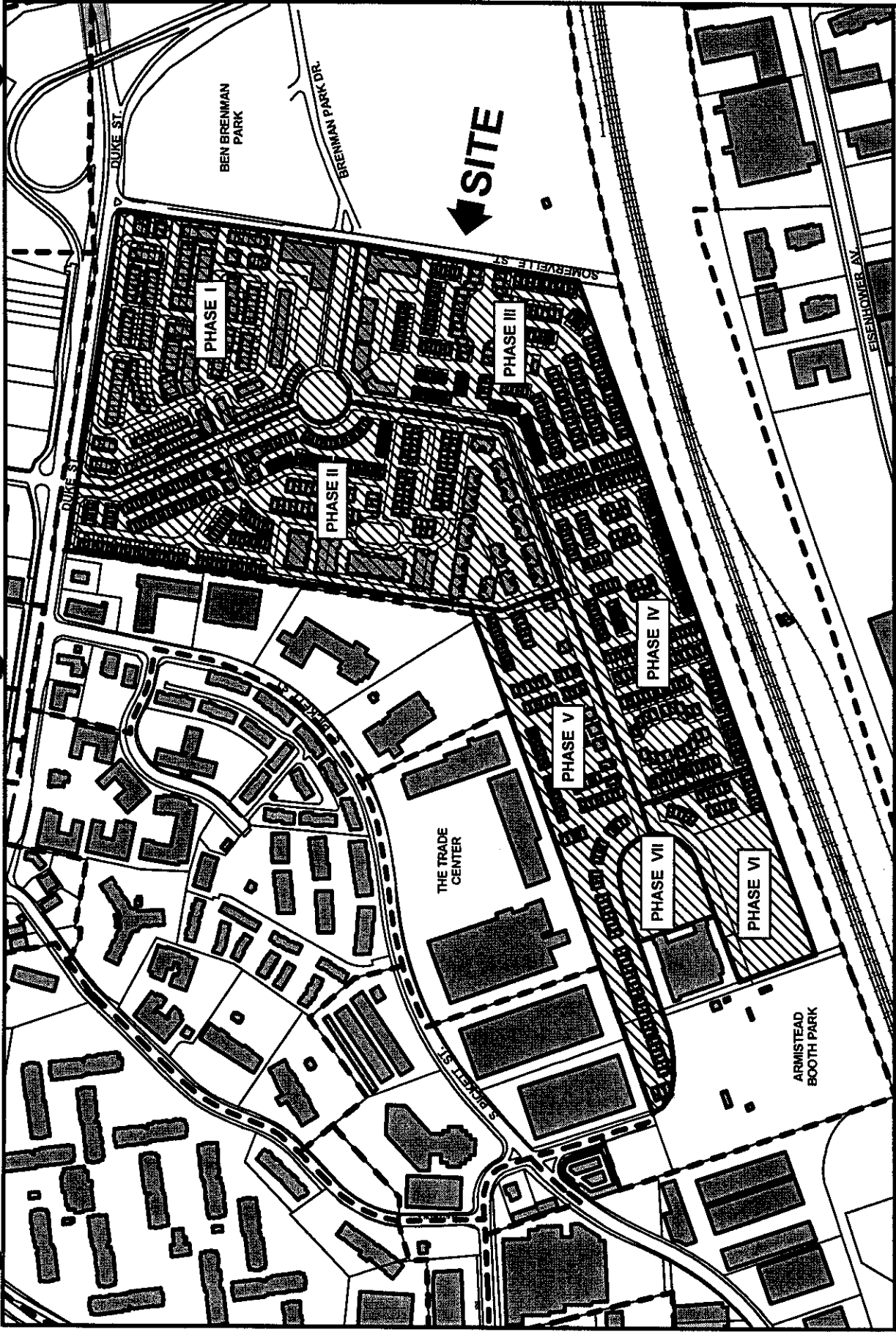
Speakers: Refer to docket item for SUP 2000-0031.

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.

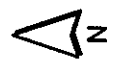
PLANNING COMMISSION ACTION, MARCH 6, 2001: The Planning Commission noted the deferral of the request.

Reason: The staff requested the deferral.



SUP #2000-0085

05/07/02



STAFF RECOMMENDATION:

Staff recommends **approval** of the proposed special use permit, including the TMP program set forth in the applicant's original Transportation Management Plan submission (SUP95-189) subject to compliance with all applicable codes and ordinances and the following conditions:

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

[~~Strikeout~~ indicates deleted text.]

1. A TMP Coordinator (TMPC) shall be designated for Cameron Station upon application for the initial building permit for the project. The name, address and telephone number of the TMP Coordinator shall be kept on file with the Office of Transit Services and Programs (OTS&P). The Coordinator shall maintain an on-site office in Cameron Station and shall be responsible for establishing and administering a Transportation Management Plan for the entire Cameron Station project, except that a separate Transportation Management program shall be administered by KG Virginia-CS LLC and all subsequent owner(s)/operator(s) of Phase VII for the residents and employees of Phase VII pursuant to condition #15, below. Conditions #2 through #12 shall not apply to Phase VII.
2. The applicant shall promote the use of transit, carpooling/ vanpooling and other components of the TMP with prospective tenants of the retail space, and prospective residents of the housing during marketing/leasing activities.
3. The applicant shall display and distribute information about transit, carpool/vanpool and other TMP programs and services to tenants, and residents of the project, including maintaining, on site, stocks of appropriate bus schedules and applications to the regional rideshare program.
4. The applicant shall administer a ride-sharing program, including assisting in the formation of two person car pools and car/vanpools of three or more persons, and registering pools of three or more persons with the Office of Transit Services and Programs.
5. Annual surveys shall be conducted to determine the number of employees and their place of residence, the number of residents and their place of employment, modes of transportation, arrival and departure times, willingness and ability to use carpooling and public transit, and such additional information as the City may require.

6. The applicant shall provide annual reports to OTS&P, including an assessment of the effects of TMP activities on carpooling, vanpooling, transit ridership and peak hour traffic, an accounting of receipts and disbursements of the TMP account; and a work program for the following year. The initial report shall be submitted 1 year following approval of a certificates of occupancy (CO) for at least 100 residential units. This report, and each subsequent report, shall identify, as of the end of the reporting period, the number of square feet of commercial floor area and the number of dwelling units occupied, the actual number of employees and residents occupying such space. (PC)
7. Quarterly reports on the receipts and disbursements of the TMP accounts shall be provided using the City's standardized reporting procedures.
8. The applicant shall administer the on site sale of discounted bus and rail fare media. The fare media to be sold will include, at a minimum, fare media for Metrorail, Metrobus, DASH and other public transportation system fare media requested by employees and/or OTS&P. The availability of these fare media will be prominently advertised. The transit media will be sold at a minimum 20% discount to the residents of the residential units and the employees of the retail and space unless otherwise approved by the Director of T&ES. Upon approval by the Director of T&ES, this requirement may be satisfied by an agreement by another party to sell such transit fare media at a location convenient to the applicant's project.
9. The applicant shall participate with other projects in the vicinity of the site and OTS&P in the mutually agreed upon cooperative planning and implementation of TMP programs and activities, including the provision of enhanced bus service.
10. That the applicant work with the City's Office of Transit Services and Programs and with WMATA and DASH to promote and, as appropriate, to improve bus services to and from the site.
11. The applicant shall fund, at an annual rate of 0.1254 per net occupied square foot of commercial space and at a rate equal to \$60.00 per occupied residential unit a transportation account to be used exclusively for the following TMP activities: 1) discounting the cost of transit fare media for on-site employees and residents; 2) operation of a shuttle bus service; 3) marketing and promotional materials to promote the TMP; or any other TMP activities as may be proposed by the applicant and approved by the Director of T&ES. Commencing on January 1, 1996, the annual rate shall be increased a rate equal to the rate of inflation for that year, unless a waiver is obtained from the Director of T&ES. As determined by the Director of T&ES, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for use in transit and/or ridesharing programs and activities.

SUP #2000-0085
ARCHSTONE CAMERON STATION

12. That the applicant prepare, as part of its leasing, sales and homeowner's agreements, appropriate language to inform tenants and housing purchasers of the special use permit and conditions therein; such language to be reviewed and approved by the City Attorney's Office.
13. Modifications to approved TMP activities shall be permitted upon approval by the Director of T&ES, provided that any changes are consistent with the goals of the TMP.
14. The applicant shall prepare a revised Transportation Management Plan Summary, which summarizes the measures approved for the Cameron Station TMP, for approval by T&ES and P&Z prior to the release of any the final site plan for Phase VI or Phase VII.
15. The developer\Cameron Station Associates, LLC shall submit a comprehensive plan depicting the location, size and type of all shuttle/bus shelters to be located within Cameron Station prior to the release of the final site plan for the earliest of Phase VI or Phase VII. The design, location and number of bus/shuttle shelters shall be approved to the satisfaction of the Directors of T&ES and P&Z. The developer\Cameron Station Associates, LLC. shall be responsible for the installation of the facilities pursuant to a schedule approved by the City prior to release of the triggering final site plan; and the Homeowners Association for Cameron Station shall be responsible for their ongoing maintenance.
16. a. For phase VII, KG Virginia -CS LLC and all subsequent owner(s)/operator(s) shall provide a handicap accessible van and driver for the use of all residents and employees of Phase VII. The van service and driver shall be fully operational prior to issuance of a use and occupancy permit. Annual reports outlining the van service and ridership shall be submitted to the Department of T&ES. The size and routes of the shuttle shall be to the satisfaction of the Director of T&ES. At a minimum the van service shall provide:
 - i. Daily transportation to the Van Dorn street metro or other metro stops during peak morning (6:00 A.M. - 9:00 A.M.) and evening hours (3:00 P.M. - 6:00 P.M.) for employees and residents.
 - ii. Daily transportation for residents.
 - iii. A second van and/or larger van shall be provided if deemed necessary by the Directors of P&Z and T&ES.

- b. For phase VII, KG Virginia -CS LLC and all subsequent owner(s)/operators(s) shall administer the on-site sale of discounted bus and rail fare media to residents and employees. The fare media to be sold shall include, at a minimum, fare media for Metrorail, Metrobus, DASH and other public transportation system fare media requested by employees and/or OTS&P. The availability of these fare media will be prominently advertised. The transit media will be sold at a minimum 20% discount to all residents and employees. The discounted fare media shall be in addition to the shuttle services and/or other transportation services.
17. **Prior to the release of the final site plan for Phase VI of Cameron Station Greenvest and Archstone shall provide documents to the satisfaction of the Directors of T&ES and P&Z and the City Attorney which clearly outline and provide for ongoing and shared funding of the TMP program required by this special use permit, including any necessary agreements from the Cameron Station HOA. (P&Z) (T&ES)**

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. project.

DISCUSSION:

The applicants, Greenvest L.L.C. and Archstone., have applied for an amendment to the approved Transportation Management Plan (TMP) for Cameron Station to incorporate Phase VI of the development into the existing Transportation Management Plan for the development. The original TMP for Cameron Station was approved by City Council in 1996 (SUP#95-189) and has been amended to incorporate each subsequent phase of development, as required by the original TMP, with the most recent amendment (SUP2000-0084) approved in March 2001 to incorporate the Brookdale elderly housing project.

Shuttle Service

A major element of the Cameron Station TMP is provision of a shuttle service to the metro station. Greenvest proposed this shuttle as part of their initial TMP application and Greenvest and then the HOA was required by the plan to provide a single shuttle commencing with the issuance of the 100th certificate of occupancy for the project, and a second shuttle when the 1000th CO is issued. The applicant is currently providing one 30 passenger handicap accessible shuttle bus for the use of residents to and from the Van Dorn Metro Station seat shuttle. While the number of occupancy permits is well in excess of 1,000, the second shuttle has not yet been provided, because it is the HOAs (Greenvest's) assertion that demand does not yet exist within the project for the second shuttle. Greenvest has met with the Director of T&ES to discuss delaying provision of the second shuttle, given the current demand. The Director of T&ES has the authority under the TMP to grant changes to the approved TMP program provided the changes bring equal or greater TMP benefits to the program, and the Director is awaiting additional information from Greenvest on ridership prior to making the determination on the delay of the second shuttle.

Originally, Archstone had requested to provide a separate shuttle service rather than participate in the Cameron Station shuttle program, with a single shuttle provided for Archstone and a separate shuttle provided for the remainder of Cameron Station. The intent of the Cameron Station TMP was to provide one program for the entire development, and shared service is more likely to result in a broader range of services for residents, as well as bring cost effectiveness. Therefore, staff had recommended in last year's review of the case that Archstone be required to participate in the overall Cameron Station shuttle program. Archstone has now agreed to participate with the remainder of Cameron Station in provision of the shuttle.

Bus Shelters:

Staff added a condition recommending that Greenvest provide a comprehensive bus shelter plan for Cameron Station with the last amendment of the TMP, for Brookdale. With this amendment, staff has included the Archstone development as a trigger for the bus shelter plan. While the original Cameron Station approvals already require the developer to place shelters at appropriate locations within the development, no time frame was established by prior approvals and no planning or installation has occurred to date, except along Duke Street. The condition is placed within this approval to require the developer to move forward at this time with the planning and installation of shelters. Greenvest will be required to pay for the shelters and their installation; the HOA will be responsible for their ongoing maintenance.

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

JF APPLICATION for SPECIAL USE PERMIT # 2000-0085

[must use black ink or type]

PROPERTY LOCATION: Ferdinand Day Drive and Cameron Station Boulevard

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

APPLICANTS: Cameron Associates, LLC, Agent
Archstone Communities, Agent

Address: 6631-A Old Dominion Drive, #201, McLean, VA 22101

PROPERTY OWNER Name: Cameron Associates, LLC

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

PROPOSED USE: Special Use Permit Amendment to the Cameron Station Transportation Management Plan to incorporate Phase VI

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

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

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

Duncan W. Blair, Agent/Attorney
112 S. Alfred Street, Suite 300
Alexandria, VA 22314

Duncan Blair by me
M Catharine Puskar
Signature

M. Catharine Puskar, Agent/Attorney

Print Name of Applicant or Agent
Walsh, Colucci, Stackhouse, Emrich & Lubeley, P.C.
2200 Clarendon Blvd., 13th Floor

(703) 528-4700 (703) 525-3197
Telephone # Fax #

Mailing/Street Address

Arlington, VA 22201
City and State zip Code

Revised February 13, 2002
Date

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

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

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

18 14

ARCHSTONE - CAMERON STATION

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

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

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

Archstone-Smith Operating Trust	Farallon Capital Group Starwood Capital Group
c/o Archstone Communities	c/o Three Pickwick Plaza, Suite 250
6631-A Old Dominion Drive, #201	Greenwich, CT 06830
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.

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

2
12/11/15

NARRATIVE DESCRIPTION

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

The Applicants are requesting a Special Use Permit Amendment to the Cameron Station Transportation Management Plan to incorporate Phase VI. The Applicants are providing the required parking as set forth in the Zoning Ordinance and an additional 15% visitor parking in accordance with the Cameron Station CDD Concept Plan. For details regarding the proposed development, please see the Application and Site Plan for DSUP 2000-0031.

USE CHARACTERISTICS

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

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

5. Please describe the capacity of the proposed use:

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

N/A

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

N/A

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

Day:

Hours:

N/A

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

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

N/A

B. How will the noise from patrons be controlled?

N/A

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

N/A

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

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

N/A

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

N/A

C. How often will trash be collected?

N/A

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

N/A

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

Yes. No.

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

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

Yes. No.

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

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

N/A

ALCOHOL SALES

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

Yes. No.

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

N/A

1/6
6/18
19

PARKING AND ACCESS REQUIREMENTS

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

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

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

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

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

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

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

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

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

C. Where are off-street loading facilities located? On the western side of the west drive aisle/EVE as depicted on the Site Plan.

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

Loading/unloading for tenants moving in and out will occur

between 8:00 a.m. and 8:00 p.m.

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

Loading/unloading operations will be scheduled on an as needed basis

for tenants moving in and out

16. 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

SITE CHARACTERISTICS

17. Will the proposed uses be located in an existing building? Yes No

Do you propose to construct an addition to the building? Yes No

How large will the addition be? _____ square feet.

18. What will the total area occupied by the proposed use be? 309 units

_____ sq. ft. (existing) + _____ sq. ft. (addition if any) = _____ sq. ft. (total)

19. The proposed use is located in: (check one)

a stand alone building a house located in a residential zone a warehouse

a shopping center. Please provide name of the center: _____

an office building. Please provide name of the building: _____

other, please describe: _____

PRINCIPAL SHAREHOLDERS

The following table sets forth, as of March 1, 2000, the beneficial ownership of Common Shares for (i) each person known to Archstone to have been the beneficial owner of more than five percent of the outstanding Common Shares, (ii) each Trustee of Archstone, (iii) each Named Executive Officer, who include the Chief Executive Officer and the four other most highly compensated officers of Archstone during 1999, and (iv) all Trustees and executive officers of Archstone as a group. Unless otherwise indicated in the footnotes, all of such interests are owned directly and the indicated person or entity has sole voting and dispositive power. The following table assumes, for purposes of calculating the number and percent of Common Shares beneficially owned by a person, that (i) all Cumulative Convertible Series A Preferred Shares of Beneficial Interest, par value \$1.00 per share, of Archstone ("Series A Preferred Shares"), beneficially owned by that person have been converted into Common Shares and (ii) all options and convertible securities held by that person which are exercisable or will become exercisable prior to May 1, 2000 have been exercised or converted, but that no options or convertible securities held by other persons have been exercised or converted. Fractional Common Shares have been rounded to the nearest whole Common Share in the table below and elsewhere in this Proxy Statement. The address of each Trustee and officer listed below is c/o Archstone Communities Trust, 7670 South Chester Street, Englewood, Colorado 80112.

<u>Name of Beneficial Owner</u>	<u>Number of Archstone Common Shares Beneficially Owned</u>	<u>Percentage of All Archstone Common Shares</u>
Security Capital Group Incorporated ("Security Capital") 125 Lincoln Avenue Santa Fe, New Mexico 87501	54,540,283(1)	39.2%
Wellington Management Company, LLP ("Wellington") 75 State Street Boston, MA 02109	9,886,164(2)	7.1%
C. Ronald Blankenship	36,030(3)	*
James A. Cardwell	37,706(4)	*
Ned S. Holmes	17,554(5)(6)	*
Calvin K. Kessler	14,604(4)	*
John T. Kelley, III	58,585(4)(7)	*
Constance B. Moore	13,064	*
James H. Polk, III	15,778(4)(8)	*
John M. Richman	14,250(5)	*
John C. Schweitzer	58,000(4)(9)	*
R. Scot Sellers	220,886(10)(11)(12)	*
Patrick R. Whelan	163,774(11)(12)	*
Richard A. Banks	79,923(11)(12)	*
Jay S. Jacobson	48,559(11)(12)	*
J. Lindsay Freeman	81,882(11)(12)	*
All Trustees and executive officers as a group (34 persons)	1,398,838	1.0%

*Less than 1%.

- (1) These Common Shares are owned of record by SC Realty Incorporated, a wholly owned subsidiary of Security Capital.
- (2) Information regarding beneficial ownership of Common Shares by Wellington, is included herein in reliance on an amendment to Schedule 13G, filed with the Securities and Exchange Commission ("SEC") on February 11, 2000. Wellington may be deemed to be the beneficial owner of the Common Shares reported, which are owned by various clients and a subsidiary of Wellington. Wellington has shared dispositive power with respect to all Common Shares reported, and such Common Shares were acquired in the ordinary course of business and were not acquired for the purpose, and do not have the effect of, changing or influencing control of Archstone.

- (3) Includes 14,936 shares held by Zebec Data Systems, a corporation in which Mr. Blankenship is the controlling shareholder.
- (4) Includes for each of Messrs. Cardwell, Kelley and Kessler beneficial ownership of 8,000 Common Shares, for Mr. Schweitzer beneficial ownership of 6,000 Common Shares, and for Mr. Polk beneficial ownership of 2,000 Common Shares, which are issuable upon exercise of options granted under Archstone's 1996 and 1987 Share Option Plans for Outside Trustees. See "Election of Trustees—Trustee Compensation" below.
- (5) Includes for each of Messrs. Holmes and Richman beneficial ownership of 3,000 Common Shares which were issued under the former Security Capital Atlantic Incorporated 1996 Share Option Plan for Outside Directors and are exercisable under Archstone's 1996 Share Option Plan for Outside Trustees.
- (6) Includes 4,000 Common Shares held by family limited partnerships and 5,554 Common Shares held in trust for Mr. Holmes' children.
- (7) Includes 50,585 Common Shares held by Mr. Kelley's family trust.
- (8) Includes 1,028 Common Shares held in trust for Mr. Polk's children.
- (9) Includes 6,000 Common Shares held by Mr. Schweitzer's spouse and 25,000 Common Shares held in Mr. Schweitzer's IRA.
- (10) Includes 421 Common Shares held by Mr. Sellers' spouse as her separate property, 718 Common Shares held in trust for Mr. Sellers' children and 449 Common Shares held in Mr. Sellers' IRA.
- (11) Includes for each of Messrs. Sellers, Whelan, Banks, Jacobson and Freeman beneficial ownership of Common Shares which are issuable upon exercise of vested options granted under Archstone's 1997 Long-Term Incentive Plan, as follows: Mr. Sellers, 95,565; Mr. Whelan, 63,120; Mr. Banks, 30,540; Mr. Jacobson, 34,076 and Mr. Freeman, 32,807.
- (12) Includes for each of Messrs. Sellers, Whelan, Banks, Jacobson and Freeman beneficial ownership of Common Shares which are issuable upon exercise of vested restricted share unit awards granted under Archstone's 1997 Long-Term Incentive Plan, as follows: Mr. Sellers, 16,049; Mr. Whelan, 13,115; Mr. Banks, 10,857; Mr. Jacobson, 14,483 and Mr. Freeman, 4,507.

ELECTION OF TRUSTEES

Archstone has a classified Board consisting of the following ten Trustees: C. Ronald Blankenship; James A. Cardwell; Ned S. Holmes; John T. Kelley, III; Calvin K. Kessler; Constance B. Moore; James H. Polk, III; John M. Richman; John C. Schweitzer; and R. Scot Sellers.

The Common Shares represented by the accompanying proxy will be voted to elect the three nominees named below as Class II Trustees, and the one nominee named as a Class I Trustee, unless a shareholder indicates otherwise on the proxy. Should any of the nominees named below become unavailable for election, which is not anticipated, the Common Shares represented by the accompanying proxy will be voted for the election of another person recommended by the Board. Ms. Moore and Messrs. Kelley and Schweitzer, if elected, will serve as Class II Trustees until the annual meeting of shareholders in 2003. Mr. Blankenship, if elected, will serve as a Class I Trustee until the annual meeting of shareholders in 2002. The Board recommends that shareholders vote FOR the election of each nominee for Trustee.

Attach to Cam
Station Cases.

SUP 2000-0085

Am. D.Euille

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

Dear Council and Planning Commission of Alexandria:

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

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

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

Besides this unfair treatment of Cameron Station residents, the new project as designed using neo-traditional design and the new urbanism. This design standard is based on the project being located at a metro, convergence of bus lines, or other transportation center. It also is based on residents being able to walk to grocery stores, dry cleaners, etc. The walking distance for all of these services and to a transportation center is considered to be 1/4 mile. This is not the case in Cameron station. All activity is dependent on vehicles. For this reason, the 1.7 spaces allowed in the apartment complex is not sufficient. Cameron Station has two spaces per unit and in some cases 4 with 15% extra visitor parking. There is a critical shortage now, and the additional burden of this project would make it unlivable.

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

Sincerely,

Susan Schuppert
 276 Murtha Street
 Alexandria, VA 22304

25 24
 20

Cameron Station Civic Association, Inc.

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

March 29, 2001

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

Dear Commissioners:


We strongly oppose the Archstone project (docket items 6, 7A and 7B) that is before you on Tuesday, April 3. This proposed project is an obnoxious design that, if approved, would be a blight on our community and City for decades, and would set a dangerous precedent for a new low in architectural design quality. There are no redeeming features of this plan and it should be rejected outright. The applicant needs to go back to the drawing board and come back with a design that is worthy of our community and City.

The design calls for a massive structure that runs uninterrupted for 700 continuous feet, the length of two and a half city blocks. It is 76 percent of the length of an outside wall of The Pentagon, and equal in length to the US Capitol. Part of this integral design is a hideous seven story, unfinished concrete, above ground parking garage, virtually identical to the Landmark Mall garage, only taller. The building does not blend with the rest of Cameron Station in terms of mass, use of green space, architectural style and quality, etc. It does not deserve a place in Alexandria.

While it is touted to be a "luxury" building, its design lacks characteristics and qualities that enhance one's quality of life in even less pretentious ones. There is little open space in the design; some units will get little sunlight; internal corridors are 200-400 long; parking is as much as one block (and more) from some units; the design encourages on-street parking in lieu of using the garage; and the design is certainly not user friendly for persons with mobility disabilities.

While not addressed in the staff report, we believe that there are serious police and safety issues inherent in a design like this one, e.g. with long expanses hidden from the street and above ground parking garage that is easily accessible by intruders - all this adjacent to an elementary school. We are asking the Police Department and Fire Department to give independent professional judgments of whatever problems may be inherent in this design.

We encourage you to reject this proposal. We will be out in force at the April 3 meeting to express our strong opposition.

Sincerely,

Roland Gonzales
President

22 21 25

ATTACHMENTS for
ARCHSTONE – CAMERON STATION (Phase VI)
DSUP #2000-0031

APPLICATION for
DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN
DSUP # 2000-0031

ARCHSTONE (CAMERON STATION), Ph. VI

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

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

Mailing/Street Address

Arlington, VA 22201

City and State Zip Code

M. Catharine Puskar
Signature

(703) 528-4700 (703) 528-4700
Telephone # Fax #

Revised February 11, 2002

RECEIVED
FEB 11 2002
PLANNING & ZONING

DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY

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

Received Plans for Completeness: _____
Received Plans for Preliminary: _____

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

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.

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

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. to 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:

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:

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.

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.

Red 2/13/02

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

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

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

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

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

14. Provide information regarding loading and unloading facilities for the use:

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

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

- C. Where are off-street loading facilities located? On the western side of the west drive aisle/EVE as depicted on the site plan.

- D. During what hours of the day do you expect loading/unloading operations to occur? Loading/unloading for tenants moving in and out will occur between 8:00 a.m. and 8:00 p.m.

- E. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate? Loading/unloading operations will be scheduled on an as needed basis for tenants moving in and out

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



**WALSH COLUCCI
STACKHOUSE EMRICH
& LUBELEY PC**

DSUP #2000-0031
ARCHSTONE CAMERON
STATION (Phase VI)

jf

M. Catharine Puskar
(703) 528-4700 Ext. 13
mcpus@ari.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

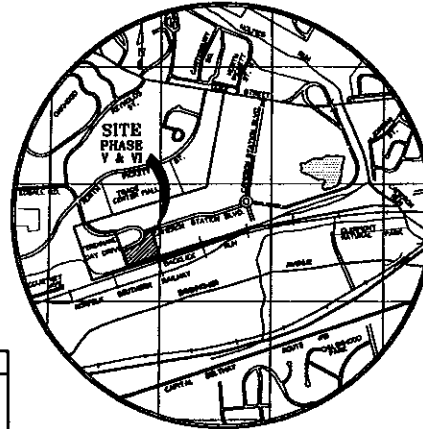
Enclosures

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

DSUP #2000-0051
CAMERON STATION, Phase VI
"ARCHSTONE" jf

RECEIVED
FEB 14 2002

PHASE VI
CAMERON STATION
(ARCHSTONE @ CAMERON STATION)
CITY OF ALEXANDRIA, VIRGINIA
S.U.P. DEVELOPMENT PLAN



VICINITY MAP

SCALE = 1"=1000'

DEVELOPMENT NARRATIVE

THESE TWO PHASES (V & VI) OF THE CAMERON STATION DEVELOPMENT WILL BE DEVELOPED AS AN ADJACENT GROUP OF 800 UNITS. THE SITE WILL BE SERVED BY THE EXISTING PUBLIC STREETS ON THE NORTHERN BOUNDARY. THE INTERIOR OF THE SITE WILL BE SERVED BY PRIVATE STREETS THAT LEAD TO THE LINEAR PARK. ALL PARKING FOR THE UNITS WILL BE ACCOMMODATED WITHIN THIS PROJECT.

PUBLIC WATER AND SANITARY SEWER SERVICE WILL BE PROVIDED. THE STORM DRAINAGE SYSTEM WILL CONSIST PRIMARILY OF UNDERGROUND PIPES. WATER QUALITY CONTROLS AND STORWATER MANAGEMENT ARE PROVIDED IN THE RETRO-FITTED CAMERON LAKE. THE ON-SITE STORM DRAINAGE SYSTEM WILL BE MAINTAINED BY THE APPLICANT (UNLESS OTHERWISE NOTED).

CAMERON LAKE AND THE STORM DRAINAGE SYSTEM ARE IN THE PUBLIC RIGHT OF WAY AND THE SYSTEM'S CONVEYING OFFSITE DRAINAGE WILL BE PUBLICLY MAINTAINED. PRIVATE OFFSITE STORM DRAINAGE SYSTEMS WILL BE MAINTAINED BY THE CAMERON STATION HOMEOWNERS ASSOCIATION.

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

ENVIRONMENTAL SITE ASSESSMENT

THERE ARE NO TIDAL WETLANDS, TIDAL SHORES, TRIBUTARY STREAMS CONNECTED TO TIDAL WETLANDS, NON-TIDAL WETLANDS, OR HIGHLY ERODIBLE AREAS, OR WETLANDS LOCATED ON THIS SITE. HOWEVER, THERE IS A PROPOSED 45' RPA FROM THE TOP OF THE CONCRETE CHANNEL OF BACKLICK RUN THAT WAS RECONSTRUCTED AS PART OF THE INFRASTRUCTURE PLANS. FURTHERMORE, THERE ARE NO WETLAND PERMITS REQUIRED FOR THE DEVELOPMENT OF THIS SITE.

EROSION/SEDIMENT CONTROL NOTE:

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

ARCHAEOLOGICAL NOTE:

CONTACT ALEXANDRIA ARCHAEOLOGY (703-836-0949) WHO NEEDS PERMIT TO ANY GROUND DISTURBING ACTIVITY (SUCH AS CORING, GRADING, FILLING, VEGETATION REMOVAL, UNDERGROUND UTILITIES, PILE DRIVING, LANDSCAPING AND OTHER EXCAVATIONS AS DEFINED IN SECTION 7-34 OF THE ZONING ORDINANCE). CITY ARCHAEOLOGISTS WILL PROVIDE ON-SITE INSPECTIONS TO RECORD SIGNIFICANT FINDS.

CALL ALEXANDRIA ARCHAEOLOGY IMMEDIATELY (703-836-0900) IF ANY BURIED STRUCTURAL REMAINS (WALL FOUNDATIONS, WELLS, PRIVATE CISTERNS, ETC.) OR CONCENTRATIONS OF ARTIFACTS ARE DISCOVERED DURING DEVELOPMENT. WORK MUST CEASE IN THIS AREA UNTIL A CITY ARCHAEOLOGIST COMES TO THE SITE AND RECORDS THE FINDS.

GENERAL NOTES

- THIS PROPERTY IS LOCATED ON ASSOCIATION MAP NO. 44 AND IS ZONED R-100.
- NEW CONSTRUCTION MUST COMPLY WITH THE CURRENT EDITION OF THE VIRGINIA STATEWIDE BUILDING CODE (VNBC).
- A PORTION OF THE SUBJECT PROPERTY IS LOCATED WITHIN A RESOURCE PROTECTION AREA. (LINEAR PARK).
- SOLID WASTE AND RECYCLABLE MATERIALS REMOVAL SHALL BE PROVIDED BY A PRIVATE REFUSE COMPANY UNDER CONTRACT WITH THE APPLICANT. TRASH WILL BE COLLECTED FROM TRASH COMPACTOR LOCATED ON EASTERN SIDE OF BUILDING TWO AT LEAST ONCE A WEEK OR AS NEEDED.
- ALL STREETS, PARKING AREAS, STORM SEWER (UNLESS OTHERWISE NOTED) AND THE LANDSCAPE AREAS WILL BE MAINTAINED BY THE APPLICANT. SANITARY SEWER, WATER, STORM SEWER IN PUBLIC RIGHT OF WAY AND THE STORM WATER MANAGEMENT / BMP POND WILL BE PUBLICLY MAINTAINED.
- UNLESS NOTED OTHERWISE ALL EXISTING UNDERGROUND UTILITIES AND STORM SEWER WITHIN THE LEVELS OF THE EXISTING HEADS SHALL BE SERVED ONCE ALL NECESSARY PERMITS ARE OBTAINED FROM THE APPROPRIATE AGENCIES.
- STORM DRAINAGE WILL BE COLLECTED IN AN ENCLOSED STORM SEWER SYSTEM AND CONVEYED TO THE MET BMP POND LOCATED ON THE ADJACENT FUTURE PARK PARCEL. THE POND WILL DISCHARGE INTO BACKLICK RUN.
- SLOPES IN EXCESS OF 2% SHALL BE PLANTED AND SEEDED WITHIN 14 DAYS OF GRADING. APPROPRIATE SELECTION AND EROSION CONTROL FEATURES SUCH AS SALT FENCE OR OVERSEEDING SHALL BE PLACED AT THE TOE OF SLOPES. ALL EROSION AND EROSION CONTROLS SHALL BE INSTALLED IN ACCORDANCE WITH THE VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK.
- THE SUBJECT PROPERTY IS LOCATED IN FLOOD ZONE "X" (AREA DETERMINED TO LIE OUTSIDE THE 100-YEAR FLOODPLAIN) AS SHOWN ON THE FLOOD INSURANCE RATE MAP FOR THE CITY OF ALEXANDRIA, AS PREPARED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY.
- BOUNDARY SURVEY INFORMATION IS THE RESULT OF AN ACTUAL ALTA/ACSM LAND SURVEY BY BOWMAN CONSULTING GROUP. SURVEY INFORMATION IS THE RESULT OF AN ACTUAL FIELD SURVEY ON USGS DATUM PREPARED BY BOWMAN CONSULTING GROUP.
- PROPOSED SITE LIGHTING AND SIGN ILLUMINATION SHALL COMPLY WITH THE CITY OF ALEXANDRIA ORDINANCES AND SHALL BE SHIELDED TO PREVENT LIGHT POLLUTION. PROPERTIES AND HILLS CONFORM TO SEC. 13-1-3 OF THE CODE OF THE CITY OF ALEXANDRIA, AS AMENDED.
- ALL CONTACT PARKING SPACES SHALL BE PROPERLY SIGNED PURSUANT TO SECTION 8-200-1(1) OF THE CITY OF ALEXANDRIA ZONING ORDINANCE.
- TRANSFORMERS ARE TO BE LOCATED AWAY FROM PUBLIC RIGHT-OF-WAYS AND AREAS VISIBLE TO THE PUBLIC, WITH ADEQUATE SCREENING TO THE SATISFACTION OF THE DIRECTOR OF PLANNING AND ZONING.
- ALL EXTERIOR HVAC UNITS SHALL BE SCREENED BY OR CONSTRUCTED OF EXTERIOR ARCHITECTURAL MATERIALS OR FEATURES OF THE SAME TYPE OF QUALITY USED ON THE EXTERIOR OF THE BUILDING.
- PARKING DIMENSION MEASUREMENTS SHALL BE TAKEN FROM FACE OF COLUMN TO FACE OF COLUMN, INCLUDING ASHLE NOTICES.
- APPLICANT SHALL USE LINEAR PARK FOR STAGING AREA DURING CONSTRUCTION OF PROJECT.
- FINAL BUILDING DIMENSIONS ARE SUBJECT TO FINAL ADJUSTMENTS (I.E., UTILITY CLOSET LOCATIONS) DUE TO FINAL ENGINEERING AND ARCHITECTURAL DESIGN PROVIDED THERE IS NO DECREASE IN OPEN SPACE.

ENVIRONMENTAL SITE ASSESSMENT

- A PHASE I ENVIRONMENTAL SITE ASSESSMENT WAS CONDUCTED BY EGS, LTD. ON JUNE 02, 1998. PRIOR TO THIS STUDY, IN CONNECTION WITH THE ANTICIPATED BASE CLOSURE, THE DEPARTMENT OF ARMY CONDUCTED AN ADVANCED PRELIMINARY ASSESSMENT OF THE BASE IN 1988. THE RESULTS OF THE ARMY STUDY INDICATED THAT THIRTY (30) UNDERGROUND STORAGE TANKS (USTs) ONCE EXISTED ON THE BASE. AS OF THIS DATE ALL UNDERGROUND STORAGE TANKS (USTs) HAVE BEEN REMOVED OR PERMANENTLY ABANDONED. THE ARMY IS RESPONSIBLE FOR PERFORMING ANY ASSOCIATED REMEDIATION WORK PER VIRGINIA DEPARTMENT OF ENVIRONMENTAL QUALITY AND ENVIRONMENTAL PROTECTION AGENCY (FEDEAL) REGULATIONS.
- THE ASSESSMENT PERFORMED BY THE ARMY ALSO IDENTIFIED SIX (6) AREAS OF SOLID AND/OR LIQUID WATER CONTAMINATION ON THE BASE. THE REMEDIATION WORK HAS BEEN COMPLETED OR IS CURRENT UNDER WAY ON FIVE (5) OF THE SIX (6) AREAS BY THE ARMY. THE REMAINING AREA WILL BE REMEDIATED BY NATURAL ATTENUATION OF THE AREAS AFFECT THIS SITE.
- THE ORIGINAL CONCRETE CHANNEL, WHICH CONVEYED BACKLICK RUN, WAS INADEQUATE TO CONVEY THE 100-YEAR FLOOD. FLOOD FROM THIS STORM EVENT EXCEEDED THE CAPACITY OF THE CHANNEL AND PLACED THE ENTIRE PROPERTY WITHIN THE FEMA 100-YEAR FLOODPLAIN. CONSTRUCTION OF A NEW CHANNEL THAT WILL CONVEY THE 100-YEAR FLOOD, HAS BEEN COMPLETED. REMOVAL OF THE ORIGINAL CHANNEL FROM THE FLOODPLAIN AND THE NEW CHANNEL IS A 78' FOOT WIDE RECTANGULAR CHANNEL REPLACING THE ORIGINAL TRIANGULAR CHANNEL.
- THE PROPERTY IS AN ABANDONED U.S. ARMY BASE WITH BUILDINGS, PAVED STREETS, A LAKE, AND MISCELLANEOUS INFRASTRUCTURE LOCATED ON THE PROPERTY.
- THERE ARE NO KNOWN GEOLOGICAL FEATURES ON THIS PROPERTY.
- THERE ARE NO TIDAL WETLANDS, TIDAL SHORES, TRIBUTARY STREAMS, CONNECTED NON-TIDAL WETLANDS, OR HIGHLY ERODIBLE AREAS LOCATED ON THIS SITE (PHASE VI). THERE ARE NO WETLAND PERMITS REQUIRED FOR THE DEVELOPMENT OF THIS SITE (PHASE VI). A REDUCED 50-FOOT RPA BUFFER HAS BEEN APPROVED ALONG BACKLICK RUN BY DIRECTOR OF TERS.

DATE: _____

- DRAWINGS ISSUED TO:
- ASN DEVELOPMENT OFFICE
 - ASN PRODUCTION OFFICE
 - GENERAL CONTRACTOR

APPROVED
SPECIAL USE PERMIT NO. 2000-0051

APPROVED
SPECIAL USE PERMIT NO. 2000-0051
EXPIRES ON 12/31/2002

DATE: _____
DESCRIPTION: _____
DESIGNER: _____
DATE: _____
SCALE: AS SHOWN
JOB NO. 1077-05-001
DATE: FEB. 8, 2002
FILE NO. 1077-D-CF-001
C 1.00

SHEET INDEX

- C1.00 COVER SHEET
- C2.00 BMP NOTES AND TABULATION
- C3.00 CONTEXTUAL PLAN
- C4.00 ZONING CONDITIONS
- C5.00-01 S.U.P. DEVELOPMENT PLAN
- C4.00 OPEN SPACE PLAN
- L 7.00 LANDSCAPE PLANS
- LS 7.01 SITE LANDSCAPE ENLARGEMENTS
- LS 7.02-05 SITE DETAILS
- LS 7.06-07 PLANTING TABULATION & PLANT DETAILS
- LS 7.08 TRUNKET LANE LANDSCAPE DETAILS
- C 8.00 FIRE PROTECTION PLAN
- C 9.00 SUBDIVISION PLAN
- C 10.00 PARKING PLAN & DETAILS
- A 10.00-03 ELEVATIONS
- A 10.00 SECTIONS
- C 13.00 SITE CONTEXTUAL PLAN (SECTION)
- C 13.01 SITE CONTEXTUAL PLAN (SECTION)

ZONING TABULATION

BACKS	NA
FRONT	NA
SIZE	NA
REAR	NA

TOTAL NUMBER UNITS PROPOSED (SEE TAB BELOW)

1 BEDROOM	124 UNITS
2 BEDROOM	106 UNITS
3 BEDROOM	45 UNITS
TOTAL	275 UNITS

TAX MAP LOCATION	66.01-02 PORTION OF PARCEL B
SITE AREA	330.04 SF OR 7.59 AC
ZONING	CD
SMALL AREA PLAN	LANDMARK/AYAN DORN
CURRENT USE	VACANT
MASTER PLAN USE	MULTIFAMILY RESIDENTIAL

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

APPLICANT
ARCHSTONE COMMUNITIES
6531 OLD DOMINION DRIVE
Mc LEAN, VA. 22101

SITE TABULATION

	PHASE VI	PREVIOUS TOTAL V	TOTAL
TOTAL DEVELOPABLE LAND AREA	5.15** ACRES	09.41 ACRES	10.64 ACRES
SITE PLAN AREA	5.16 ACRES	05.44 ACRES	10.64 ACRES
TOTAL DISTURBED AREA	6.05 ACRES	- ACRES	6.05 ACRES
ZONING	CD0	CD0	CD0
AREA OF PROPOSED LAND DISTURBANCE	7.68 ACRES	104.56 AC.	112.24 AC.
IMPERVIOUS AREA PROPOSED	4.40 ACRES	48.80 AC.	53.20 AC.
TOTAL NUMBER OF UNITS PROPOSED (SEE TAB BELOW)	304 UNITS	566 UNITS	870 UNITS
DENSITY	60.00 DU/AC	18.50 DU/AC	20.7 DU/AC
PROPOSED GROSS FLOOR AREA	* 940,000 SF	3,448,678 SF	4,248,678 SF
PROPOSED NET FLOOR AREA	424,000 SF	3,247,86 SF	3,671,86 SF
PROPOSED FAR	DEV. 2.58/AC	0.90	1.07/AC
USABLE OPEN SPACE PROVIDED	1.564 ACRES (30.3%)	20.30 ACRES	21.864 ACRES
AREA OF PUBLIC RIGHT-OF-WAY DEDICATION BUILDING HEIGHT PERMITTED	0 ACRES	0.20 ACRES	0.20 ACRES
BUILDING HEIGHT (TOP POINT OF ROOF)	50' FT.	50' FT. (W/ EXCEPTION OF BLDG 3A 66.5')	50' FT.
BUILDING HEIGHT PROPOSED (PEAK OF ROOF)	45' FT.	45' FT.	45' FT.
GARAGE HEIGHT PROPOSED (TOP OF ELEVATOR UPPER LEVEL)	45' FT.	45' FT.	45' FT.
AVERAGE FRESH GRADES			
BUILDING #1	78.04		
BUILDING #2	78.00		
BUILDING #3A	78.50		
BUILDING #4	78.00		
PARKING GARAGE	78.00		
	78.00		

* INCLUDES PHASES I, II, III, IV, V CAMERON STATION BULLVAARD - WEST EXTENSION

** TOTAL AREAS DO NOT INCLUDE LINEAR PARK OR CHANNEL. ** TOTAL FLOOR AREAS INCLUDES GARAGE

UNIT AND PARKING TABULATION

UNITS	PARKING REQUIRED	PARKING PROVIDED
124 / 1 BR (1.3 x 124)	160 SP.	STANDARD PARKING STRUCTURE - 380
136 / 2 BR (1.76 x 136)	236 SP.	COMPACT PARKING STRUCTURE - 186
41 / 3 BR (2.2 x 41)	91 SP.	HANDICAPPED (28 TOTAL 9 REQ'D.) (PARKING STRUCTURE) - 12
SUB. TOTAL	507 SP.	
VISITOR PARKING (52 x 50)	76	
TOTAL	574 SPACES	TOTAL 574 SPACES

NOTE: ADDITIONAL PARKING AVAILABLE ON STREET AS PARALLEL PARKING INCLUDING 3 HANDICAPPED SPACES. TOTAL 4 SPACES, NOT INCLUDED IN PARKING PROVIDED.

BOWMAN CONSULTING GROUP

COVER SHEET

CAMERON STATION PHASE VI

CITY OF ALEXANDRIA

ANTHONY MORSE
No. 12518

PLANNING & ZONING

APPROVED

C 1.00

CAMERON LAKE BMP TABULATION

- Proposed permanent pool volume = 27.5 acre-feet
- Drainage area = 34.5 acres
- Average annual rainfall = 40 inches
- Loss from 100 events / year = 0.4 inches

Since the proposed facility is a wet pond the BMP volume needed within the Northern Virginia BMP Handbook must be equal to 4.0 times the runoff from the mean storm.

Adding the proposed permanent pool volume by 4.0 produces a volume of runoff from the mean storm equal to 84.3 acre-feet (21,297 cu ft feet).

Knowing that the drainage area in the proposed facility is 244.83 acres, the storage volume provided by the facility is 1,204.45 cubic feet per acre.

The average runoff coefficient for the region estimated for which BMP treatment is provided can be calculated by dividing the storage volume provided by the facility per acre by the volume of the mean storm per acre. The volume of the mean storm is equal to 1520 cubic feet per acre. This produces a runoff coefficient of 0.825.

If it were an impervious to have the runoff coefficient just calculated into a percent impervious. The NRCO Manual states that the runoff coefficient is equal to 0.01 x (percent impervious). Solving this equation for percent impervious results in a value of 82.5 percent.

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

Summary:

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

In order to determine the amount of land area within the watershed that can be treated by the proposed BMP facility the following computations were performed. The following table shows the proposed Cameron Lake wet pond within the following tabulation:

PHASE	TOTAL NUMBER OF IMPERVIOUS ACRES WITHIN PHASE	TOTAL NUMBER OF IMPERVIOUS ACRES REMAINING
PHASE I	14.71 ACRES	198.07 ACRES
PHASE II	18.0 ACRES	180.07 ACRES
PHASE III	9.9 ACRES	170.17 ACRES
PHASE IV	9.7 ACRES	160.47 ACRES
PHASE V	8.82 ACRES	151.65 ACRES
PHASE VI	4.40 ACRES	147.25 ACRES
PHASE VII (PROPOSED)	1.74 ACRES	145.51 ACRES

(BASED ON DEVELOPABLE AREA)

ALEXANDRIA, VIRGINIA
PHOSPHOROUS
LOADING COMPUTATIONS

WORKSHEET #1 - REDEVELOPMENT

1. Complete site-specific data.

	PRE-DEVELOPMENT	POST-DEVELOPMENT
A ¹	= 5.15 acres	= 5.15 acres
I ₀ structures	= _____ acres	= _____ acres
I ₀ parking lot	= _____ acres	= _____ acres
I ₀ roadway	= _____ acres	= _____ acres
I ₀ other	= _____ acres	= _____ acres
Total I ₀	= 1.91 acres	= 0.49 acres

$I = (\text{total } I_0 / A) \times 100$
 $I = (1.91 / 5.15) \times 100 = 37.1$ percent
 $I = (0.49 / 5.15) \times 100 = 9.5$ percent

$R_p = 0.05 + (0.009 \times I)$
 $R_p = 0.05 + (0.009 \times 37.1) = 0.334$ unitless
 $R_p = 0.05 + (0.009 \times 9.5) = 0.084$ unitless

$C: I \geq 20 = 1.65 \text{ mg/l}$
 $I < 20 = 0.76 \text{ mg/l}$
 $C = 1.65 \text{ mg/l}$
 $C = 1.08 \text{ mg/l}$

¹A is the total area of the site
²I₀ is the total impervious cover on the site

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

$L_{pre} = A \times I \times R_p \times C = A \times I \times R_p \times C$
 $L_{pre} = 5.15 \times 37.1 \times 0.334 \times 1.65 = 112.53$ pounds per year

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

$L_{post} = A \times I \times R_p \times C = A \times I \times R_p \times C$
 $L_{post} = 5.15 \times 9.5 \times 0.084 \times 1.65 = 7.112$ pounds per year

4. Calculate the pollutant removal requirement (RR)

$RR = L_{pre} - (0.9 \times L_{post})$
 $RR = 112.53 - (0.9 \times 7.112) = 95.84$ pounds per year
 $RR = 95.84$ percent more phosphorous

- NOTE: AREA OF IMPERVIOUSNESS DETERMINE FROM CITY TOPOGRAPHIC MAPS PRIOR TO DEMOLITION OF CAMERON STATION.
- REGIONAL WET POND REMOVAL RATE HAS A PHOSPHOROUS REMOVAL OF 60%

EXISTING STORM SEWER TABULATION

STR. #1 - CATCH BASIN	STR. #4 - MANHOLE	STR. #7 - CATCH BASIN
TOP = 75.47 INV. = 69.12 (15' OUT)	TOP = 75.21 INV. = 66.73 (50' IN) INV. = 66.69 (50' OUT)	TOP = 72.46 INV. = 64.31 (50' IN) INV. = 61.33 (50' OUT)
STR. #2 - MANHOLE	STR. #5 - MANHOLE	STR. #6 - MANHOLE
TOP = 74.93 INV. = 68.73 (15' IN) INV. = 68.28 (30' IN) INV. = 67.83 (50' OUT)	TOP = 76.31 INV. = 66.11 (50' IN) INV. = 65.33 (50' OUT)	TOP = 75.00 INV. = 69.03 (IN) INV. = 65.79 (OUT)
STR. #3 - CATCH BASIN	STR. #8 - CATCH BASIN	STR. #9 - CATCH BASIN
TOP = 75.20 INV. = 68.58 (50' OUT)	TOP = 77.41 INV. = 64.84 (50' IN) INV. = 64.06 (50' OUT)	TOP = 74.88 INV. INACCESSIBLE
	STR. #10 - CATCH BASIN	
	TOP = 73.51 STRUCTURE UNDER CONSTRUCTION	

EXISTING SANITARY SEWER TABULATION

STR. A - MANHOLE	STR. D - MANHOLE	STR. G - MANHOLE
TOP = 74.09 INV. = 61.69 (10' IN - FROM WEST) INV. = 61.64 (10' IN - FROM NORTH) INV. = 61.58 (10' OUT)	TOP = 76.92 INV. = 63.97 (10' IN - FROM NE) INV. = 63.32 (10' IN - FROM SW) INV. = 63.80 (10' OUT)	TOP = 78.39 INV. = 67.85 (10' IN) INV. = 67.58 (10' OUT)
STR. B - MANHOLE	STR. E - MANHOLE	STR. H - MANHOLE
TOP = 75.10 INV. = 62.38 (10' IN) INV. = 62.29 (10' OUT)	TOP = 78.61 INV. = 64.96 (10' IN) INV. = 64.67 (10' OUT)	TOP = 77.25 INV. = 68.75 (10' OUT)
STR. C - MANHOLE	STR. F - MANHOLE	STR. J - MANHOLE
TOP = 76.61 INV. = 63.36 (10' IN) INV. = 63.36 (10' OUT)	TOP = 75.56 INV. = 62.68 (6' LAT. IN) INV. = 62.34 (10' OUT)	TOP = 75.05 INV. = 62.82 (10' DROP IN) INV. = 63.51 (10' IN) INV. = 63.40 (10' OUT)

SITE TABULATION W/ BROOKDALE PROPOSAL

	PHASE VI	PREVIOUS TOTAL V ¹	TOTAL
TOTAL DEVELOPABLE LAND AREA	2.44 ACRES	40.44 ACRES	42.88 ACRES
SITE PLAN AREA	2.44 ACRES	40.44 ACRES	42.88 ACRES
ZONING	COO	COO	COO
AREA OF PROPOSED LAND DISTURBANCE	2.4 ACRES	12.26 AC.	14.66 AC.
IMPERVIOUS AREA PROPOSED	1.74 ACRES	72.9 AC.	74.64 AC.
TOTAL NUMBER OF UNITS PROPOSED	264 DU/S	1674 DU/S	1938 DU/S
DENSITY	107.0 DU/AC	20.7 DU/AC	22.44 DU/AC.
PROPOSED GROSS FLOOR AREA	308,700 SF	4,243,476 SF	4,552,176 SF
PROPOSED NET FLOOR AREA	344,500 SF	5,471,86 SF	4,040,406 SF
PROPOSED FAR	3.66	11.425	15.085
USABLE OPEN SPACE PROVIDED	0.064 ACRES (25.08)	21.866 ACRES	22.72 ACRES
AREA OF PUBLIC RIGHT-OF-WAY DEDICATION	0 ACRES	0.00 ACRES	19.03 ACRES
BUILDING HEIGHT PERMITTED	120'	-	-
BUILDING HEIGHT PROPOSED	120'	-	-

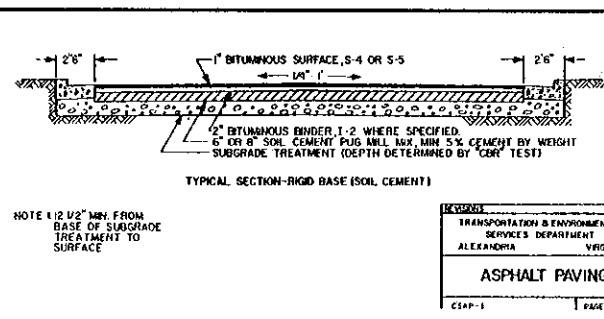
¹ INCLUDES PHASES I, II, III, IV, V & VI CAMERON STATION BOULEVARD - WEST EXTENSION. TOTAL AREAS DO NOT INCLUDE LINEAR PARK OR CHANNEL.

LEGEND

EXISTING	DESCRIPTION	PROPOSED
36	INDEX CONTOUR	35
33	INTERMEDIATE CONTOUR	
EX. EOP	EDGE OF PAVEMENT	PROP. E.P.
EX. C.R.G.	CURB AND GUTTER	PROP. C.R.G.
	TRANSITION FROM CO-6 TO CO-6H	CO-6
	PROJECT LIMIT PROPERTY LINE	
	DEPARTING PROPERTY LINE	
	PROPERTY LINE	
	RIGHT-OF-WAY	
	CENTERLINE	
	FLOOD PLAIN	
	CLEARING AND GRADING	
	TREE LINE	
	STREAM	
	OVERLAND RELIEF PATHWAY	
	FENCE LINE	
	EASEMENT	
EX. W.A.	WATER LINE	PROP. W.A.
EX. S.W.	SANITARY SEWER	PROP. S.W.
EX. S.D.	STORM DRAIN	PROP. S.D.
	ELECTRIC SERVICE	
	TELEPHONE SERVICE	
	GAS LINE	
	SPOT ELEVATION	
	UTILITY POLE	
	SOIL	
	SANITARY SEWER IDENTIFIER	
	STORM DRAIN IDENTIFIER	
	EASEMENT IDENTIFIER	
	WATER METER	
	FIRE HYDRANT	

LEGEND CONTINUES

○	STREET LIGHT	○	VEHICLES PER DAY
○	TEST PIT LOCATION	★	CRITICAL SLOPE
○	SLOPE TO BE STABILIZED PURSUANT TO WDMA	○	HANDICAP RAMP (CS-13)
○	INDICATES CLEAR SIGHT TRIANGLE	○	INDICATES LOCATION OF SITE CUT
○	PRE-BLAST FOR FUTURE PIPE RUN	○	INDICATES CLEAR SIGHT TRIANGLE
○	TREE	○	BENCHMARK



ASPHALT PAVING

TRANSPORTATION & ENVIRONMENTAL SERVICES DEPARTMENT
ALEXANDRIA, VIRGINIA

CSAP-1 PAGE 23

"THIS SECTION SHALL BE USED FOR ANY RECONSTRUCTION REQUIRED FOR FERDINAND DAY DRIVE"

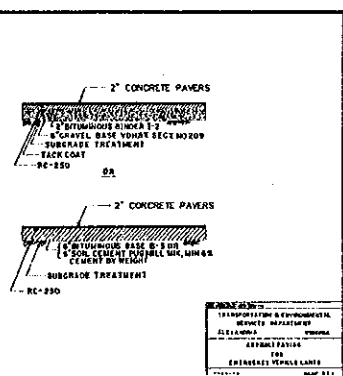
DATE: _____

DRAWINGS ISSUED TO:
 ASN DEVELOPMENT OFFICE
 ASN PRODUCTION OFFICE
 GENERAL CONTRACTOR

APPROVED
 SPECIAL USE PERMIT NO. 2000-0031
 (REPLACES) OF PLANS & SPEC.

DATE: FEB. 8, 2002

"TYPICAL SECTION FOR ONSITE ACCESS PAVEMENT"



BOWMAN CONSULTING GROUP
 PROFESSIONAL ENGINEERS
 1000 COMMONWEALTH AVENUE
 ALEXANDRIA, VA 22304
 TEL: 703/461-1100
 FAX: 703/461-1101
 WWW.BOWMANCONSULTING.COM

STATE OF VIRGINIA
 PROFESSIONAL ENGINEER
 No. 12316
 ANTHONY MORSE

BMP NOTES AND TABULATION
 CAMERON STATION PHASE VI
 VIRGINIA
 CITY OF ALEXANDRIA

PROFESSIONAL ENGINEER
 No. 12316
 ANTHONY MORSE

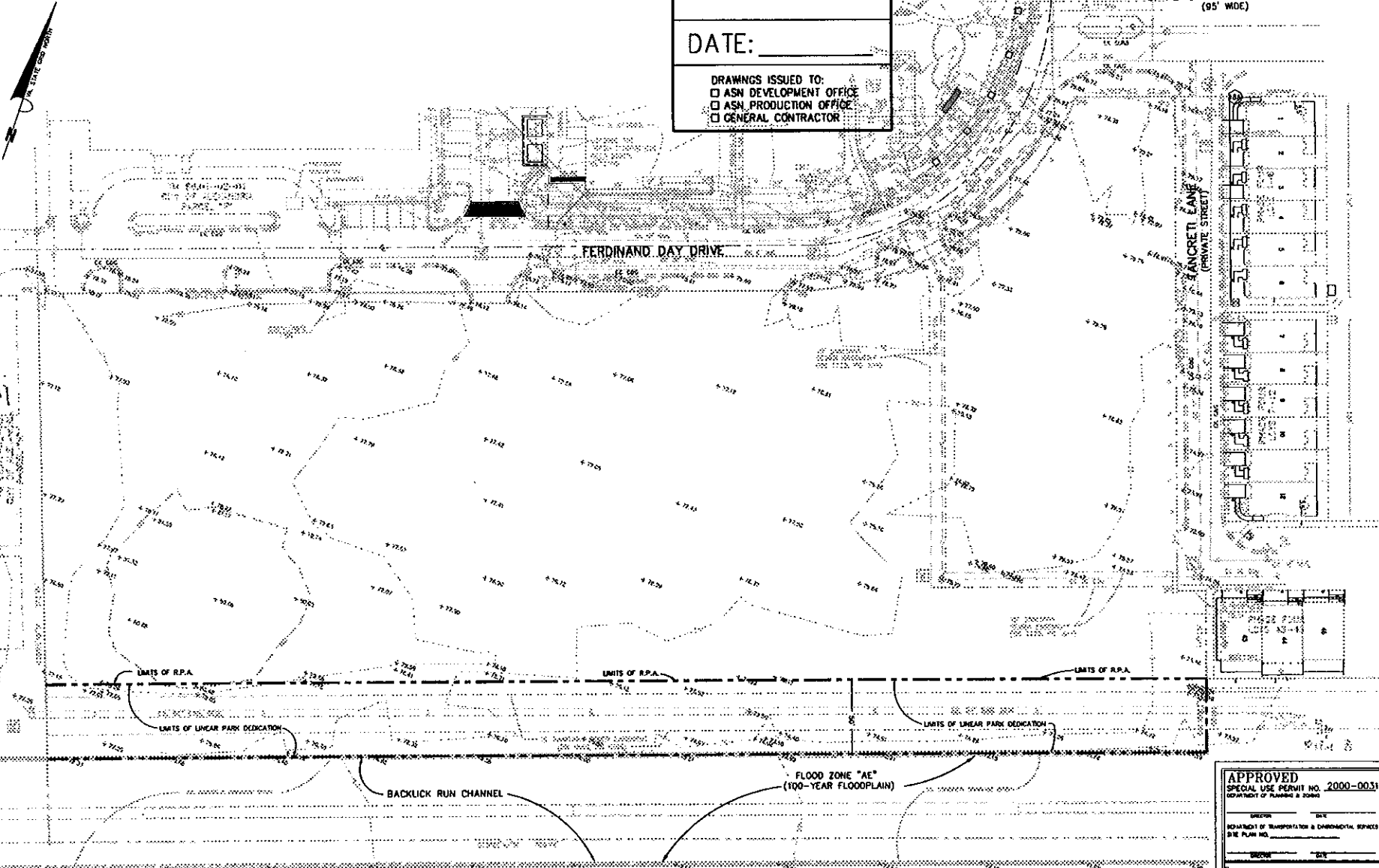
DATE: FEB. 8, 2002
 SCALE: AS SHOWN
 JOB No. 1077-03-001
 DATE: FEB. 8, 2002
 FILE No. 1077-0-CP-001
 C 2.00
 SHEET

CURVE TABLE

NO.	RADIUS	DELTA	ARC	TAN	CHORD	CHORD BEARING
1	208.00'	68°07'27"	247.31'	140.63'	233.00'	N36°15'35"E

DATE: _____

DRAWINGS ISSUED TO:
 ASH DEVELOPMENT OFFICE
 ASH PRODUCTION OFFICE
 GENERAL CONTRACTOR



BOWMAN CONSULTING GROUP
 ENGINEERS ARCHITECTS SURVEYORS

FOR ALL PROJECTS, CONTACT:
 PROJECT MANAGER
 PROJECT ENGINEER
 PROJECT ARCHITECT
 PROJECT SURVEYOR
 PROJECT ESTIMATOR
 PROJECT ADMINISTRATOR
 PROJECT COORDINATOR
 PROJECT CLERK
 PROJECT OPERATOR
 PROJECT MAINTENANCE
 PROJECT REPAIR
 PROJECT REPLACEMENT
 PROJECT RENOVATION
 PROJECT RESTORATION
 PROJECT REPAIR/REPLACE
 PROJECT REPAIR/REPLACE/RENOVATE
 PROJECT REPAIR/REPLACE/RENOVATE/RESTORE

EXISTING CONDITION
CAMERON STATION PHASE VI
 CITY OF ALEXANDRIA VIRGINIA

APPROVED
 SPECIAL USE PERMIT NO. 2000-0031
 DEPARTMENT OF PLANNING & ZONING

DATE	DESCRIPTION
02-15-00	PERMISSION
02-15-00	PERMISSION
02-15-00	STAMP COMMENTS
02-08-02	STAMP COMMENTS

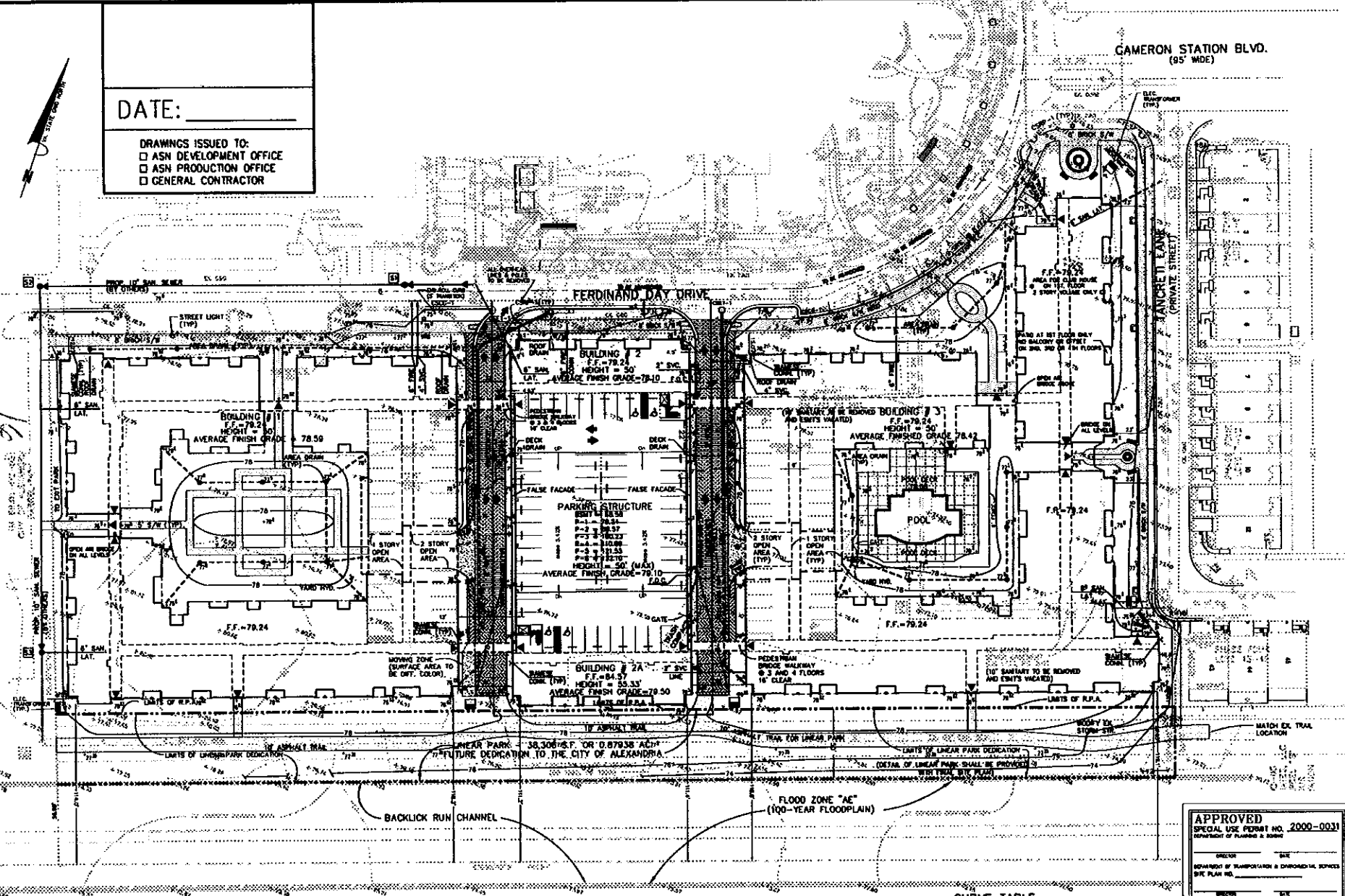
DIRECTOR DATE
 DEPARTMENT OF TRANSPORTATION & PARADIGMATIC SERVICES
 BY PLAN NO.
 DESIGNER DATE
 DATE RECEIVED
 PROJECT NO. DRAW NO.

PLAN STAFFS
 02-15-00 SITE OF ALEXANDRIA
 02-15-00 PERMITS
 02-08-02 STAMP OF BOARD OF ZONING ADJUSTMENT
 02-15-00 PERMITS
 02-15-00 PERMITS
 02-08-02 STAMP COMMENTS
 02-08-02 STAMP COMMENTS
 JOB NO. 1077-05-001
 DATE: FEB. 8, 2002
 FILE NO. 1077-0-CP-001
C 4.00
 SHEET



DATE: _____

DRAWINGS ISSUED TO:
 ASN DEVELOPMENT OFFICE
 ASN PRODUCTION OFFICE
 GENERAL CONTRACTOR



SEE TRANSPORTATION, ETC.

CURVE TABLE

NO.	RADIUS	DELTA	ARC	TAN	CHORD	CHORD BEARING
1	208.00'	68°07'27"	247.31'	140.63'	233.00'	N36°15'35"E

APPROVED
 SPECIAL USE PERMIT NO. 2000-0031
 Department of Planning & Zoning

DATE: _____
 DESIGNER: _____
 SCALE: _____

DATE: FEB. 8, 2002
 FILE NO. 1077-D-CP-001
 SHEET NO. 5 OF 5

NOTE: DIMENSIONS SUBJECT TO MINOR ADJUSTMENTS DUE TO FINAL ENGINEERING AND ARCHITECTURAL DESIGN

DATE: _____

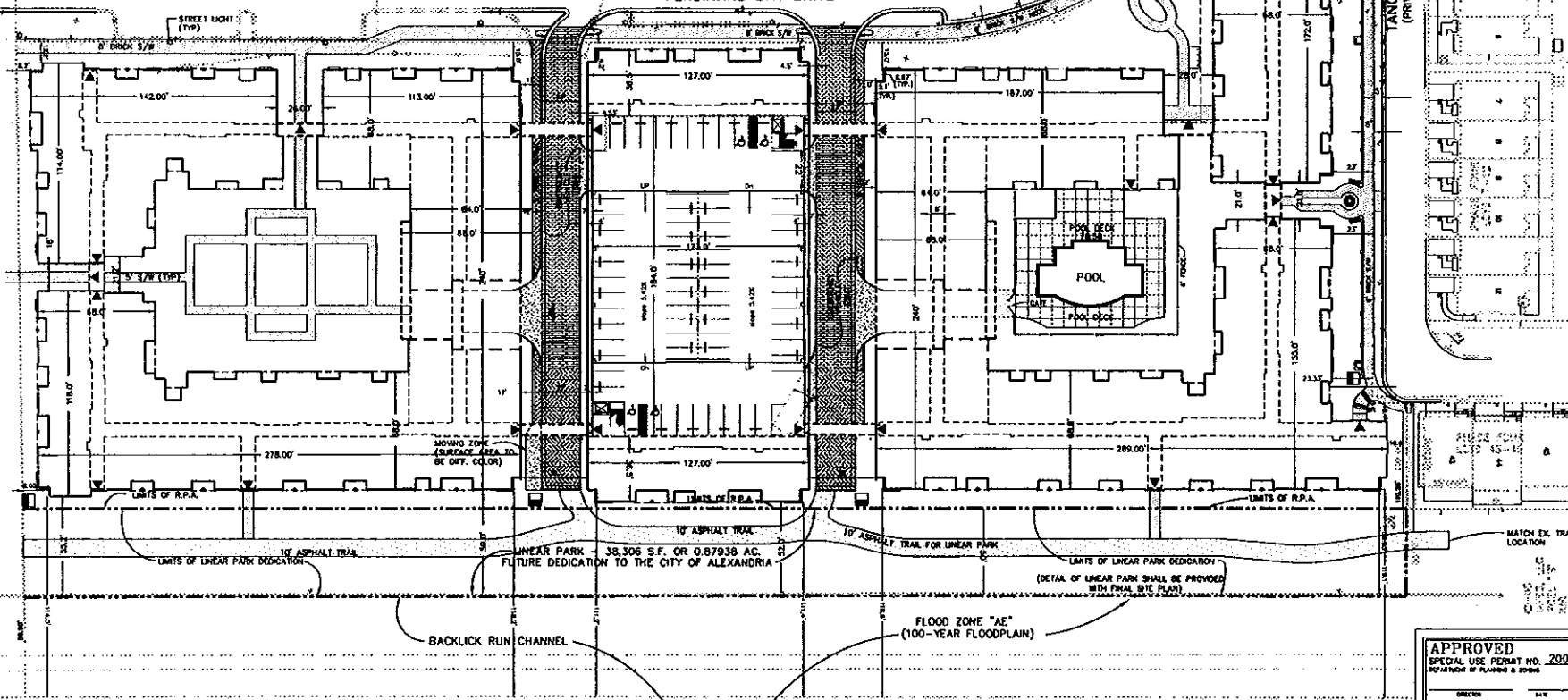
DRAWINGS ISSUED TO:
 ASN DEVELOPMENT OFFICE
 ASN PRODUCTION OFFICE
 GENERAL CONTRACTOR



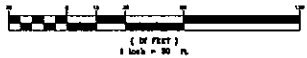
CAMERON STATION BLVD.
(95' WDE)

FERDINAND DAY DRIVE

TANCRETI LANE
(PRIVATE STREET)



GRAPHIC SCALE



URS TRANSPORTATION, INC.

CURVE TABLE

NO.	RADIUS	DELTA	ARC	TAN	CHORD	CHORD BEARING
1	208.00'	68°07'27"	247.31'	140.63'	233.00'	N36°15'35"E

APPROVED
 SPECIAL USE PERMIT NO. 2000-0031
 DEPARTMENT OF PLANNING & ZONING

DIRECTOR: _____ DATE: _____
 DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES
 SITE PLAN NO.: _____
 INTERIOR: _____ DATE: _____

DATE: _____ DESCRIPTION: _____
 OS DESIGN: _____ JR. DRAWN: _____ CHK: _____
 SCALE: _____
 JOB No. 1077-05-001
 DATE: FEB. 8, 2002
 FILE No. 1077-D-CP-001

BOWMAN CONSULTING GROUP
 ENGINEERS ARCHITECTS
 1000 COMMONWEALTH BLVD., SUITE 200
 ALEXANDRIA, VA 22304
 TEL: 703.701.1000
 FAX: 703.701.1001
 WWW.BOWMANCONSULTING.COM

S.U.P. DIMENSION PLAN
CAMERON STATION PHASE VI
 CITY OF ALEXANDRIA
 VIRGINIA



PLAN STATUS	DATE	DESCRIPTION
15-18	10/17/01	REVISION
15-19	11/14/01	REVISION
21-24	01/24/02	STAFF COMMENTS
21-25	02/08/02	STAFF COMMENTS

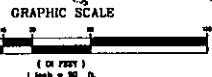
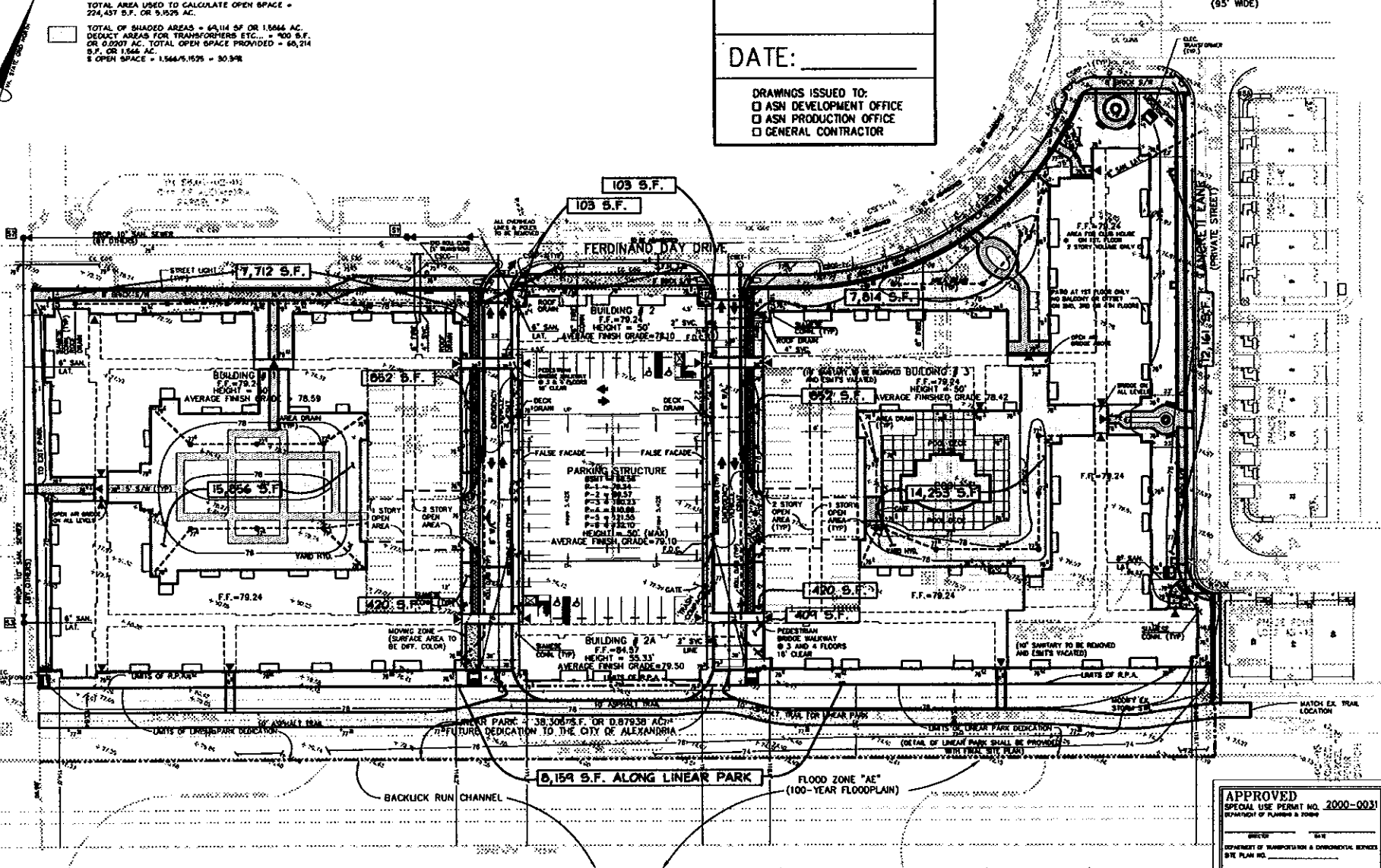
OPEN SPACE CALCULATION

TOTAL SITE AREA = 310,186 SF OR 7.1201 AC.
 TOTAL AREA USED TO CALCULATE OPEN SPACE = 224,437 S.F. OR 5.1525 AC.
 TOTAL OF SHADED AREAS = 64,114 SF OR 1.5666 AC.
 DEDUCT AREAS FOR TRANSFORMERS ETC. = 400 S.F.
 OR 0.0091 AC. TOTAL OPEN SPACE PROVIDED = 65,314 S.F. OR 1.566 AC.
 % OPEN SPACE = 1.566/9.1525 = 30.9%

DATE: _____

DRAWINGS ISSUED TO:
 ASN DEVELOPMENT OFFICE
 ASN PRODUCTION OFFICE
 GENERAL CONTRACTOR

CAMERON STATION BLVD.
 (95' WIDE)



COL. TRANSPORTATION, INC.

CURVE TABLE

NO.	RADIUS	DELTA	ARC	TAN	CHORD	CHORD BEARING
1	208.00'	68°07'27"	247.31'	140.63'	233.00'	N38°15'35"E

APPROVED
 SPECIAL USE PERMIT NO. 2000-0031
 REPAIRATION OF PLUMBING & ROOF

ISSUED: _____ DATE: _____
 DEPARTMENT OF TRANSPORTATION & DEVELOPMENT SERVICES
 SITE PLAN NO. _____
 DESIGN: _____ DATE: _____
 SCALE: 1/4" = 1'-0"

JOB NO. 1077-05-001
 DATE: FEB. 6, 2002
 FILE NO. 1077-D-CP-001

C 6.00
 SHEET

BOWMAN CONSULTING GROUP
 PROFESSIONAL ENGINEERS
 ARCHITECTS

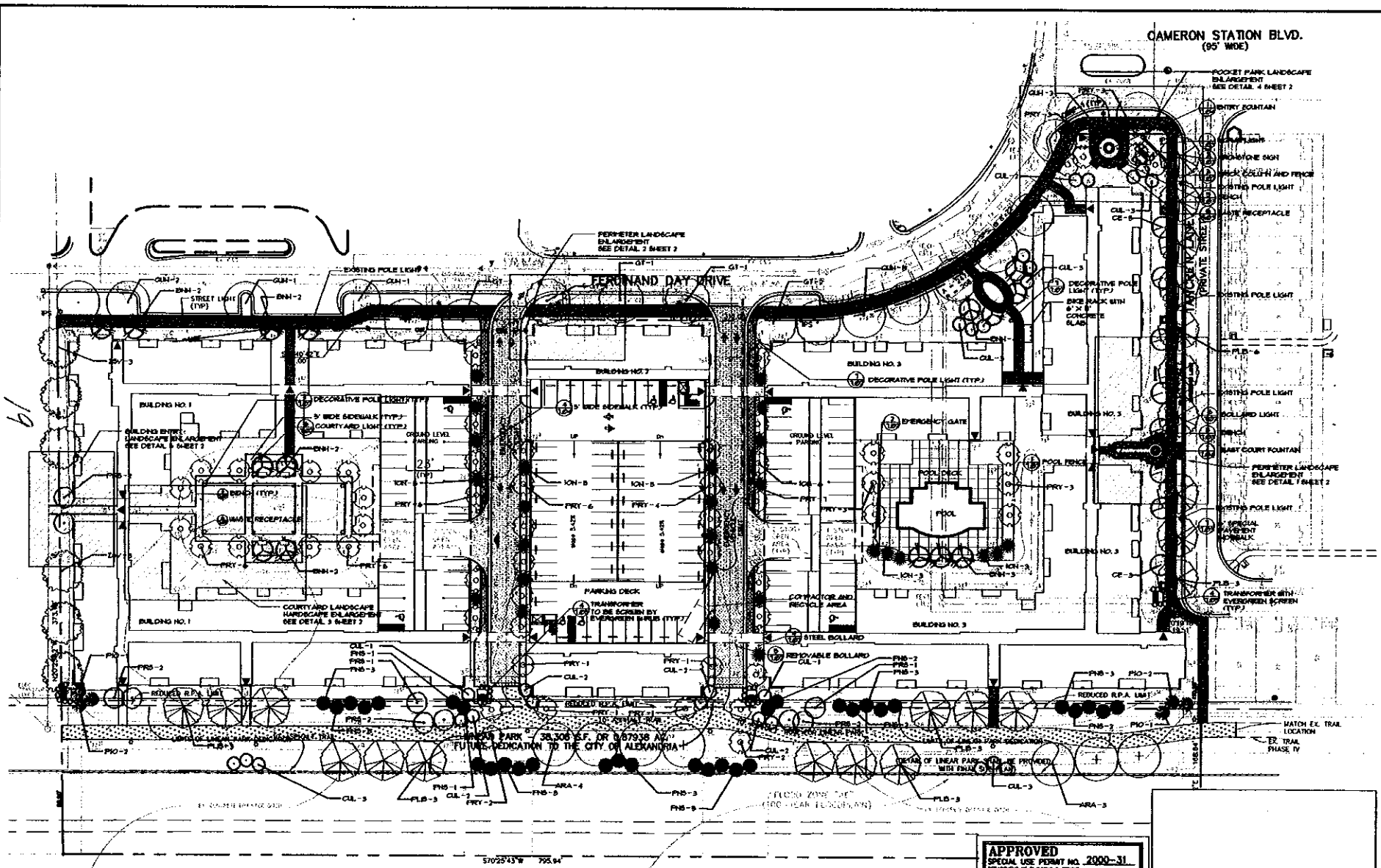
1077-05-001
 CAMERON STATION PHASE VI
 OPEN SPACE PLAN
 SHEET NO. C 6.00
 DATE: FEB. 6, 2002
 FILE NO. 1077-D-CP-001

OPEN SPACE PLAN
CAMERON STATION PHASE VI
 VIRGINIA
 CITY OF ALEXANDRIA

SEAL OF THE CITY OF ALEXANDRIA
 AUTHORITY NOISE
 No. 18318

PLAN STATUS
 01-24-01 CITY OF ALEXANDRIA
 01-24-01 PERMITS DIVISION
 01-24-01 CHAIRS OF BUILDING
 01-24-01 PLANNING
 01-24-01 STAFF COMMENTS
 01-24-01 STAFF COMMENTS

DATE DESCRIPTION
 DS JR CHK
 DESIGN DRAWN CHD
 SCALE 1/4" = 1'-0"



CAMERON STATION BLVD.
(95' WIDE)

FERNAND DAY DRIVE

LandDesign Inc.
Landscape Architecture
11111 Lee Road, Suite 200
Alexandria, VA 22304-7994
Tel: 703-444-7994
Fax: 703-444-7994



CAMERON STATION
PHASE VI
CITY OF ALEXANDRIA
VIRGINIA

Site
Landscape Plan

REVISIONS

NO.	DATE	DESCRIPTION
1	08-20-09	PRELIMINARY
2	09-01-09	REVISED PER COMMENTS
3	09-01-09	REVISED PER COMMENTS
4	09-01-09	REVISED PER COMMENTS
5	09-01-09	REVISED PER COMMENTS
6	09-01-09	REVISED PER COMMENTS
7	09-01-09	REVISED PER COMMENTS
8	09-01-09	REVISED PER COMMENTS
9	09-01-09	REVISED PER COMMENTS
10	09-01-09	REVISED PER COMMENTS

SITE LIGHTING KEY

	DECORATIVE POLE LIGHT (SEE 1-1.022)
	BOLLARD LIGHT (SEE 6-1.022)
	EXISTING STREET LIGHT (TANCRETTI LANE)



SCALE: 1"=30'



APPROVED
SPECIAL USE PERMIT NO. 2000-31
DEPARTMENT OF PLANNING & DESIGN

DATE: 08/20/09

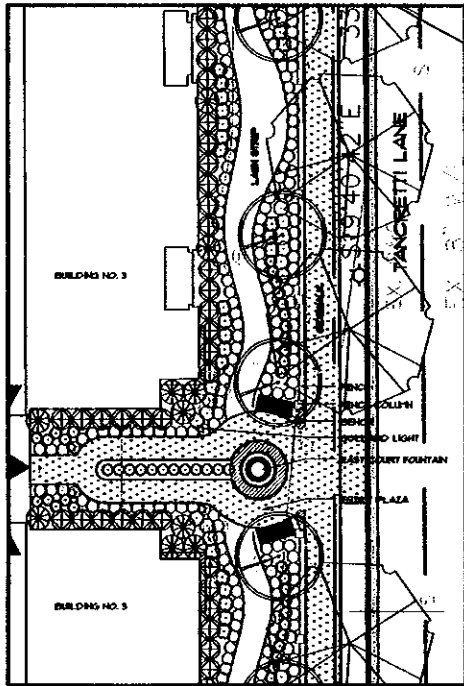
PROJECT NO. 09-001

SHEET NO. 1-10

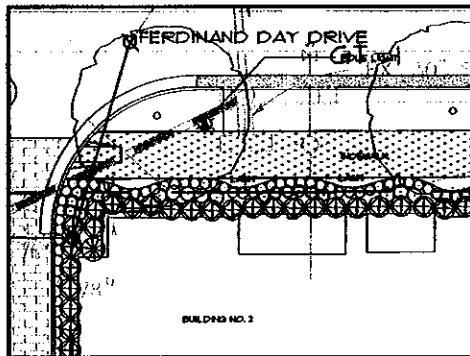
DATE: _____

DRAWINGS ISSUED TO:

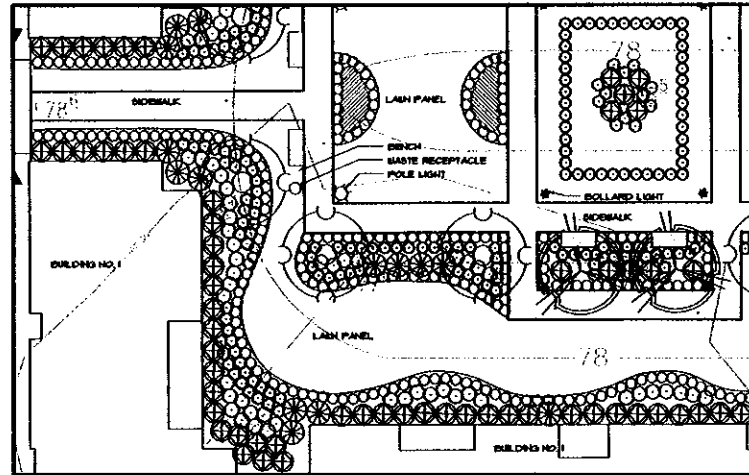
- ASN DEVELOPMENT OFFICE
- ASN PRODUCTIC ICE
- GENERAL CONTR.



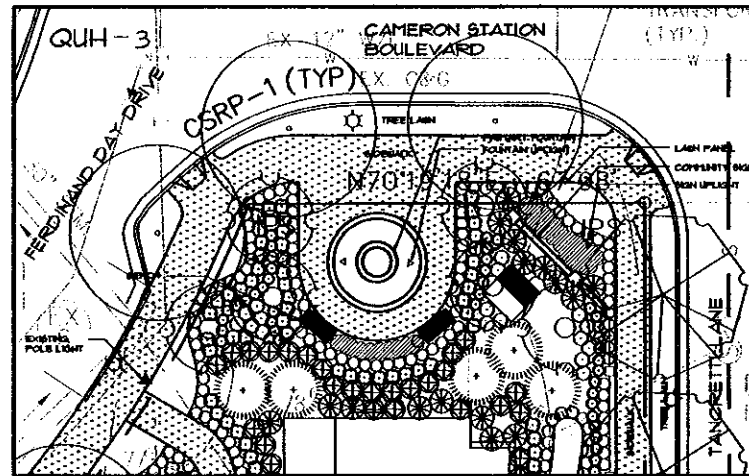
1 PERIMETER LANDSCAPE TREATMENT (TYP)
TANCRETI LANE SCALE: 1"=10'



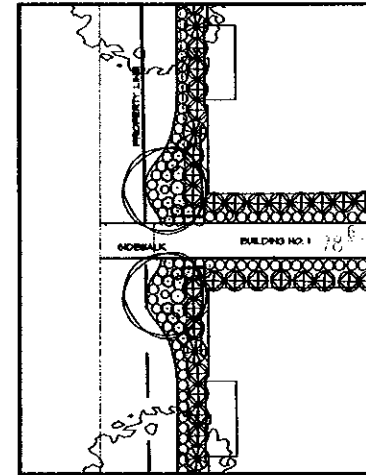
2 PERIMETER LANDSCAPE TREATMENT (TYP)
FERDINAND DAY DRIVE SCALE: 1"=10'



3 COURTYARD LANDSCAPE/HARDSCAPE
PLAN SCALE: 1"=10'



4 POCKET PARK LANDSCAPE/HARDSCAPE
PLAN SCALE: 1"=10'



5 BUILDING ENTRY LANDSCAPE (TYP)
PLAN SCALE: 1"=10'

NOTE:
1. Transformer locations are preliminary. Final locations to be coordinated with utilities company.
2. All transformers will be screened with evergreen shrubs.
3. Landscape designs may have minor revisions or adjustments based on final grading, engineering, utilities, or architectural treatment.
4. An Automatic Irrigation system will be provided for all open space and landscaping within the project area, but not to include the lower park dedication.



POTENTIAL PLANT SELECTIONS

- | | | | | | | | | | |
|--|---|--|--|--|---|--|--|--|---|
| | SMALL EVERGREEN SHRUBS
- HYDRANGEA
- FOETIDUS HOLLY
- NELLIE STRIVING HOLLY
- AMERICAN HOLLY
- ANEMONY | | MEDIUM DECIDUOUS SHRUBS
- HYDRANGEA
- SHAWNEE BUSH
- FORSYTHIA
- OPUNZIA
- PARROTIA
- PARASITARIAN EUCYTHOUS
- NOLLY
- RHOODOENDRON
- CHERRY LAUREL | | LARGE EVERGREEN SHRUBS
- JUNIPER
- COTONCASTER
- HOLLY | | SMALL EVERGREEN SHRUBS
- JUNIPER
- AZALEA
- YEW
- MANDEPA
- SMALL EVERGREEN SHRUBS
- JUNIPER
- COTONCASTER
- HOLLY | | PERENNIALS AND GROUNDCOVERS
- DAILEY
- FOUNTAIN GRASS
- SPREADING BUCHSHEIM
- CRACK-STEMMED GRASS |
|--|---|--|--|--|---|--|--|--|---|

DATE:

DRAWINGS ISSUED TO:
 ASN DEVELOPMENT OFFICE
 ASN PRODUCTION OFFICE
 GENERAL CONTRACTOR

APPROVED
SPECIAL USE PERMIT NO. 2000-31
REPARTMENT OF PLANNING & ZONING

DATE: _____

BY: _____

FOR: _____

PROJECT: _____

SHEET NO. _____

Land Design Inc.
11111 Lee Road, Suite 100, Fairfax, VA 22030
Tel: 703-261-1111 Fax: 703-261-1112

ASCHSTONE

**CAMERON STATION
PHASE VI
CITY OF ALEXANDRIA
VIRGINIA**

**Site Landscape
Enlargements**

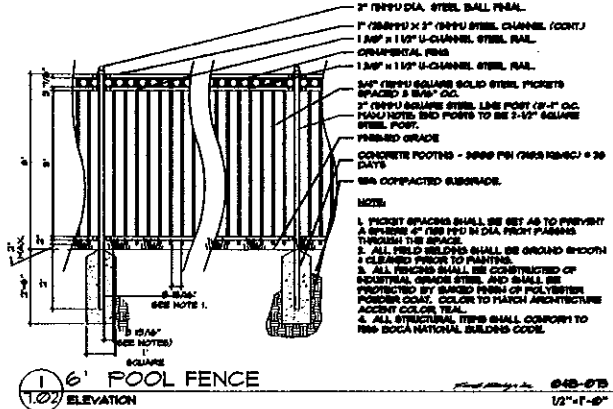
REVISIONS
NO. 10 - Final City of Alexandria Review
NO. 9 - Final City of Alexandria Review
NO. 8 - Final City of Alexandria Review
NO. 7 - Final City of Alexandria Review
NO. 6 - Final City of Alexandria Review
NO. 5 - Final City of Alexandria Review
NO. 4 - Final City of Alexandria Review
NO. 3 - Final City of Alexandria Review
NO. 2 - Final City of Alexandria Review
NO. 1 - Final City of Alexandria Review

DATE: _____

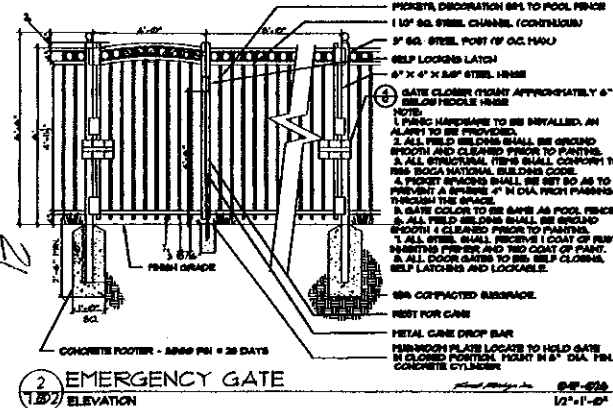
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PROJECT/FILE NO. _____

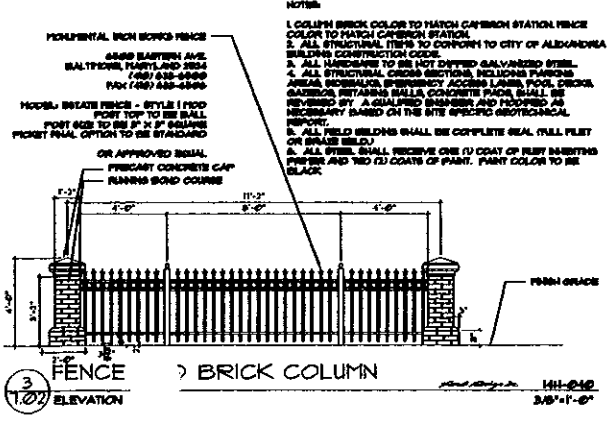
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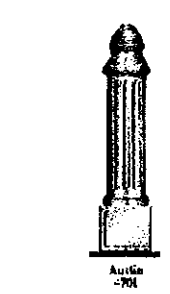
1 ELEVATION 6' POOL FENCE 048-075 1/2" x 1'-0"



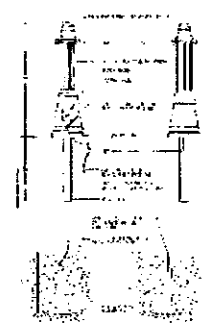
2 ELEVATION EMERGENCY GATE 048-075 1/2" x 1'-0"



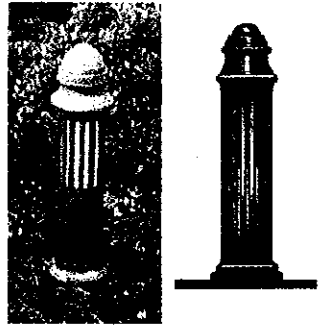
3 ELEVATION FENCE & BRICK COLUMN 111-040 3/8" x 1'-0"



4 ELEVATION/SECTION STEEL BOLLARD 048-075 1/2" x 1'-0"



5 ELEVATION/SECTION REMOVABLE BOLLARD (SCHEMATIC) 048-075 1/2" x 1'-0"



6 PICTORIAL COURTYARD LIGHT 038-034 NTA

MANUFACTURER: STEWARTS LANTERNS INC. MODEL: AUSTIN 43R COLOR TO BE DETERMINED.

AVAILABLE FROM: AVERAGE LIGHTING 800-8 POWER ROSS PROFESSIONAL CENTER P.O. BOX 1804 FITZELLVILLE, MD 20712 800-837-0869 OR APPROVED EQUAL.

NOTE: 1. ALL STRUCTURAL ITEMS TO CONFORM TO 800 BCGA NATIONAL BUILDING CODE. 2. PLAN IS ARCHITECTIC ONLY. ALL STRUCTURAL CROSS SECTIONS, INCLUDING CONCRETE PAWS AND FOOTINGS SHALL BE REVIEWED BY A QUALIFIED STRUCTURAL ENGINEER AND PROVIDED AS NECESSARY BASED ON THE SITE SPECIFIC GEOTECHNICAL REPORT (S&T) DETERMINES SPECIFIC SITE CHARACTERISTICS.



7 PICTORIAL POLE MOUNTED STREET LIGHT 038-034 NTA

MANUFACTURER: STEWARTS LANTERNS INC. MODEL: AUSTIN 43R COLOR TO MATCH ARCHITECTURE ACCENT COLOR, TEAL.

AVAILABLE FROM: AVERAGE LIGHTING 800-8 POWER ROSS PROFESSIONAL CENTER P.O. BOX 1804 FITZELLVILLE, MD 20712 800-837-0869 OR APPROVED EQUAL.

NOTE: 1. ALL STRUCTURAL ITEMS TO CONFORM TO 800 BCGA NATIONAL BUILDING CODE. 2. PLAN IS ARCHITECTIC ONLY. ALL STRUCTURAL CROSS SECTIONS, INCLUDING CONCRETE PAWS AND FOOTINGS SHALL BE REVIEWED BY A QUALIFIED STRUCTURAL ENGINEER AND PROVIDED AS NECESSARY BASED ON THE SITE SPECIFIC GEOTECHNICAL REPORT (S&T) DETERMINES SPECIFIC SITE CHARACTERISTICS.



APPROVED SPECIAL USE PERMIT NO. 2000-31
DEPARTMENT OF PLANNING & ZONING

PROJECT: _____ SITE: _____
OFFICE: _____ COUNTY: _____
DRAWN: _____ DATE: _____
PROJECT/FILE NO: _____
SHEET NO: _____

DATE:

DRAWINGS ISSUED TO:

ASN DEVELOPMENT OFFICE

ASN PRODUCT OFFICE

GENERAL CONT. JR

Law & Design, Inc.
Architectural and Planning
1445 Wakefield Drive, Suite 200
Alexandria, VA 22304
Tel: 703-464-7790

ALEXANDRIA

CAMERON STATION PHASE VI CITY OF ALEXANDRIA VIRGINIA

Site Details

REVISIONS

NO.	DATE	DESCRIPTION
1		
2		
3		
4		
5		
6		
7		

DATE: _____

SCALE: _____

PROJECT/FILE NO: _____

SHEET NO: L148



REVISIONS

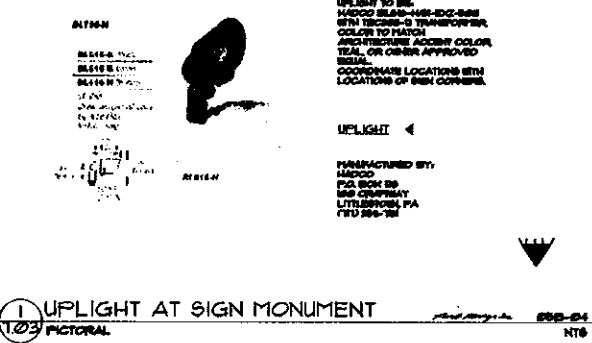
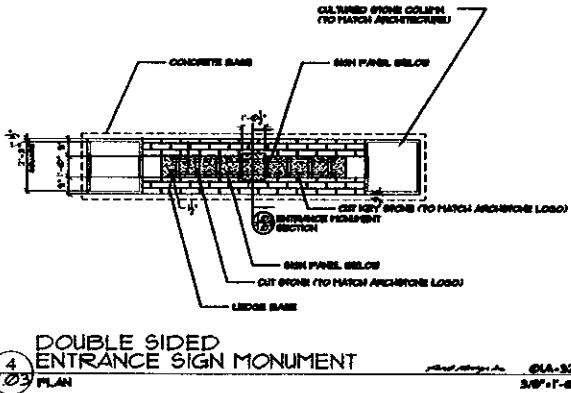
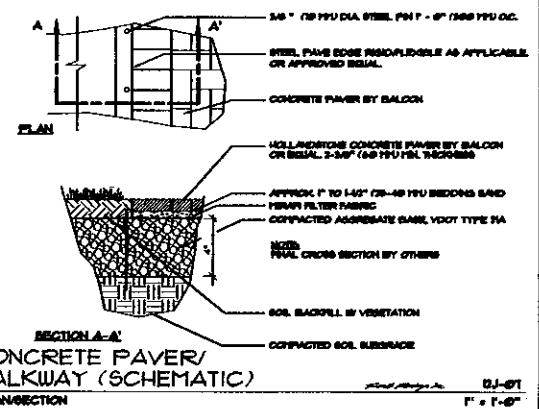
NO.	DATE	DESCRIPTION
1	02-22-01	ISSUED FOR PERMITS
2	02-22-01	FOR PRELIMINARY
3	02-22-01	FOR PRELIMINARY
4	02-22-01	FOR PRELIMINARY
5	02-22-01	FOR PRELIMINARY
6	02-22-01	FOR PRELIMINARY
7	02-22-01	FOR PRELIMINARY
8	02-22-01	FOR PRELIMINARY
9	02-22-01	FOR PRELIMINARY
10	02-22-01	FOR PRELIMINARY

DATE: _____

SCALE: as shown

PROJECT/FILE NO. 2000-31

SHEET NO. 138



MANUFACTURED BY: ARCHSTONE, INC.

P.O. BOX 289

26000 WOOD AVENUE NE

BOONVILLE, PENNSYLVANIA 17004

TEL: 717-853-8888

FAX: 717-853-8888

STYLE:

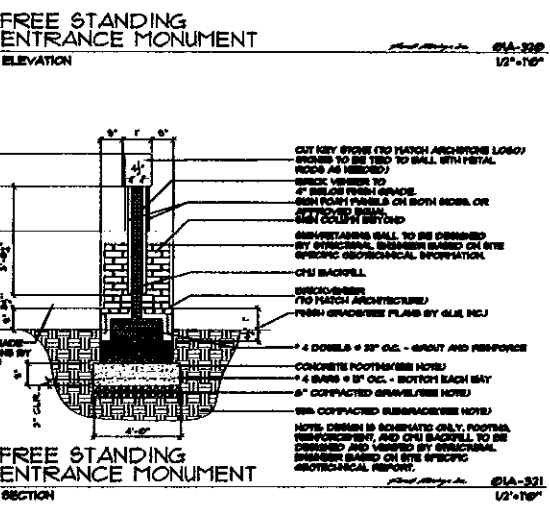
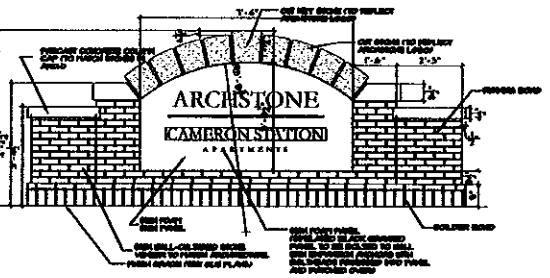
- TEAL, HAZARD STRAIGHT-TOUCH-SENSITIVE
- FREE HAZARD COLOR TO MATCH ARCHITECTURE ACCENT COLOR TEAL
- STANDARD SURFACE FINISH WITH THERMOSTAT TRANSDUCER
- NATURAL WOOD FINISH

NOTE:

1. OR OTHER APPROVED EQUAL

2. SMALL PER MANUFACTURER'S INSTRUCTIONS.

⑤ **①**2/3 PICTORIAL 6/16-325 NTS



MANUFACTURER: DUFOR INC.

SITE PURCHASER:

P.O. BOX 182

PRELIMINARY, PA 15950-0182

OR APPROVED EQUAL.

MODEL: RECEPTACLE 161.30 GALLON ALL-STEEL.

MODEL: 801-80

NOTE: COLOR TO BE BLACK.

⑥ **①**2/3 PICTORIAL 6/16-323 NTS

APPROVED

SPECIAL USE POINT NO. 2000-31

DEPARTMENT OF TRANSPORTATION & DEMONSTRATION SERVICES

SITE PLAN NO. _____

DATE: _____

PROJECT: _____

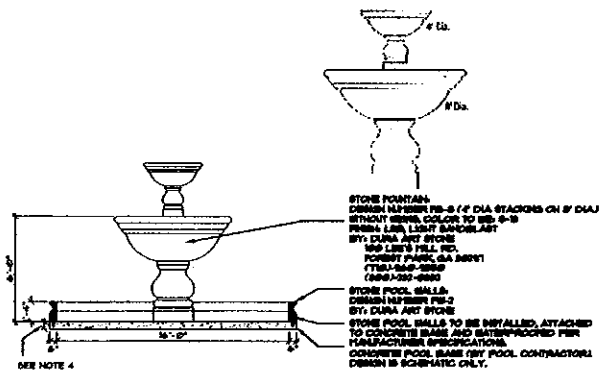
CONTRACTOR: _____

DATE: _____

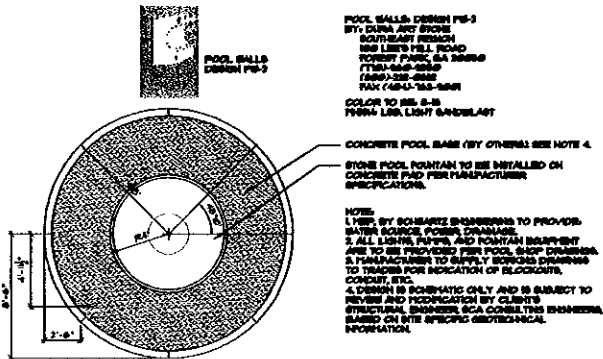
DATE: _____

DRAWINGS ISSUED TO:

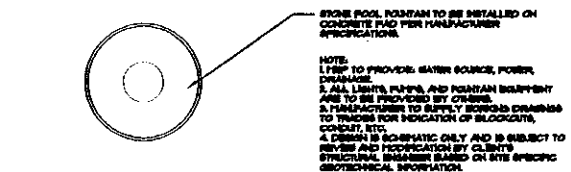
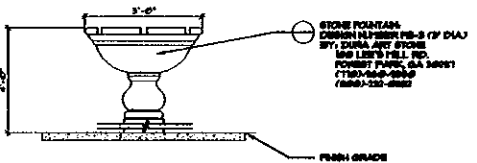
- ASN DEVELOPMENT OFFICE
- ASN PRODUCTION OFFICE
- GENERAL CONTRACTOR



1 ENTRY FOUNTAIN
PLAN AND ELEVATION



©2000-0228
1/4" = 1'-0"



2 EAST COURT FOUNTAIN

©2000-10
2/3" = 1'-0"

LandDesign Inc.
10000 Woodloch Forest Dr. #100
Alexandria, VA 22304
Tel: 703-461-1111 Fax: 703-461-1112

ARCHSTONE

CAMERON STATION
PHASE VI
CITY OF ALEXANDRIA
VIRGINIA

Site Details



APPROVED
SPECIAL USE PERMIT NO. 2000-31
STATEMENT OF PLANNED & ZONING

DIRECTOR DATE

DEPARTMENT OF TRANSPORTATION & CONSTRUCTION SERVICES
SITE PLAN NO.

ISSUED DATE

DATE RECEIVED

PROJECT NO. 2000-013

DATE:

DRAWINGS ISSUED TO:
 ASN DEVELOPMENT OFFICE
 ASN PRODUCTS ICE
 GENERAL CONTRACTOR JR

REVISIONS

NO.	DATE	DESCRIPTION
01-01	01/01/00	Initial Issue
01-02	01/01/00	Revised
01-03	01/01/00	Revised
01-04	01/01/00	Revised
01-05	01/01/00	Revised
01-06	01/01/00	Revised
01-07	01/01/00	Revised
01-08	01/01/00	Revised
01-09	01/01/00	Revised
01-10	01/01/00	Revised
01-11	01/01/00	Revised
01-12	01/01/00	Revised
01-13	01/01/00	Revised
01-14	01/01/00	Revised
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01-18	01/01/00	Revised
01-19	01/01/00	Revised
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01-25	01/01/00	Revised
01-26	01/01/00	Revised
01-27	01/01/00	Revised
01-28	01/01/00	Revised
01-29	01/01/00	Revised
01-30	01/01/00	Revised
01-31	01/01/00	Revised

DATE: 01/01/00
 DES: JR
 SCALE: as shown
 PROJECT/FILE NO. 2000-013
 SHEET NO. 1.04

PLANT LIST

DECIDUOUS TREES

KEY	QTY	BOTANICAL NAME	COMMON NAME	HEIGHT	CALIPER	REMARKS
ARA 1	1	ACER RUBRUM RED BARK MAPLE	AUTUMN PLANE MAPLE	0'-14"	2" - 3"	B/D
BEN 5	5	CERALEA NEGRA HERITAGE	HERITAGE REDDER BIRCH	0'-14"	1" - 2"	B/D MULTI-STORY 3 STEPS MIN. MIN. 1' CAL.
OT 1	1	OLESTRIA TRICANTHOS	MONEY LOCUST	0'-14"	1" - 2"	B/D MULTI-STORY 3 STEPS MIN. MIN. 1' CAL.
PLB 21	21	PLATANUS X ACERIFOLIA BLOODGOOD	BLOODGOOD LONDON PLANETREE	0'-14"	4" MIN	B/D MULTI-STORY 3 STEPS MIN. MIN. 1' CAL.
QIN 2	2	QUERCUS PHELLOS	SKULLON OAK	0'-14"	4" MIN	B/D
ZIV 4	4	ZELKOVA SERBATA VILLAGE GREEN	VILLAGE GREEN ZELKOVA	0'-14"	2 1/2" - 3"	B/D

EVERGREEN TREES

KEY	QTY	BOTANICAL NAME	COMMON NAME	HEIGHT	CALIPER	REMARKS
CB 21	21	X CUPRESSOCYPERUS LEYLANDII	LEYLAND CYPRESS	6'-8"		B/D
IGN 11	11	ILEX V. NELLIE K. STEVENS'	K. STEVENS' HOLLY	6'-8"		B/D
PFO 6	6	PICEA OTZOWKA	NEWMAN SPRUCE	6'-8"		B/D SPECIFEN
PFS 21	21	PRUNUS STROBUS	SAUTE PINE	6'-8"		B/D

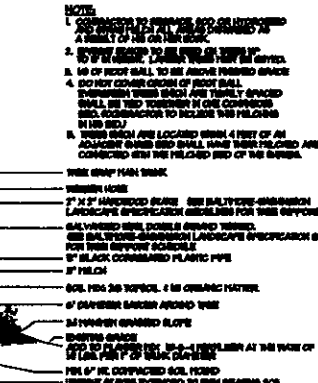
ORNAMENTAL TREES

KEY	QTY	BOTANICAL NAME	COMMON NAME	HEIGHT	CALIPER	REMARKS
CE 8	8	CERATOPHYLLUM JAPONICUM	KATUNATREE	6'-8"	1" - 1 1/2"	B/D
PFB 10	10	PRUNUS BARBATA	SARGENT CHERRY	6'-8"	2" - 3"	DEEP RED FLOWERS B/D
PKY 10	10	PRUNUS YEDOENSIS	YONAH CHERRY	6'-8"	2" - 1 1/2"	VERY LIGHT PINK FLOWERS B/D

Plant Area Coverage Calculation Form

Site Area	Coverage Required	Total Coverage Required
SQ FT	SQ FT	SQ FT
On Site Plant Area Coverage		
Plant Code	Plant Name - Common	Cnt. Coverage (sq ft) Total (sq ft)
BH	Bottle Spruce	40000 40000
CB	Cyprus	40000 40000
IG	Ironwood	40000 40000
IGN	IGN	40000 40000
QIN	QIN	40000 40000
PFB	PFB	40000 40000
PKY	PKY	40000 40000
PFO	PFO	40000 40000
PFS	PFS	40000 40000
ZIV	ZIV	40000 40000
CB	CB	40000 40000
CE	CE	40000 40000
PKY	PKY	40000 40000
PFB	PFB	40000 40000
PFO	PFO	40000 40000
PFS	PFS	40000 40000

Note: Planting to be sponsored to conveyed area. Species to be selected for solar exposure/shade. Location may be adjusted to accommodate that architecture, utilities, and signs.



1 TREE PLANTING ON A SLOPE

PLANT NOTES

- THE PLAN FOR PLANTING LOCATIONS ONLY.
- CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR ALL PLANT MAINTENANCE, INCLUDING BRUSH AND GROUND COVER, AND BARK PANTAR AREA IN A GOOD AND DRY CONDITION, THROUGHOUT THE ONE YEAR GUARANTEE PERIOD.
- ALL DIMENSIONS TO BE TAKEN FROM BACK OF CURB.
- CONTRACTOR SHALL LAY OUT AND CLEARLY MARK ALL PROPOSED IMPROVEMENTS INCLUDED ON THIS PLAN.
- CONTRACTOR IS RESPONSIBLE FOR CONTACTING THE UTILITY PRIOR TO BEGINNING CONSTRUCTION FOR LOCATION OF ALL UTILITY LINES. THESE SHALL BE LOCATED A MINIMUM OF 8 FT FROM GROUNDWATER CONNECTIONS. CONTRACTOR SHALL BE LIABLE FOR DAMAGES TO ANY AND ALL PUBLIC OR PRIVATE UTILITIES.
- QUANTITIES AS SHOWN ON THIS PLAN SHALL GOVERN OVER PLANT LIST QUANTITIES. CONTRACTOR TO VERIFY PLANT LIST TOTALS WITH QUANTITIES SHOWN ON PLANS. LANDSCAPE ARCHITECT SHALL BE ALERTED BY CONTRACTOR OF ANY DISCREPANCIES PRIOR TO FINAL BID NEGOTIATION. UNIT PRICES FOR ALL MATERIAL SHALL BE SUPPLIED TO THE OWNER AT SECOND TRY.
- ALL MATERIALS SHALL BE SUBJECT TO APPROVAL BY THE LANDSCAPE ARCHITECT. OWNER SHALL RECEIVE TAG FROM EACH PLANT SPECIES AND A LIST OF PLANT SUPPLIERS. SHOW ANY PREFERENCES AND CHOICES FROM THE PLANT LIST. THE PLANTS LISTED SHALL BE THE NORMAL PREFERRED FOR THE VARIETY FOR THE AMERICAN STANDARD FOR NURSERY STOCK, LATEST EDITION, PUBLISHED BY THE AMERICAN ASSOCIATION OF HORTICULTURISTS (AAH). PLANTS SHALL BE FISHED PRIOR TO DELIVERY ONLY UPON THE APPROVAL OF THE LANDSCAPE ARCHITECT.
- SHADE TREES ARE PLANTED IN ROWS, THEY SHALL BE SPACED IN ROWS AND SHAPE.
- SHADE SPECIFIED IN THE PLANT LIST ARE PRESENT TO BE ON THE PLANTS ARE TO BE ADDED. FAILURE TO PRESENT PRESENT SITE ON ANY PLANT WILL RESULT IN REJECTION OF THAT PLANT.
- ALL PLANTS SHALL BE HEALTHY, DISEASE, HEALTHY, VIGOROUS, WELL BRANCHED, FREE OF DISEASE, INSECT DAMAGE AND LAWN, AND SHALL HAVE ADEQUATE ROOT SYSTEMS.
- ALL CONTAINER GROWN MATERIAL SHALL BE HEALTHY, VIGOROUS, WELL ROOTED PLANTS AND BRANCHED IN THE CONTAINER IN SUCH THEY ARE SOLD. THE PLANTS SHALL HAVE TOPS WHICH ARE GOOD QUALITY AND ARE IN A HEALTHY GROWN CONDITION.
- GROUPS OF TREES SHALL BE PLACED IN A CONTINUOUS FELCH WITH SMOOTH CONTINUOUS LINES. ALL FELCH AND BED EDGES SHALL BE CONVEYANER IN SHAPE FOLLOWING THE COURSE OF THE PLANT NAME. TREES LOCATED WITHIN FOUR FEET OF BEDS SHALL BE PLANTED IN SHARP BAYE FELCH BED.
- NO EXISTING TREES SHALL BE REMOVED WITHOUT WRITTEN AUTHORIZATION FROM THE OWNER. EXCEPT WHERE NOTED ON PLANS. NO BRUSHING SHALL OCCUR WITHIN TREE AREAS.
- TREES SHALL BE LOCATED A MINIMUM OF 8 FT FROM WALLS AND BUILDINGS WITHIN THE PROJECT. IF CONFLICTS ARISE BETWEEN THE PLANTING AREAS AND THE PROPERTY BOUNDARIES, THE CONTRACTOR SHALL CONTACT THE ARCHITECT TO RELOCATE THE TREES TO THESE SUCH CONFLICTS TOOK TO THE OWNER OR LANDSCAPE ARCHITECT WILL RESULT IN CONTRACTORS LIABILITY TO RELOCATE MATERIALS.
- LARGE GROWING PLANTS ARE NOT TO BE PLANTED IN FRONT OF WINDOWS, UNDER BUILONS, OVERHANGS, OR IN DRAINAGE DRAINS.
- CONTRACTOR TO GENTLY ADJUST PLANT LOCATIONS IN THE FIELD AS NECESSARY TO BE CLEAR OF DRAINAGE SYSTEMS AND UTILITIES. FORWARD PLANTING BEDS SHALL BE GROUDED SO AS TO NOT IMPIDE DRAINAGE AWAY FROM BUILDINGS.
- TREE STAKES AND SUPPORTS SHALL BE DONE PER DETAILS. CONTRACTOR SHALL INSURE THAT TREES REMAIN VERTICAL AND STABLE FOR THE DURATION OF THE GUARANTEE PERIOD.
- ALL TREE PITS SHALL BE PREPARED AND PREPARED PLANTING BEDS ARE TO BE COMPLETELY DEGRADED IN ACCORDANCE WITH THE PLANTING DETAILS.
- FELCH IS TO BE BRANCHED HARDWOOD BARK FOR TREES AND BRUSHES.
- CROWN OF ROOT BALL SHALL BE HIGHER (AFTER SETTLING) THAN ADJACENT SOIL.
- TAPS AND VENE ARE TO BE REMOVED AND ENLAP IS TO BE ROLLED BACK ONE-TWPO ON ALL B/D PLANT MATERIAL.
- BUSHES SHALL BE TRANSLARILY SPACED AT SPACING SHOWN ON PLANTING PLANS.
- SHADE TREES ABOVE SHALL BE PLANTED FROM THE CROWN OF THE ROOT BALL TO THE TOP OF MATURE GROWN. SPACING SHALL BE PREPARED TO THE END OF BRANCHED BUSHES AROUND THE CROWN FROM THE CENTER OF THE TREE. TREES SHALL BE PLANTED TO INCLUDE ANY BRANCHES, BRUSHES, AND TRUNKS SHALL BE FREE OF 1/2" BRUSHES THAT COULD BE POINTS OF DAMAGE TO OTHER TREES OR CROWN.
- OWNER HEREBY SHALL BE RESPONSIBLE FOR THE GROUND TO THE AVERAGE HEIGHT OF THE TOP OF THE PLANT. BRUSH SHALL BE REMOVED TO THE END OF BRANCHED BUSHES AROUND THE 60% H2O PANTS. BRUSHINGS ARE NOT TO INCLUDE ANY BRANCHING.
- ALL DIMENSIONS OF PLANT MATERIAL ARE TO BE MEASURED IN ENTIRETY TO THE LANDSCAPE ARCHITECT AND APPROVED IN WRITING BY THE OWNER. FAILURE TO OBTAIN SUBSTITUTION APPROVAL IN WRITING MAY RESULT IN LIABILITY TO THE CONTRACTOR.
- ALL CONTRACTORS SHALL BE RESPONSIBLE TO COMPLETELY REMOVE ALL TRUNK, BRUSH AND EXCESS MATERIALS FROM THE JOB SITE AND THE PROPERTY ESPECIALLY AT ALL CURBS, STAKES AND BARRIER/DUALY CURBS INSTALLATION.
- DEAD PLANTS ARE TO BE REMOVED FROM THE JOB BY THE CONTRACTOR IMMEDIATELY. CONTRACTOR SHALL MAINTAIN AN UPDATED, COMPREHENSIVE LIST OF ALL DEAD MATERIALS, REMOVED AND PRESENT A COPY OF THE LIST TO THE OWNER AT THE END OF EVERY FORTH DURING THE CONTRACT PERIOD.
- CONTRACTOR SHALL BE RESPONSIBLE TO REBRACE, HYDRO-SEED, SPRAY FELCH, AND TACK. ALL LAWN AREAS DAMAGED AS THE RESULT OF HIS WORK.
- CONTRACTOR SHALL GUARANTEE ALL LANDSCAPE IMPROVEMENTS INCLUDING BRUSHES FOR ONE YEAR. IF THE YEAR AS REQUIRED BY THE SPECIFICATIONS, CONTRACTOR MAY CONTACT THE OWNER AT LEAST 30 DAYS IN ADVANCE TO OBTAIN ACCEPTANCE BY THE OWNER. CONTRACTOR MAY REPLACE ALL DEAD OR UNACCEPTABLE PLANTS DURING THE FOLLOWING RECOMMENDED PLANTING SEASONS.
- THE SPECIFICATIONS FOR ALL WORK INCLUDED IN THIS CONTRACT SHALL BE MD-DC-VA LANDSCAPE CONTRACTORS ASSOCIATION LANDSCAPE SPECIFICATION SCHEDULE, CURRENT EDITION, UNLESS OTHERWISE NOTED ON THESE PLANS.
- SOIL PEX FOR PLANTING SHALL CONSIST OF 3/8 TOPSOIL, 1/2 ORGANIC MATTER.
- ALL DECIDUOUS TREES SHALL BE LEASED UP TO A HEIGHT OF 8' WHEN PLANTED TO IMPROVE SITE VISIBILITY ON SITE.

Land Design Inc.
1115 North...
703-271-1000

ARCHSTONE

CAMERON STATION
PHASE VI
CITY OF ALEXANDRIA
VIRGINIA

Plant List, Coverage
Calculation,
and Details

REVISIONS

NO.	DATE	DESCRIPTION

DATE: _____

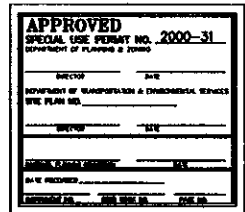
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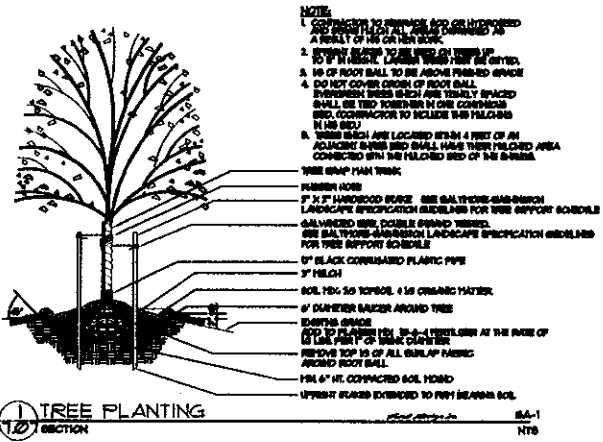
- ASN DEVELOPMENT OFFICE
- ASN PRODUCTION OFFICE
- GENERAL CONTRACTOR

CITY OF ALEXANDRIA
STREET TREE PLANTING

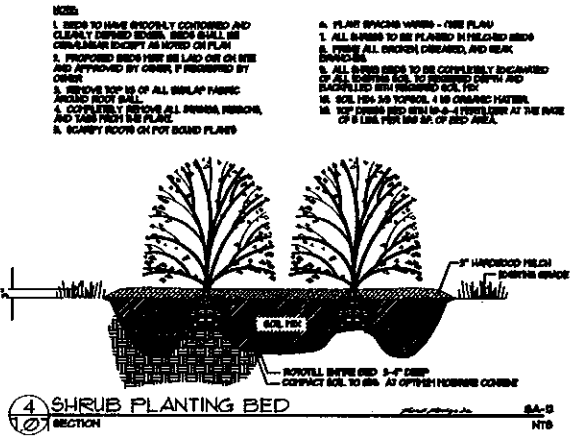


BA-024
NTB

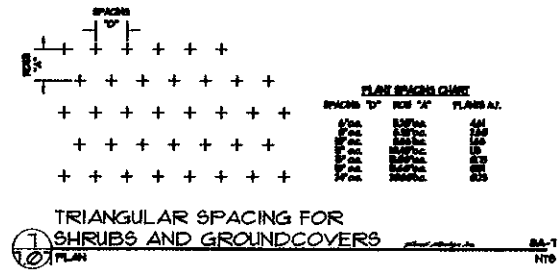




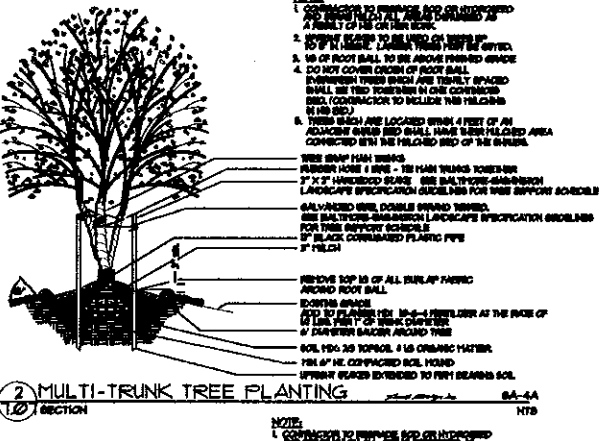
1 TREE PLANTING SECTION SA-1 NTS



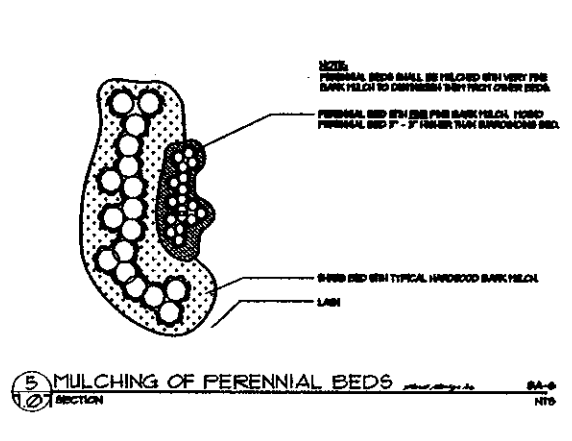
4 SHRUB PLANTING BED SECTION SA-10 NTS



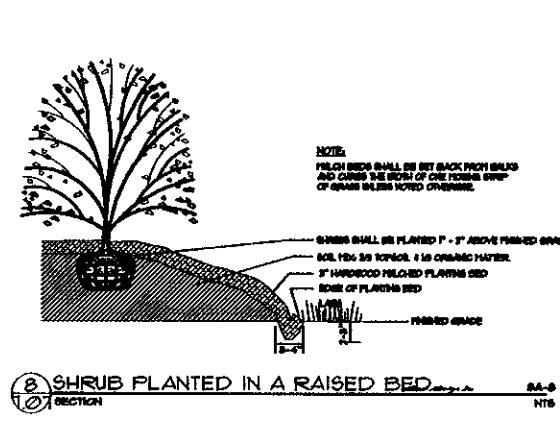
10 TRIANGULAR SPACING FOR SHRUBS AND GROUNDCOVERS PLAN SA-1 NTS



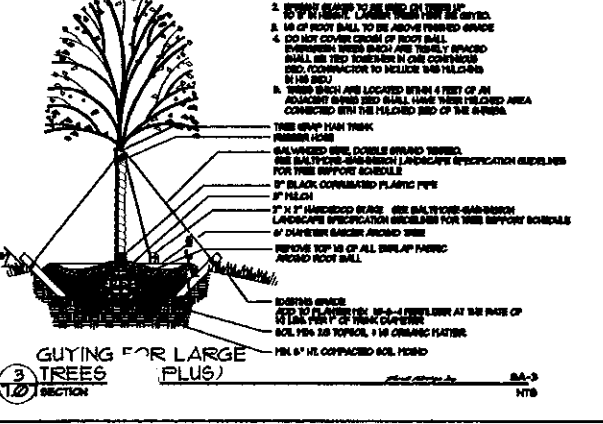
2 MULTI-TRUNK TREE PLANTING SECTION SA-4A NTS



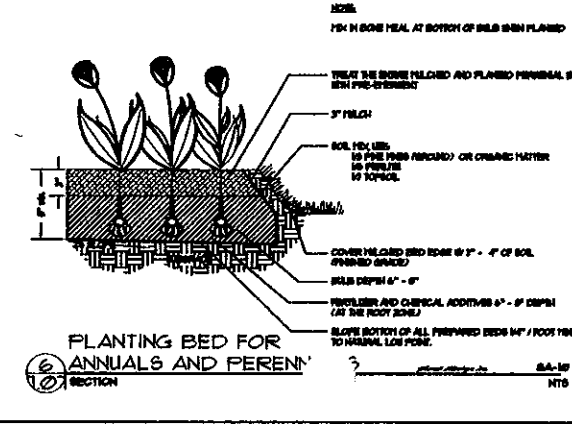
5 MULCHING OF PERENNIAL BEDS SECTION SA-9 NTS



8 SHRUB PLANTED IN A RAISED BED SECTION SA-8 NTS



3 GUYING FOR LARGE TREES SECTION SA-3 NTS



6 PLANTING BED FOR ANNUALS AND PERENNIALS SECTION SA-10 NTS

APPROVED
SPECIAL USE PERMIT NO. 2000-31
DEPARTMENT OF PLANNING & ZONING

DATE RECORDED: _____

DATE: _____

DATE: _____

DRAWINGS ISSUED TO:
 ASN DEVELOPMENT OFFICE
 ASN PRODUCTIVE ICE
 GENERAL CONT. R



LandDesign, Inc.
 Landscape Architecture
 1000 North ...
 Alexandria, VA 22314-1111

ARCHSTONE

CAMERON STATION
 PHASE VI
 CITY OF ALEXANDRIA
 VIRGINIA

Planting Details

REVISIONS

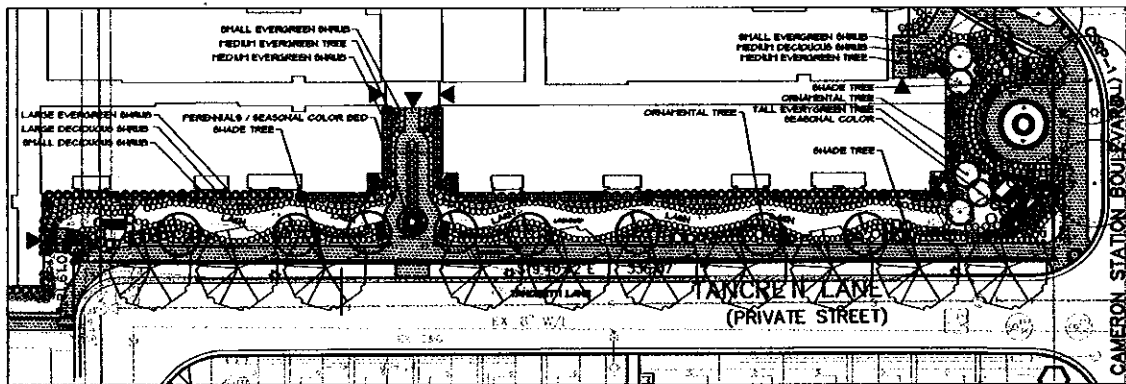
NO.	DATE	DESCRIPTION

DATE: _____

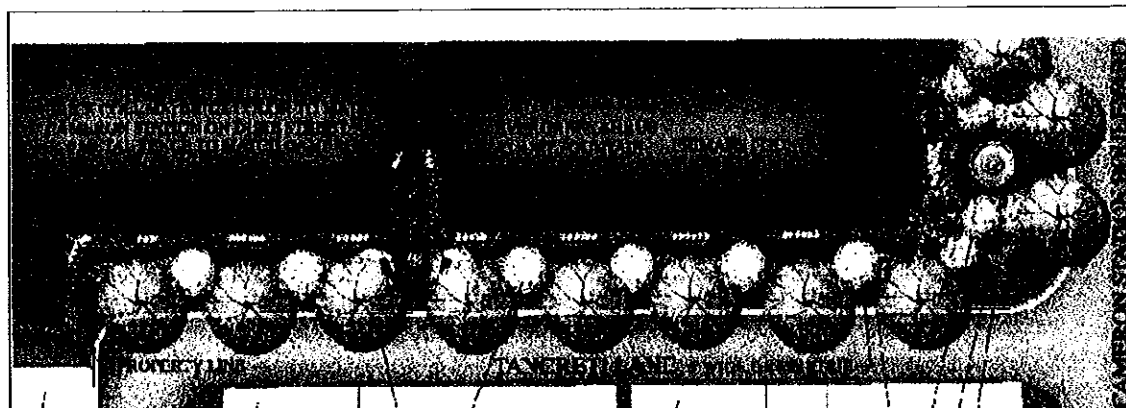
SCALE: _____

PROJECT/FILE NO. _____

SHEET NO. _____



1
1.00 TANCRETI LANE CONCEPTUAL LANDSCAPE PLAN



2
1.00 TANCRETI LANE ILLUSTRATIVE PLAN



SCALE: 1"=20'



APPROVED	
SPECIAL USE PERMIT NO. 2000-31	
DEPARTMENT OF PLANNING & DESIGN	
DATE:	BY:
DEPARTMENT OF TRANSPORTATION & INFRASTRUCTURE SERVICES	
DATE:	BY:
DATE RECORDED:	
RECORDED BY:	FILE NO.:



ARCHSTONE

EXHIBIT C: TANCRETI LANE

LDI # 2000073
DATE 01-31-01

AS CONTAINED IN FEBRUARY 2001 EXECUTED AGREEMENT WITH TANCRETI LANE RESIDENTS

2
1.00 TANCRETI LANE ILLUSTRATIVE PLAN
THIS GRAPHIC IS CREATED FOR ILLUSTRATIVE PURPOSES ONLY AND MAY NOT BE USED FOR CONSTRUCTION.

DATE:

DRAWINGS ISSUED TO:

- ASN DEVELOPMENT OFFICE
- ASN PRODUCTION OFFICE
- GENERAL CONTRACTOR

LandDesign Inc.
1100 West Street, Suite 200
Alexandria, VA 22304
Tel: 703-998-7777
Fax: 703-998-7778

ARCHSTONE


CAMERON STATION
PHASE VI
CITY OF ALEXANDRIA
VIRGINIA

Tancreti Lane
Conceptual
Landscape Plan

REVISIONS

DATE: 1-31-01
DES. J. DWL. J.
SCALE: P-01P
PROJECT/FILE NO. 2000073
SHEET NO. L-100

 1 STY. CLUBHOUSE

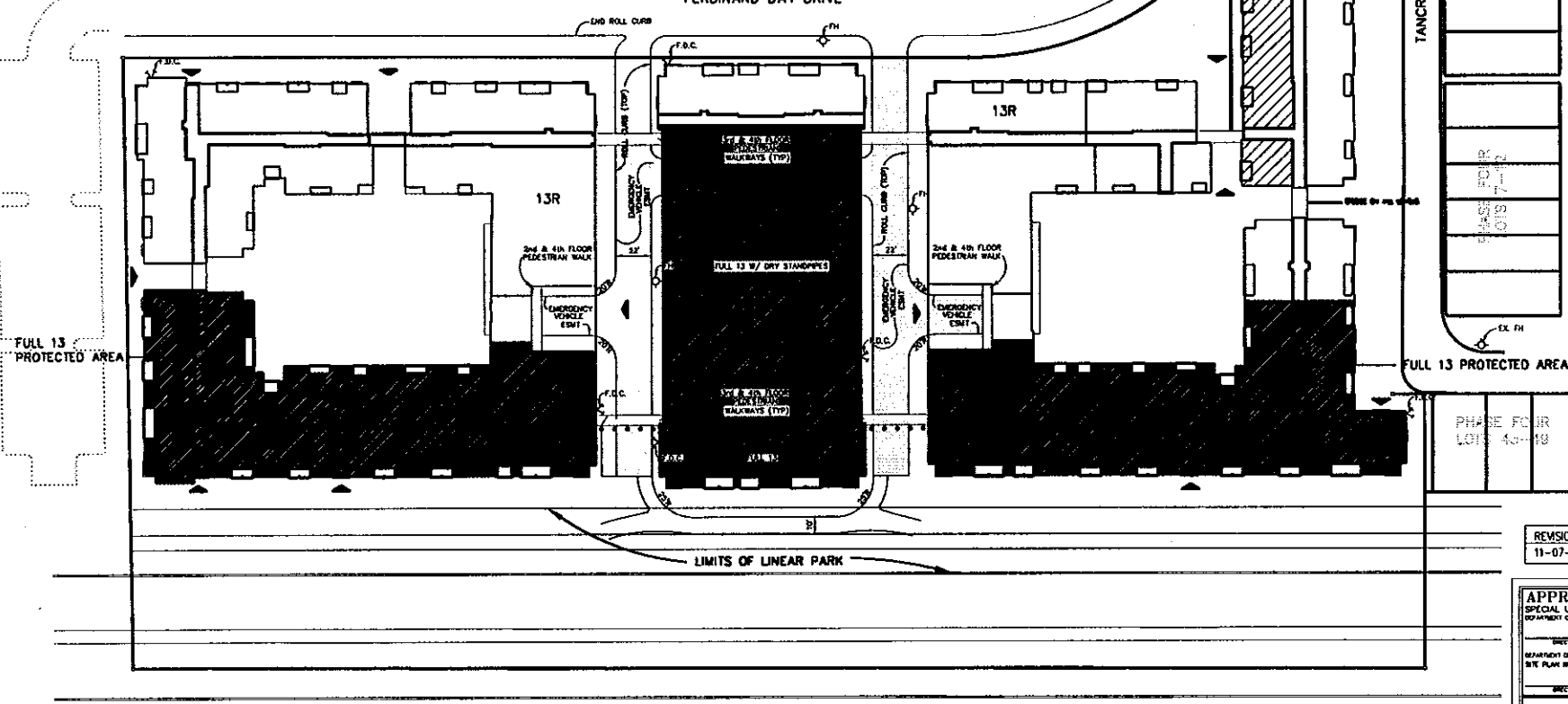
 FULL 13 SPRINKLED

ALL OF CLUBHOUSE WILL BE
FULL 13 SPRINKLED
ALL OTHER BUILDINGS ARE 13R RATED

CAMERON STATION BLVD.

FERDINAND DAY DRIVE

TANCRET LANE



REVISION
11-07-01 STAFF COMMENTS

APPROVED	
SPECIAL USE PERMIT NO. 2000-0031	
DEPARTMENT OF PLANNING & ZONING	
DIRECTOR	DATE
DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES	
SITE PLAN NO.	
DIRECTOR	DATE
SPECIAL USE PERMIT NO.	
DATE RECEIVED	
PERMIT NO.	NOV 2000
FILE NO.	7346 01

CAMERON STATION

A Development of Archstone Communities Trust

FIRE CODE & PROTECTION PLAN



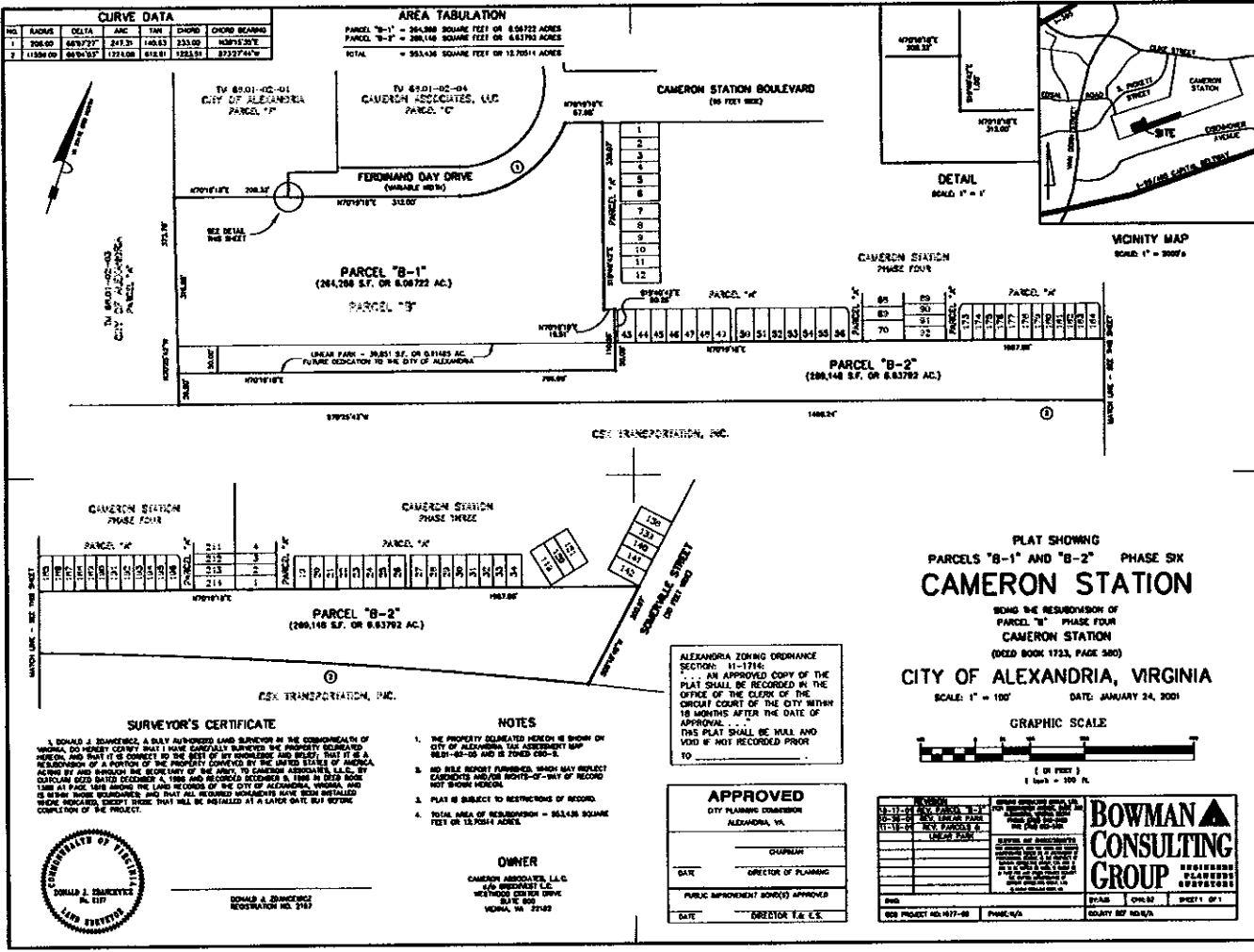
KMP
KIMBERLY M. PETERSON
REGISTERED PROFESSIONAL ENGINEER
NO. 14380
RENEWED 08/16/04

DATE: _____

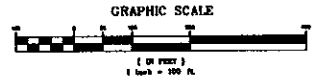
DRAWINGS ISSUED TO:
 ASN DEVELOPMENT OFFICE
 ASN PRODUCTION OFFICE
 GENERAL CONTRACTOR

LINEAR PARK AREA TABULATION ADJACENT TO

PHASE 3	36,166 SQUARE FEET	0.83026 AC. (APPROX.)
PHASE 4	62,564 SQUARE FEET	1.43627 AC. (APPROX.)
PHASE 6	39,651 SQUARE FEET	0.91483 AC.
TOTAL	138,381 SQUARE FEET	3.18138 AC.



PLAT SHOWING
 PARCELS "B-1" AND "B-2" PHASE SIX
CAMERON STATION
 BEING THE RESUBDIVISION OF
 PARCEL "B" PHASE FOUR
 CAMERON STATION
 (DEED BOOK 1723, PAGE 580)
 CITY OF ALEXANDRIA, VIRGINIA
 SCALE: 1" = 100' DATE: JANUARY 24, 2001



ALEXANDRIA ZONING ORDINANCE
 SECTION 11-1716:
 ... AN APPROVED COPY OF THE
 PLAT SHALL BE RECORDED IN THE
 OFFICE OF THE CLERK OF THE
 CIRCUIT COURT OF THE CITY WITHIN
 18 MONTHS AFTER THE DATE OF
 APPROVAL ...
 THIS PLAT SHALL BE NULL AND
 VOID IF NOT RECORDED PRIOR
 TO _____

APPROVED
 CITY PLANNING COMMISSION
 ALEXANDRIA, VA.
 CHAIRMAN _____
 DIRECTOR OF PLANNING _____
 PUBLIC IMPROVEMENT BOARD APPROVED _____
 DIRECTOR T. & L. E. _____

BOWMAN CONSULTING GROUP
 PROFESSIONAL ENGINEERS
 ARCHITECTS

DATE: _____
 PROJECT NO. 1077-05
 SHEET NO. 1077-05-001

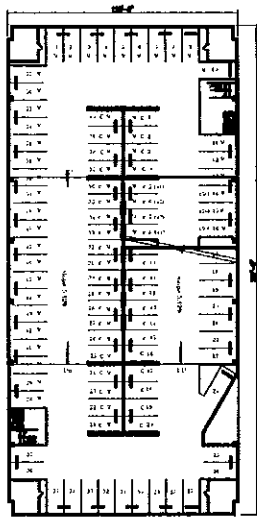
SURVEYOR'S CERTIFICATE
 I, DONALD J. ZIMMERMAN, A duly licensed land surveyor in the Commonwealth of Virginia, do hereby certify that I have carefully surveyed the property described herein, and that it is correct to the best of my knowledge and belief; that it is a subdivision of a portion of the property conveyed by the United States of America, acting by and through the Secretary of the Army, to Cameron Associates, LLC, by Deed Book 1723, Page 580, and recorded in Deed Book 1723, Page 580, and that all necessary requirements and that all required monuments have been installed where indicated, except those that will be installed at a later date but before completion of the project.

OWNER
 CAMERON ASSOCIATES, LLC
 c/o WOODSIDE, LLC
 WESTWOOD GREEN DRIVE
 SUITE 600
 MANASSAS, VA 22120

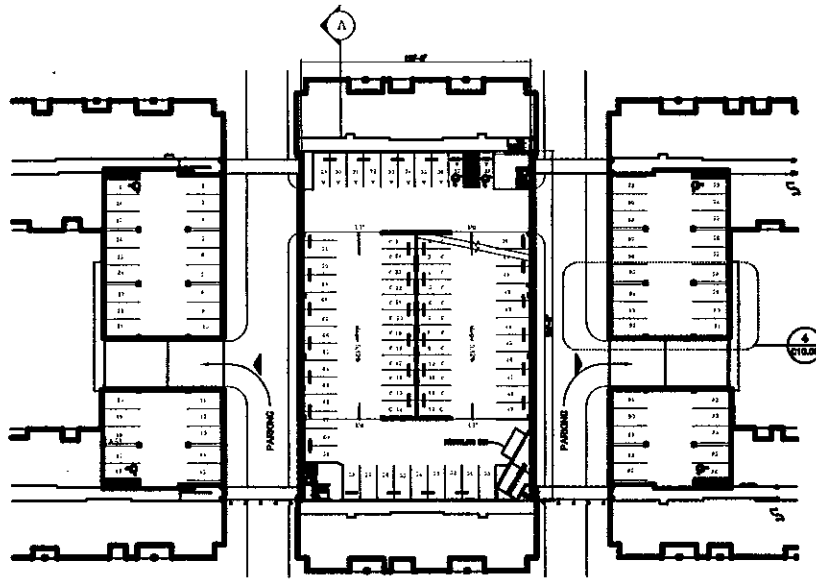


APPROVED
 SPECIAL USE PERMIT NO. 2000-0031
 (REVISIONS OF PLANS AND ZONING)

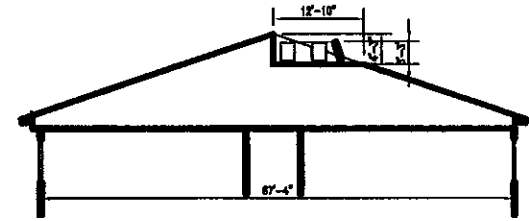
DESIGNED BY _____
 CHECKED BY _____
 DATE: FEB. 8, 2002
 FILE NO. 1077-D-CP-001



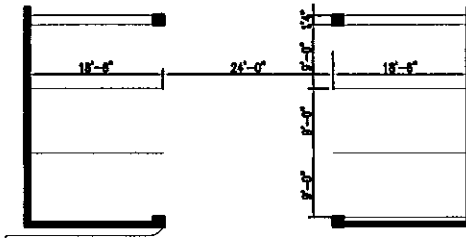
basement 104
(7 under ramp)



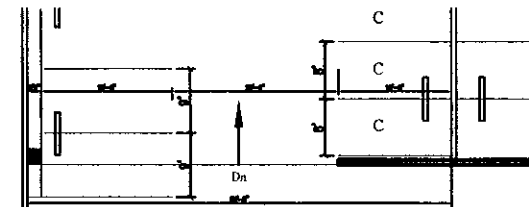
1st floor 123



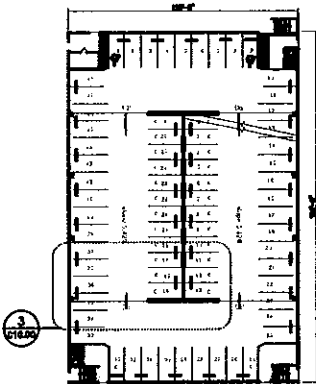
5 DETAIL TYP. ROOF A.C.
1" = 8'-0"



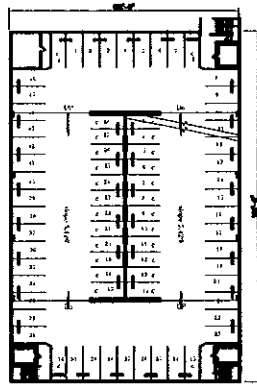
4 DETAIL PARKING STRUCTURE
1" = 8'-0"



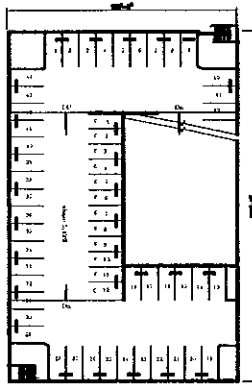
3 DETAIL PARKING STRUCTURE
1" = 8'-0"



2nd - 4th floor 74



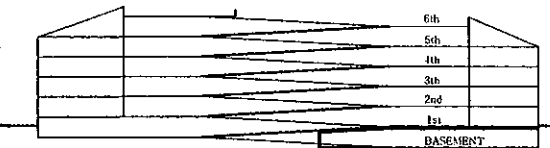
5th floor 74



6th floor 56

CAMERON STATION A Development of Archstone Communities Trust			
PARKING STRUCTURE			
LEVEL	COMPACT	STAND.	TOTAL
BASEMENT	44	60	104
1st FLOOR	24	99	123
2nd FLOOR	26	48	74
3rd FLOOR	26	48	74
4th FLOOR	26	48	74
5th FLOOR	26	48	74
6th FLOOR	12	44	56
TOTAL			579

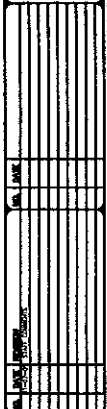
1 PARKING STRUCTURE PLANS
1" = 30'-0"



2 PARKING STRUCTURE SECTION A
1" = 30'-0"

- NOTES:
- ALL STANDARD SPACES ARE 8'x16.5' IN DIMENSIONS (ALL OTHER SPACE NOT DENOTED AS 'C' OR 'D' SHALL BE STANDARD SPACES)
 - ALL COMPACT SPACES ARE 5'x11' IN DIMENSIONS (DENOTED AS 'C')
 - ALL HANDICAPPED SPACES ARE 8'x16.5' MINIMUM WITH ISLE WIDTHS OF 5' OR 8' WHEN VAN ACCESSIBLE. (DENOTED WITH HANDICAPPED SYMBOLS)
 - V-DENOTES VISITOR SPACES

APPROVED	
SPECIAL USE PERMIT NO.	2000-0031
DEPARTMENT OF PLANNING & ZONING	
DATE:	
REMARKS:	
DATE REVISION:	
BY:	
DATE:	



K M + P
ARCHITECTURE LAND PLANNING
ARCHITECTS PLANNERS ENGINEERS

CAMERON STATION
City of Alexandria
A Development of
ARCHSTONE COMMUNITIES TRUST

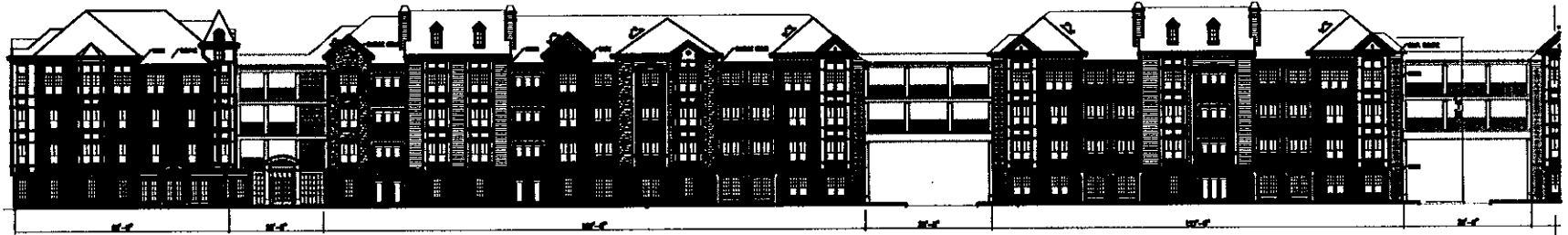
DATE:	
REVISION:	
DATE:	

CONTRACT NO.
C 10.00

02

H:\1077-05\engr\DWGS\ARCH\2000\0014a40.dwg, 02/11/2002 05:34:34 PM, JRector

DATE: 11/20/02 11:58 AM BY: JRECTOR



2b NORTH ELEVATION
1/16"=1'-0"



2a NORTH ELEVATION
1/16"=1'-0"



1 EAST ELEVATION
1/16"=1'-0"

APPROVED			
SPECIAL USE PERMIT NO. 2000-0031			
DEPARTMENT OF PLANNING & ZONING			
DATE:	DATE:		
DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES			
USE PLAN NO. _____			
DATE:	DATE:		
SPECIAL PLANNED DISTRICT _____ DATE _____			
DATE RECORDED _____			
PERMIT NO. _____	OVER BOOK NO. _____	PAGE NO. _____	



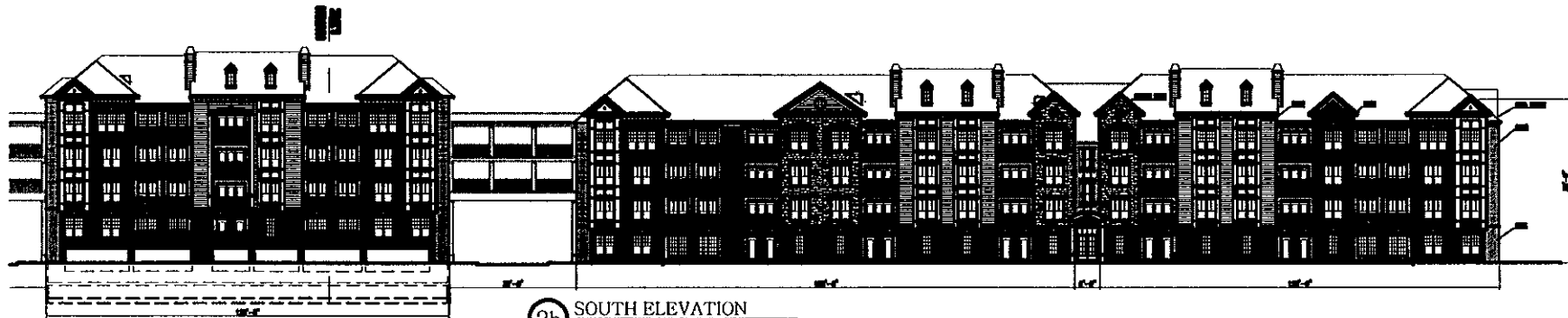
ARCHITECTURE LAND PLANNING
KM+P
 ARCHITECTURE LAND PLANNING
 1400 W. MARKET STREET, SUITE 100
 ALEXANDRIA, VA 22304
 PHONE: 703.835.8800
 FAX: 703.835.8801
 WWW.KMPP.COM

CAMERON STATION
 City of Alexandria
 A Development of
 ARCHSTONE COMMUNITIES TRUST

SHEET NO. 11
 TOTAL SHEETS 11
 DATE: 11/20/02
 BY: JRECTOR
 CHECKED BY: JRECTOR
 APPROVED BY: JRECTOR
 SCALE: AS SHOWN
A11.00

DATE: 04/11/2002 05:47:04 PM, JReactor

H:\1077-05\eng\DWGS\ARCH\2000\0014a41.dwg, 02/11/2002 05:47:04 PM, JReactor



2b SOUTH ELEVATION
1/16"=1'-0"

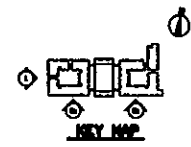


2a SOUTH ELEVATION
1/16"=1'-0"



1 WEST ELEVATION
1/16"=1'-0"

APPROVED	
SPECIAL USE PERMIT NO. 2000-0031	
DEPARTMENT OF PLANNING & ZONING	
DATE:	_____
LOCATION:	_____
PROJECT:	_____
APPLICANT:	_____
ENTRY DATE:	_____
EXPIRES:	_____



DATE:	_____
SCALE:	_____
PROJECT:	_____
LOCATION:	_____
APPLICANT:	_____
ENTRY DATE:	_____
EXPIRES:	_____

KM+P
ARCHITECTURE LAND PLANNING
ARCHITECTURE LAND PLANNING
ARCHITECTURE LAND PLANNING

CAMERON STATION
City of Alexandria
A Development of
ARCHSTONE COMMUNITIES TRUST

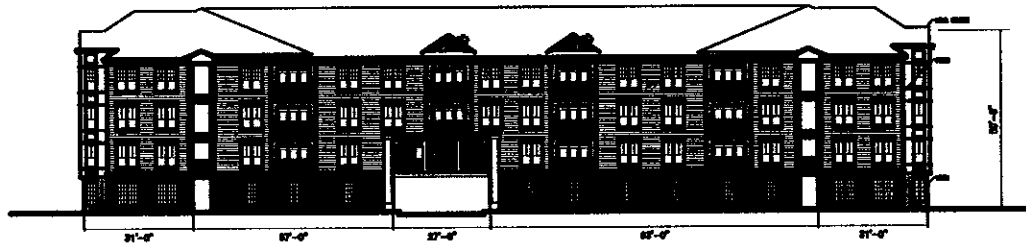
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② ELEVATION I
1/16"=1'-0"



① ELEVATION H
1/16"=1'-0"

APPROVED	
SPECIAL USE PERMIT NO. 2000-0031	
DEPARTMENT OF PLANNING & ZONING	
SECTION _____	DATE _____
DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES	
DATE RECORDED _____	DATE _____
DEPARTMENT OF PUBLIC WORKS	
DEPARTMENT NO. _____	DEPT. BOOK NO. _____
_____	PAGE NO. _____



KM+P
ARCHITECTURAL LAND PLANNING
1000 W. 10th St., Suite 100
Alexandria, VA 22304
Tel: 703-835-1100
Fax: 703-835-1101
www.km+p.com

CAMERON STATION
City of Alexandria
A Development of
ARCHSTONE COMMUNITIES TRUST

PROJECT NO. _____
DATE _____
SCALE _____
DRAWN BY _____
CHECKED BY _____
APPROVED BY _____

A11.02



2 PARKING STRUCTURE - WEST ELEVATION
1/16" = 1'-0"



1 PARKING STRUCTURE - EAST ELEVATION
1/16" = 1'-0"

APPROVED
 SPECIAL USE PERMIT NO. 2000-0031
 DEPARTMENT OF PLANNING & ZONING

DIRECTOR _____ DATE _____

DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES
 SITE PLAN NO. _____

DIRECTOR _____ DATE _____

CHAIRMAN, PLANNING COMMISSION _____ DATE _____

DATE RECEIVED _____

PERMIT NO. _____ FIELD BOOK NO. _____ PAGE NO. _____



KEY MAP

KM+P
 ARCHITECTURE LAND PLANNING
 1000 EAST BROADWAY SUITE 1000
 ALEXANDRIA, VA 22304
 PHONE: 703.547.8800
 FAX: 703.547.8801

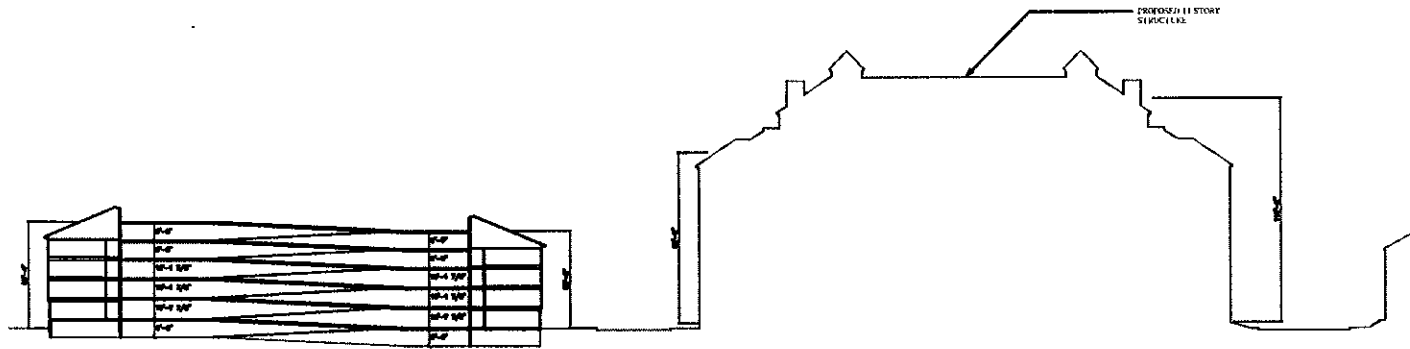
CAMERON STATION
 City of Alexandria
 A Development of
 ARCISTONE COMMUNITIES TRUST

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NO. 112	NO.
NO. 113	NO.
NO. 114	NO.
NO. 115	NO.
NO. 116	NO.
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NO. 118	NO.
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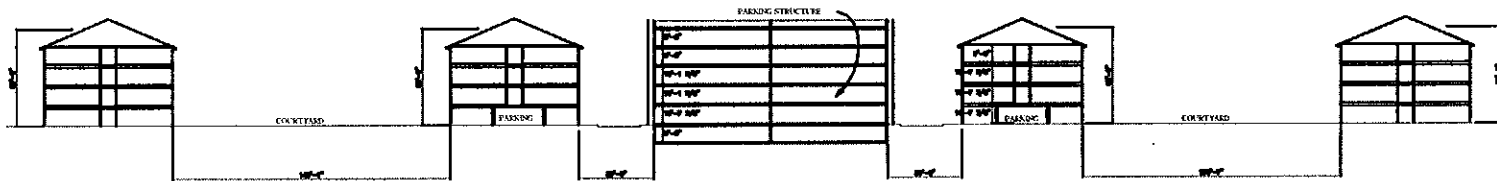
NO. **A11.03**

33

Scale: 1/16" = 1'-0" (SEE PLAN FOR DIMENSIONS)

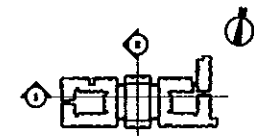


2 SECTION
1"=30'-0"



1 SECTION
1"=30'-0"

PROPOSED USE PLUMBING NO. 200011-03	
COMPLIANCE OF PLUMBING & SEWER	
DATE:	BY:
DEPARTMENT OF TRANSPORTATION & AIRPORTS, SEWER	
PER PLAN NO.	
OWNER:	SITE:
PROJECT NAME/ADDRESS:	
FILE NUMBER:	
DESIGNER:	DATE:



KEY PLAN

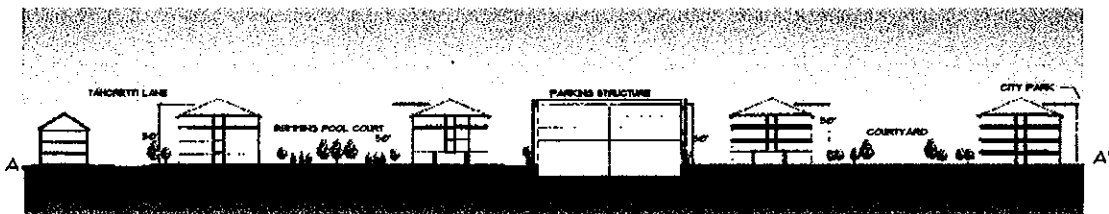
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K M + P
ARCHITECTURAL & PLANNING

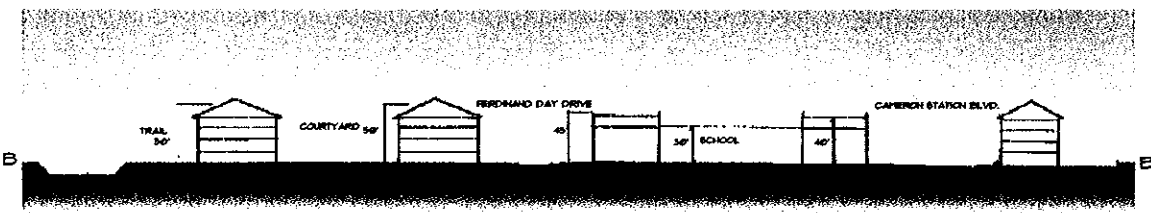
CAMERON STATION
City of Alexandria
A Development of
ARCHSTONE COMMUNITIES TRUST

A12.00



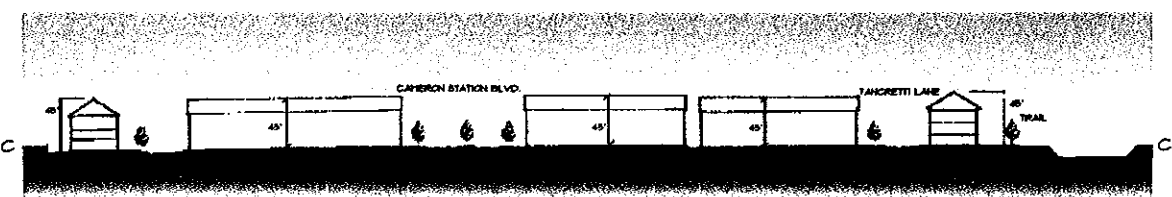
SECTION A-A'

SCALE: 1" = 50'-0"



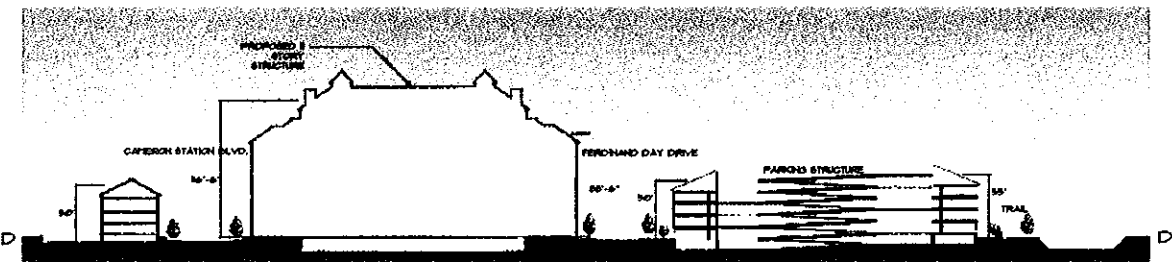
SECTION B-B'

SCALE: 1" = 50'-0"



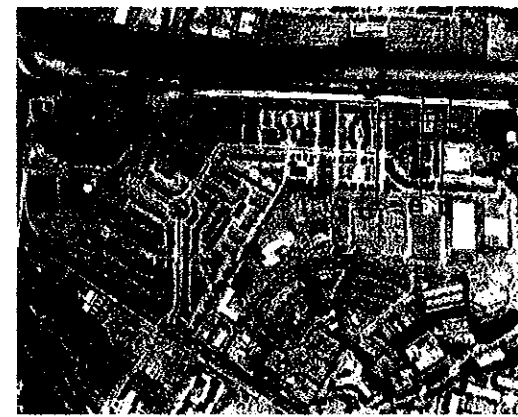
SECTION C-C'

SCALE: 1" = 50'-0"



SECTION D-D'

SCALE: 1" = 50'-0"



SCALE: 1" = 500'-0"

APPROVED	
SPECIAL USE PERMIT NO. 2000-21	
DEPARTMENT OF PLANNING & ZONING	
DATE:	SITE:
DEPARTMENT OF TRANSPORTATION & PARATRAFFIC SERVICES	
SITE PLAN NO.:	
ISSUED:	SITE:
DATE RECEIVED:	SITE:
PERMIT NO.:	DATE:

DATE:

- DRAWINGS ISSUED TO:
- ASN DEVELOPMENT OFFICE
 - ASN PRODUCTIVE ICE
 - GENERAL CONT. JR

LandDesign Inc.
 Landscape Architecture
 11111 Lee Blvd., Suite 100
 Fairfax, VA 22030
 Phone: 703-261-1234
 Fax: 703-261-1235



CAMERON STATION
 PHASE VI
 CITY OF ALEXANDRIA
 VIRGINIA

Site
Contextual Plan
(SECTION)

REVISIONS

NO.	DATE	DESCRIPTION

DATE: 04/08/01	DES.:	DRAW.:
SCALE: AS SHOWN	PROJECT/FILE NO.:	DRAWING NO.:
SHEET NO.:	TOTAL SHEETS:	CALC.:

#7-A. DSKP 2000-0031
#7-B. SUP 2000-0085

McGuireWoods LLP
1750 Tysons Boulevard
Suite 1800
McLean, VA 22102-4215
Phone: 703.712.5000
Fax: 703.712.5050
www.mcguirewoods.com

Jonathan P. Rak
Direct: 703.712.5411

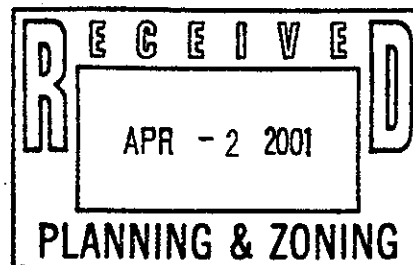
McGUIREWOODS

jrak@mcguirewoods.com
Direct Fax: 703.712.5231

March 16, 2001

HAND DELIVERED

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



Special Use Permit #2000-0031; Archstone - Cameron Station

Dear Eileen:

Thank you for transmitting the draft conditions for the Archstone development special use permit last Friday. Having an opportunity to review the proposed conditions in advance of the final staff report helps us understand the issues and allows us to communicate our concerns.

The Archstone team is reviewing the draft conditions in detail to determine which conditions are feasible and we look forward to meeting with you next week. We will, of course, strive to comply with these conditions to the extent possible. Prior to these discussions, we believe it is important to present our perspective on how the review process has evolved.

The pre-filing meeting for this development was held in April 2000. The application was filed in June 2000. Since the filing, we have had at least 10 meetings with staff and received 3 sets of written comments. The most recent comments preceding the current conditions were contained in a memo dated January 12, 2001. Each set of comments added new requirements.

In response to the staff comments received over the last year, the plan has been revised 6 times and formally re-submitted 3 times. Many of the changes were requested to meet the staff's interpretation of the CDD guidelines and the comments of the Director of Code Enforcement regarding preferred fire access. Given that the staff will not permit emergency access on or across the trail on the southern side of the building or the park on the west side, the applicant has worked diligently with Mr. Dahlberg to adequately address fire and emergency access issues.

During this same period we met many times with Cameron Station neighbors living on Tancreti Lane and have made substantial changes to the elevation along Tancreti Lane and have received their written support of this project. I am attaching a copy of the written agreement Archstone has signed with the homeowners and request that the conditions of this agreement be incorporated in the final staff conditions. In our prior submissions of the development plan we have incorporated these conditions, so the only "new" conditions are the

Ms. Eileen Fogarty
City of Alexandria
March 16, 2001
Page 2

requirement for access controls on exterior entrances, landscaping during the construction phase and the proposed Declaration of Covenants.

In addition to the revisions related to CDD Guidelines, fire access and Tancreti Homeowner concerns, Archstone has made many changes to address staff concerns about building design. These include increasing setbacks from streets, consolidating and increasing open space, articulating building facades, and revising and realigning both points of access. These were not stated requirements of the CDD Guidelines and, from our perspective, were not predictable when we began the process. The combination of these changes has resulted in a loss of 47 units from our initial submission and substantially increased construction costs. Archstone agreed to the changes discussed in our last meeting with the understanding that a compromise had been reached regarding the site layout and building design. We understood that staff would likely request additional architectural detailing, but that the building massing was acceptable.

The draft conditions received on Friday March 9th require an additional 5 breaks and 2 deep setbacks in the proposed buildings. This would split our 3 proposed buildings into 9 buildings and result in the loss of 32 more units for a total net loss of 79 units. The draft conditions also require that a substantial portion of the parking, which is already embedded behind the buildings, be placed underground. We believe that all other parking in Cameron Station is above-grade, except for the Brookdale proposal, which is providing 70% fewer parking spaces and is high-rise construction. The parking structure and current building layout have already been designed to minimize the visibility of the parking structure from all public streets, the elementary school and the other homes in Cameron Station. The draft conditions also would require the applicant to provide parking at a ratio that is 25% above ordinance requirements and 10% above that which is required pursuant to the CDD Guidelines and imposed on all other development in Cameron Station.

Archstone has consistently tried to comply with all of the staff recommendations and will continue to proceed with this goal. However, the cumulative impact of all the prior changes prohibits Archstone's ability to further reduce the number of units or to place parking underground.

We continue to believe that the Archstone proposal is a benefit to Cameron Station. We are proposing lower height and less residential density than what was approved in the CDD Conceptual Plan; we are providing fewer curb cuts, more landscaping and more architectural detailing than what many residents expected; and we will offer a greater diversity of housing options to complement what has been built in Cameron Station.

Ms. Eileen Fogarty
City of Alexandria
March 16, 2001
Page 3

When Archstone began this planning process one year ago, they relied on the adopted CDD guidelines to draft a plan that balanced land costs, construction costs, design guidelines and approved residential density with projected revenues. They have accepted the new requirements that have been presented during each round of prior staff review. However, I hope you can understand that many of the new requirements presented in the draft conditions on Friday March 9th are not feasible, despite our best good faith efforts in working with the staff for the past 11 months.

Sincerely,



Jonathan P. Rak

Enclosure

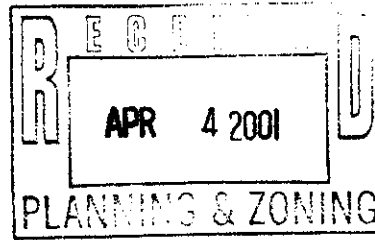
cc: Honorable Mayor and Members of City Council (w/o encl.)
Chairman and Members of the Planning Commission (w/o encl.)
Tancreti Lane Homeowners (w/o encl.)
Mr. Jon Wallenstrom (w/o encl.)
Mr. Jeff Harris (w/o encl.)
Mr. Ahmad H. Abdul-Baki (w/o encl.)
Mr. Jim Duczynski (w/o encl.)

#54764

McGuireWoods LLP
1750 Tysons Boulevard
Suite 1800
McLean, VA 22102-4215
Phone: 703.712.5000
Fax: 703.712.5050
www.mcguirewoods.com

Jonathan P. Rak
Direct: 703.712.5411

McGUIREWOODS



jrak@mcguirewoods.com
Direct Fax: 703.712.5231

April 2, 2001

VIA FACSIMILE AND FIRST CLASS MAIL

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

Special Use Permit #2000-0031; Archstone - Cameron Station

Dear Eileen:

As you know, we have continued to make changes to the Archstone proposal in response to the staff report and believe we have come to conceptual agreement on the major issues raised in the staff report. We transmitted under separate cover this morning revised elevations and an architectural plan that reflects the changes we have made. The revised elevations and plan do not significantly change the plan you have reviewed but do substantially implement the changes recommended in the report. For your convenience, I have summarized the changes below.

Scale of Buildings

We have provided additional breaks on the northern and western sides of Building 1 and on the northern side of Building 3. The new breaks on the northern side are over 25' wide and both are 25' - 30' deep from the building face to the pedestrian bridges. On the ground level these breaks connect with the interior courtyards. The new break on the western side of Building 1 is approximately 16' wide and is continuous through to the courtyard except for the pedestrian bridges above the first level. This means that the longest face of any building proposed by Archstone on the front and 2 sides will be 170', which is well within the pattern of development in Cameron Station.

Parking Garage

We have agreed to face both the northern and southern sides of the parking structure entirely with brick and to add decorative tower elements to each of the parking elevator/ stairs. This architectural treatment will help break up the mass of the structure and make it more attractive. In addition we have agreed to provide a screen of tall evergreens such as Leyland Cypress along the entire southern side of the parking structure. This will substantially screen the parking structure from view.

Because of the environmental covenant imposed by the federal government, we cannot lower the parking garage. Spreading the parking below the buildings would change the construction techniques of the buildings and substantially increase the costs. More importantly, it would prevent the connections of parking levels with each floor of apartments.

Architecture - Design

We have agreed to provide the same level of architectural detail and treatment along the Ferdinand Day Drive and the Armistead Boothe Park elevations as provided along Tancreti Lane. The only difference, as we agreed, will be the provision of balconies, which we will not construct along Tancreti Lane. This design will provide materials and architecture equivalent or superior to the other buildings in Cameron Station and will serve to further break up the scale of the buildings.

Remaining Differences with Staff Recommendation

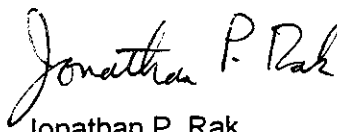
We have not reached agreement on the following issues and intend to present these to the Planning Commission:

1. *Monument-style sign* - We continue to request approval for one monument-style sign at the northeast corner of the development. This sign is critical to the identification of the proposed development and to the ability to continue to lease apartments after the initial occupancy.
2. *Landscaping and amenities at corner of Cameron Station Boulevard and Tancreti Lane* - We do not believe it is necessary that the landscaping match on both sides of Cameron Station Boulevard. We have proposed intensive landscaping and a fountain at this corner. The landscape design is the result of an agreement with the Tancreti Lane homeowners and we will not agree to reduce this landscaping. We do not control the corner on the other side of Cameron Station Boulevard, and, therefore, cannot match the landscaping design.
3. *Enclosure of first level of the parking structure* - We wish to retain the landscaped slope needed to provide natural light and air to the first level of the parking structure on the northern side. This openness is important to the future residents. The slope area is interior to the site and not along any public way.

Ms. Eileen Fogarty
City of Alexandria
April 2, 2001
Page 3

I have attached proposed revised conditions consistent with our discussions, except for the remaining differences described above. We appreciate your willingness to continue to work with us in addressing the issues raised in the staff report.

Sincerely,



Jonathan P. Rak

Jonathan P. Rak

Enclosure

cc: Chairman and Members of the Planning Commission
Mr. Jon Wallenstrom
Mr. Jeff Harris

#56636

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}~~ **[breaks]** on the northern, eastern and western sides of buildings #1 and #3 ~~{The openings shall be unobstructed other than by 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}~~ **[as shown on the revised plan and elevations]. (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}~~ **[and southern facades]** 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}~~ **[be brick].**
 - 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"}~~ **[landscaped screen consisting of Leyland Cypress]** or similar ~~{landscape screening}~~ **[planting]** shall be ~~{provided on}~~ **[planted on 8' centers along]** the entire southern ~~{portion}~~ **[face]** 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.

- ~~f~~
~~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} [except for the proposed projection at the southwest corner of Building #1. (P&Z)~~
20. **A maximum of one freestanding monument style sign in the location shown on the plan shall be permitted]. (P&Z)**
21. The proposed fence on Tancretti 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 and metal 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, Tancretti Lane. Through the wall units shall not be permitted.
 - f. The railings for the balconies on Ferdinand Day Drive (balconies are not proposed on Tancretti Drive) shall be spaced **[with a maximum 4" separation]** to minimize visibility into the balconies from the adjoining streets. (P&Z)
23. The southern (linear park) elevation shall **[be consistent with the submitted elevation and]** at a minimum provide the following to the satisfaction of the Director of P&Z.
 - a. ~~{a.}~~ Significant variation in building materials (brick/siding) and color through the use of varied building materials.
 - b. ~~{b.}~~ Variations in the roof ~~{-}~~line.
 - c. ~~{c.}~~ HVAC units and grates that are located to minimize visibility from linear park.

- d. ~~{d.}~~ The railings for the proposed balconies shall be spaced **[with a maximum 4" separation]** 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 though 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.

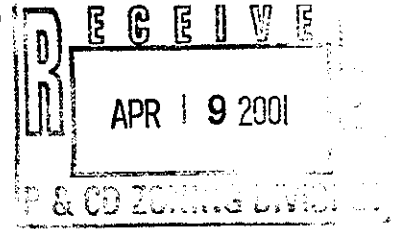
If some portion of the 10% units are provided, the applicant shall contribute a prorated share of the \$.50 per gross square foot amount to the Housing Trust Fund (with the developer given the Carpenter's Shelter and Food Bank credit). (Office of Housing) (P&Z)

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. (PC)

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

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

DSUP 2000-0031



McGuireWoods LLP
1750 Tysons Boulevard
Suite 1800
McLean, VA 22102-4215
Phone: 703.712.5000
Fax: 703.712.5050
www.mcguirewoods.com

Jonathan P. Rak
Direct: 703.712.5411

McGUIREWOODS

jprak@mcguirewoods.com
Direct Fax: 703.712.5231

April 17, 2001

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

Re: Archstone Cameron Station DSUP # 2000-0031

Dear Ms. Fogarty:

I am writing to respond to the staff report for the above-referenced application and to address the questions that were posed at the Planning Commission meeting on April 3, 2001. We have made substantial changes to the building design in response to the March staff report, including revisions to the rear (south) elevation made subsequent to the commission meeting. The proposed changes to the south elevation along the linear park break the roof line and add recesses in the buildings where exterior entrances are located. This elevation is being delivered under separate cover.

Design Approach

The Archstone proposal employs a patented design concept invented by the Kaufman Meeks architecture firm that has been applied to fit within the development pattern of Cameron Station. This concept is an award-winning combination of four-story buildings at a townhouse scale with an above-grade parking structure that provides parking on each level of apartments. The concept is uniquely suited to fit higher density apartments into the development pattern of Cameron Station.

Cameron Station is not subject to specific design guidelines adopted by the City, however, staff comments on prior phases of the development and the construction that has already occurred establish urban design characteristics that Archstone has attempted to follow. The urban design principles implemented in Cameron Station are:

1. Urban pattern of building setbacks with buildings placed on the front property line forming a street wall with breaks 150 to 200 feet apart.
2. Elimination of off-street surface parking.
3. Articulated, detailed facades with a mix of building materials including brick, stone and siding.
4. Concentration of open space into landscaped pocket parks and courtyards.
5. Relatively high residential densities accommodated in low (3 to 4 story) buildings.

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The Cameron Station CDD designates the site for residential development, including rental apartments and allows for even more density than proposed by Archstone. The primary alternative to the Archstone design concept would be tall buildings such as the Brookdale senior apartments. However, a non-age-restricted apartment requires nearly four times as much parking. This additional parking would be provided either in surface parking or an above-grade parking structure. None of the alternative forms of higher density housing would fit the Cameron Station development pattern as well as the Archstone proposal.

Response to Questions

The Planning Commission asked several questions about our proposal at the last meeting. Our responses follow:

1. *Explain the breaks in the proposed in the buildings.*

We have provided under separate cover an enlarged elevation and plan of each of the proposed breaks to explain their design and function. All of the breaks in the buildings will have open pedestrian bridges, except for the break on the north side of building 1. In this break, the space behind the bridges on floors 2-4 will be occupied by apartments.

2. *Address security concerns.*

Providing a safe community for its residents is a paramount concern for Archstone. Vehicular access to the building is restricted within the garage and pedestrian access to the internal portions of the community is restricted at the building perimeter. The design allows residents to balance privacy with public safety.

Public entries, such as at the garage and gateways commonly used by both residents and visitors, will be equipped with a Sentex Infinity L Series access control system or an equivalent system. Gateways that will be used only by residents will be controlled by a Sentex Infinity B series system or equivalent system. These systems provide many security features including detailed records of who enters the community, the times that they enter, notification if doors are ajar, the length of time that a door is open and direct connections for calls to the leasing office and police. Multiple points along each building face will have direct phone access to both our operating staff and emergency 911. While the security system is primarily meant to serve the residents of the Archstone development, because we have controlled access at the building perimeter, the security measures will equally serve the community at large.

Archstone will install the Sentex security system along the linear park. This equipment will serve as call boxes that are connected to the on-site office and to emergency 911. This will supplement the natural security along the park provided by the many residents whose windows and balconies overlook this area.

3. *Respond to the staff proposal to move the parking underground.*

a. *Purpose of above-ground parking.*

The whole design concept for the proposed Archstone Cameron Station is based on an above-ground parking structure. Until recently, there were two alternative designs that

apartment residents were offered: high-rise communities and garden apartment communities. In a high-rise community residents park either in a large surface parking lot or under the building and then ride an elevator to the level of their home. High-rise communities with surface parking require residents to park some distance from their home, walk to an elevator, ride the elevator to their apartment unit, then walk down a corridor to their home. The process is similar for communities with buried parking, however, the initial walk to the elevator is generally shorter. In exchange for the convenience of underground parking comes the compromises associated with issues of lighting, ventilation, and the general atmosphere. Garden apartments require residents to park in an open lot some distance from their homes and walk up stairs to their home.

While both high-rise and garden apartments provide important housing alternatives and can be superior for certain situations, the design of the proposed development is different and has its own advantages. In the proposed design, residents will have at least one parking space on the level of their home and walk through a covered breezeway to their front door. If the parking is properly managed, residents have shorter, more direct and convenient walks from their parking space to their front door. A properly managed community will allow residents to park their primary vehicle within a convenient distance to their front door. Most of the second cars will be conveniently parked with some second and third cars parked less conveniently.

Archstone's residents also prefer above-ground parking for security reasons. Single women between the age of 35 and 44 are the fastest growing population of apartment renter. While safety is a concern to all resident's of any community, single women tend to be more concerned with safety issues. An open garage is more inviting, safer, and more open to the public than other types of garages. The perception of safety and the reality of safety are not necessarily linked however, in the case of an open garage in comparison to other garage structures, Archstone's market studies and experience with other projects confirms that the above-grade structure is the preferred design.

b. Adverse impacts of partially underground structure.

We have reviewed two alternatives to above-grade parking. The first alternative would be to sink the proposed structure partially (2 more levels) underground. This alternative would have several adverse consequences. First it would require at least two levels to be artificially lighted and ventilated. Second, it would violate the restriction on penetrating the water table below the site. For your reference I have attached a copy of the deed restriction. We will be pleased to provide more information on this issue.

c. Adverse impacts of one-level underground parking.

Although it may be possible to construct a single level of parking below all of the buildings without penetrating the water table, this solution would have other adverse consequences. First, our preliminary analysis indicates that one level underground would yield significantly fewer parking spaces. The floor area of the proposed parking structure is nearly the same as the total land area of the property. With ramps, aisles, setbacks and other limitations on efficiency we believe the yield would be approximately 10% fewer spaces which would eliminate most of the visitor parking. In addition, structures such as the pool and soil cover needed for the landscaped areas could not be fit between the proposed surface grade and the water table without eliminating many more parking spaces. A potential remedy would

be to raise the height of surface grade for the entire site, however this would not be compatible with the grades of adjacent townhouses, the school and the linear park and would raise the building heights. Second, the burying of all parking would require residents to climb multiple flights of stairs to their apartments. Constructing the number of elevators needed to serve parking spread out over the entire site would be impractical. Third, buried parking would be perceived by Archstone's residents as much less secure and comfortable space than above-grade parking with natural lighting and ventilation.

4. *Explain the deletion of land area from Phase V.*

A portion of the land subject to the Archstone proposal was included in a prior plan for Phase V of Cameron Station. This prior plan was for townhouses on a portion of the land. Cameron Associates has abandoned this plan for townhouses on a portion of the site.

5. *What alternatives has Archstone considered to the current plan?*

As depicted on pp. 49 - 64 of the Staff Report, Archstone originally proposed a design that would have organized the apartment buildings as "fingers" projecting from the parking structure. The proposal provided fewer breaks in the buildings along the streets and would have resulted in much smaller interior courtyards and less overall open space. Based on the recommendations of the planning staff, Archstone abandoned that design months ago. Archstone has not actively considered high-rise or mid-rise buildings because we believe those would not be favored by the community and would likely require higher density to support increased construction costs.

6. *What percentage of the total open space is provided in the interior courtyards.*

Approximately 42% of the total open space is located in the interior courtyards. This compares favorably to the townhouse blocks in which more of the open space is located in the interior between the rear yards of townhouses.

7. *Provide an elevation of the west façade.*

This elevation is being provided under separate cover.

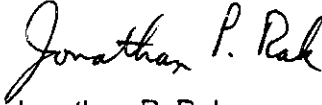
8. *Provide consistent plans and elevations.*

We have revised the plans and elevation to be consistent.

Ms. Eileen Fogarty
April 17, 2001
Page 5

In summary, we believe that the Archstone proposal is the best match of a higher density rental community called for in the CDD plan with the design guidelines and development pattern already established in Cameron Station. Thank you for continuing to work with us on this proposal. Please let me know if you have any questions or need any additional information.

Sincerely,



Jonathan P. Rak

cc: Chairman and Members of the Planning Commission
Jon Wallenstrom

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BK 1588 PG 1820

structure(s) and other improvements), or, in the sole discretion of the Grantor, the Grantor shall reimburse the owner(s) of the land and/or improvements so disturbed or damaged for the reasonable cost of such restoration; and

(c) The Grantor shall exercise its rights under this Section 2 in coordination and cooperation with the Grantee or its designated representative(s).

3. INSURED CONTRACTORS.

Prior to entering onto the Property for any purpose granted or to be granted to any contractor under or in accordance with this Deed, and as a condition precedent to such entry, Grantor shall deliver or shall cause to be delivered to the Grantee by overnight courier or personal delivery, to 8614 Westwood Center Drive, Suite 900, Vienna, Virginia 22182, to the attention of Vice President/Land Development (or to such other address, or to the attention of such other person, as otherwise may be designated in writing by the Grantee) certificates of insurance evidencing that such contractor has in effect the following insurance coverage:

(i) Comprehensive commercial general liability, including contractual liability coverage, on an "occurrence basis," with limits of not less than \$1,500,000 combined single limits per occurrence and in the aggregate; and

(ii) pollution legal liability insurance, on an "occurrence basis," with limits of not less than \$1,500,000 combined single limits per occurrence and in the aggregate.

All such insurance:

(i) Shall be issued by insurance companies qualified to do business in the Commonwealth of Virginia;

(ii) shall be written as primary policy coverage and not as contributory or excess to coverage that Grantee, its successors or assigns, may carry;

(iii) shall not be invalidated by the acts or omissions of other insureds; and

(iv) shall name Grantee, its successors and assigns, as additional insureds.

As used in this Section 3, the term "contractor" means each person or entity deemed an "independent contractor," as distinguished from an "employee," of the United States, under the Federal Tort Claims Act, 28 U.S.C. Section 1346(b).

4. GRANTEE RESTRICTIONS.

(a) **USE OF GROUNDWATER.** The Grantee, its successors and assigns, shall be prohibited from access to or use of groundwater, unless written permission for such access or use is first obtained from the Grantor, and, to the extent necessary, from applicable regulatory authorities having jurisdiction thereof, and such access or use is otherwise in compliance with all then-applicable laws and regulations.

(b) **INTERFERENCE WITH GRANTOR REMEDIATION SYSTEMS.** Without the express written consent of the Grantor in each case first obtained, neither the Grantee, its successors or assigns, nor any other person or entity acting for or on behalf of the Grantee, its successors or assigns, shall interfere with any response action being taken on the Property by or on behalf of the Grantor, or interrupt, relocate or otherwise interfere with any Remediation

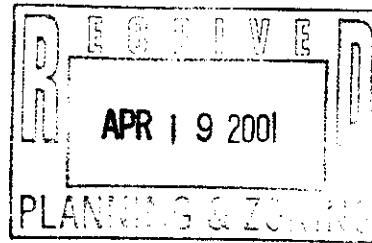
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McGuireWoods LLP
1750 Tysons Boulevard
Suite 1800
McLean, VA 22102-4215
Phone: 703.712.5000
Fax: 703.712.5050
www.mcguirewoods.com

Jonathan P. Rak
Direct: 703.712.5411

McGUIREWOODS

DSUP 2000-0031



jrak@mcguirewoods.com
Direct Fax: 703.712.5231

April 19, 2001

VIA HAND DELIVERY

Ms. Kimberley Johnson
Department of Planning & Zoning
City Hall, Room 2100
301 King Street
Alexandria, VA 22314

Cameron Station – Groundwater Restriction

Dear Kimberley:

Enclosed are two letters relating to the above-referenced matter for your review. Please call me with any questions or comments.

Sincerely,

Jonathan P. Rak

Enclosures

JPR/gec

\\REA\58562.1

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April 17, 2001

VIA FACSIMILE
703-790-4622

Mr. Jon Wallenstrom
Archstone Communities Trust
6631 Old Dominion Drive
McLean, Virginia 22101

RE: Encountering Groundwater During Construction
Cameron Station Property
Alexandria, Virginia

Dear Mr. Wallenstrom:

Gallet & Associates, Inc. (Gallet) reviewed environmental conditions at the subject site and surrounding properties, which were once part of the Camcron Station military installation, during our preparation of a Phase I Environmental Site Assessment (ESA) in April 2000.

Based on historical use of the site and surrounding properties as a military installation, and the fact that nearby properties have confirmed groundwater contamination, Gallet recommends that construction activities avoid groundwater contact. If groundwater is encountered during excavation on the site, exposure to potentially impacted groundwater may occur. In addition, groundwater encountered during the excavation will require dewatering, which may draw potentially contaminated groundwater from off-site sources into the construction zone/excavation area.

Should you have any additional questions or concerns, please do not hesitate to call.

Sincerely,

GALLET & ASSOCIATES, INC.

A handwritten signature in black ink, appearing to read "S. Manelis", is written over the typed name.

Stephen E. Manelis
Manager, Environmental Assessments
Senior Vice President

1/6 400

MAYER, BROWN & PLATT

1909 K STREET N.W.

WASHINGTON, D.C. 20006-1101

SCOTT A. MOREHOUSE
DIRECT DIAL (202) 263-3213
smorehouse@mayerbrown.com

MAIN TELEPHONE
202-263-3000
MAIN FAX
202-263-3300

April 18, 2001

VIA FACSIMILE

Jon Wallenstrom
Archstone Communities Trust
6631A Old Dominion, Suite 201
McLean, VA 22101

Re: Cameron Station – Groundwater Restriction

Dear Jon:

In response to questions raised by the City of Alexandria concerning Archstone's ability to further excavate the parking garage, you asked me to review the groundwater restriction affecting the property. In the Quitclaim Deed (Book 1588, Page 1818) from the United States of America to Cameron Associates, L.L.C. (our seller), the Government, among other things, "prohibited [all future owners] from access to or use of groundwater, unless written permission for such access or use is first obtained from the [Government], and, to the extent necessary, from applicable regulatory authorities . . .". A copy of the Quitclaim Deed is attached for your reference. It is my understanding that the finish floor elevation of the first floor of the parking garage, as currently shown on Archstone's site plan, is within a few feet of the groundwater table. Thus, there appears to be very little leeway, if any, to further excavate the parking garage without accessing the groundwater.

The Government permitted the reuse of the property on the basis that the property would use public water and that the groundwater would not have a method of transmission to the surface. In other words, the groundwater was effectively "capped" by the restriction. The Government has imposed the restriction to accessing the groundwater for the purpose of protecting the public interest. The City's suggestion that Archstone should construct the parking garage so as to penetrate the groundwater table raises environmental, public health, safety, and liability concerns and implicates various state and federal environmental laws, regulations and procedures which might require Archstone to implement and maintain certain dewatering, testing and disposal procedures. As a public company and builder of residential housing, I understand that Archstone does not want to undertake any risk or incur any liability, or potential liability, relating to health, safety or environmental issues. Archstone should also give consideration to the intent of the existing restriction. For these reasons, I strongly suggest that Archstone not agree to any land development or construction activities that would require Archstone to obtain environmental permits or approvals, or implement dewatering, monitoring or testing procedures.

CHICAGO BERLIN CHARLOTTE COLOGNE HOUSTON LONDON LOS ANGELES NEW YORK WASHINGTON
INDEPENDENT MEXICO CITY CORRESPONDENT: JAUREGUI, NAVARETTE, NADER Y ROJAS
INDEPENDENT PARIS CORRESPONDENT: LAMBERT & LEE

17 31

MAYER, BROWN & PLATT

Jon Wallenstrom
April 18, 2001
Page 2

If you have any questions or would like a more extensive review or risk analysis from someone in our environmental team, please let me know.

I hope this letter is responsive to your request.

Sincerely,



Scott A. Morehouse

SAM:caw

cc: Jonathan Rak
Wendy Fields
Jim Duszynski

18 60

BK 1588PG 1818

18493

(A)

QUITCLAIM DEED

THIS QUITCLAIM DEED is made and entered into this 4th day of December, 1996, by and between the UNITED STATES OF AMERICA, Grantor, acting by and through the Secretary of the Army, pursuant to the Federal Property and Administrative Services Act of 1949, 40 U.S.C. §483 et seq., as amended, and Title II of the Defense Authorization Amendments and Base Closure and Realignment Act, Public Law 100-526, as amended, and, CAMERON ASSOCIATES, L.L.C., a Virginia limited liability company, Grantee;

WITNESSETH:

THAT THE GRANTOR, in consideration of the sum of thirty-three million, one hundred sixty-one thousand and 00/100 Dollars (\$33,161,000.00), lawful money of the United States, and other valuable consideration, the receipt and sufficiency of which is hereby acknowledged, paid by Grantee to Grantor at or before the delivery of this Deed, by these presents does remise, release, and forever quitclaim unto the Grantee, its successors and assigns, all of its right, title and interest whatsoever, both at law and in equity, without representation or warranty of title, express or implied, to approximately 101.1139 acres of land, together with improvements thereon, situated in the City of Alexandria, Commonwealth of Virginia, and described on Exhibit "A" attached hereto and made a part of this Deed;

TOGETHER WITH a license granted by the Southern Railway Company for the maintenance of a drainage ditch located along a portion of the southern boundary of the Property, a copy of which license is attached to and made a part of this Deed as Exhibit "B";

TO HAVE AND TO HOLD the foregoing Property, together with all the privileges and appurtenances thereto, unto Grantee, its successors and assigns forever;

1. GRANTOR EASEMENTS.

The Grantor, for itself and, subject to Section 3 of this Deed, its contractors, hereby reserves temporary easements (the "Grantor Easements") on, over, across and through those portions of the Property more fully described on Exhibit "C" attached to and made a part of this Deed (the "Grantor Easement Areas") for the purpose of locating, constructing, installing, operating, maintaining, altering, repairing, inspecting and removing remediation systems ("Remediation Systems") consisting of underground water, telephone and electric lines, monitoring wells, recovery wells and/or related equipment comprising (i) an existing groundwater remediation system located and operating within the Grantor Easement Area identified on Exhibit "C" hereto as the "TCE EXTRACTION SYSTEM EASEMENT", including monitoring wells MWS15, MWS22, MWS23, MWS24, MWS25 and MWD6 all as identified on Exhibit "C" hereto, (ii) an existing soil vapor extraction remediation system located and operating within the Grantor Easement Area identified on Exhibit "C" hereto as the "SOIL VAPOR EXTRACTION SYSTEM EASEMENT" and (iii) monitoring well PX26 identified on Exhibit "C" hereto; provided, however, that the Grantor Easements shall be subject to the following terms and conditions:

(a) The Grantor and its employees and, subject to section 3 of this Deed, its contractors, shall have the right to trim, cut and remove trees, shrubbery, underbrush, vegetation fences and other facilities or structures within the Grantor Easement Areas that unreasonably interfere with the proper location, construction, installation, operating, maintenance alteration, repair, inspection or removal of the Remediation Systems, except that the Grantor, at its sole expense, based upon a standard of commercial reasonableness, shall restore all land and improvements disturbed or damaged by such activities (such as t

Guest address: 8614 Wickswood Center Drive #9000
Vienna VA 22182

Escrow from Virginia Title SE 1-8-11
Escrow # 5800-4-1
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BK 1588 PG 1819

backfilling of trenches, the replacement of fences, the reseeding or resodding of lawns and other green space, the replacement of shrubbery and the replacement of structures and other improvements), or, in the sole discretion of the Grantor, the Grantor shall reimburse the owner(s) of the land and/or improvements so disturbed or damaged for the reasonable cost of such restoration;

(b) Subject expressly to the terms and provisions of this Deed (including Section 4 hereof), the Grantee, its successors and assigns, and their respective agents, contractors, subcontractors and other invitees, shall have the right to make any use of the Grantor Easement Areas that is not inconsistent, and does not interfere, with the Grantor Easements;

(c) The Grantor shall terminate of record each Grantor Easement as soon as practicable, but in no event more than one hundred twenty (120) days (time being of the essence), after the termination of the Remediation System comprising such Grantor Easement has been approved by the applicable regulatory agencies having jurisdiction thereof, whereupon, thereafter and within a reasonable time following request by the Grantee, the Grantor, at its sole expense, shall remove such Remediation System and, based upon a standard of commercial reasonableness, shall restore all land and improvements disturbed or damaged by such removal (such as the backfilling of trenches, the replacement of fences, the reseeding or resodding of lawns and other green space, the replacement of shrubbery and the replacement of structures and other improvements), or, in the sole discretion of the Grantor, the Grantor shall reimburse the owner(s) of the land and/or improvements so disturbed or damaged for the reasonable cost of such restoration; and

(d) Each Grantor Easement shall be deemed coupled with the right of reasonable access on, over and across the Property for the purpose of ingress and egress to and from the applicable Grantor Easement Area, except, that such right of access shall be exercised with the least disruption to the development, construction, use and enjoyment of the Property by the Grantee, its successors and assigns, and their respective agents, contractors, subcontractors and other invitees, based upon a standard of commercial reasonableness.

2. POST-TRANSFER ACCESS RIGHTS.

In accordance with the provisions and requirements of sections 120(h)(3)(C) and 120(h)(4)(D)(ii) of the Comprehensive Environmental Response, Compensation and Liability Act, 42 U.S.C., 9601 et seq., as amended ("CERCLA"), the Grantor hereby reserves future access rights on, over and across the Property for the purpose of conducting remedial or corrective action that is found to be necessary after the date of this Deed, provided, however, that the Grantor shall exercise such future access rights in accordance with the following terms and conditions:

(a) The exercise by the Grantor of any right of access to the Property herein granted in each instance shall be exercised with the least disruption to the development, construction, use and enjoyment of the Property by the Grantee, its successors and assigns, and their respective agents, contractors, subcontractors and other invitees, based upon a standard of commercial reasonableness;

(b) The Grantor, at its sole expense, shall restore based upon a standard of commercial reasonableness all land and improvements disturbed or damaged by any exercise of such future access rights (such as the backfilling of trenches, the replacement of fences, the reseeding or resodding of lawns and other green space, the replacement of shrubbery and the replacement of

structure(s) and other improvements), or, in the sole discretion of the Grantor, the Grantor shall reimburse the owner(s) of the land and/or improvements so disturbed or damaged for the reasonable cost of such restoration; and

(c) The Grantor shall exercise its rights under this Section 2 in coordination and cooperation with the Grantee or its designated representative(s).

3. INSURED CONTRACTORS.

Prior to entering onto the Property for any purpose granted or to be granted to any contractor under or in accordance with this Deed, and as a condition precedent to such entry, Grantor shall deliver or shall cause to be delivered to the Grantee by overnight courier or personal delivery, to 8614 Westwood Center Drive, Suite 900, Vienna, Virginia 22182, to the attention of Vice President/Land Development (or to such other address, or to the attention of such other person, as otherwise may be designated in writing by the Grantee) certificates of insurance evidencing that such contractor has in effect the following insurance coverage:

(i) Comprehensive commercial general liability, including contractual liability coverage, on an "occurrence basis," with limits of not less than \$1,500,000 combined single limits per occurrence and in the aggregate; and

(ii) pollution legal liability insurance, on an "occurrence basis," with limits of not less than \$1,500,000 combined single limits per occurrence and in the aggregate.

All such insurance:

(i) Shall be issued by insurance companies qualified to do business in the Commonwealth of Virginia;

(ii) shall be written as primary policy coverage and no as contributory or excess to coverage that Grantee, its successors or assigns, may carry;

(iii) shall not be invalidated by the acts or omissions of other insureds; and

(iv) shall name Grantee, its successors and assigns, as additional insureds.

As used in this Section 3, the term "contractor" means each person or entity deemed an "independent contractor," as distinguished from an "employee," of the United States, under the Federal Tort Claims Act, 28 U.S.C. Section 1346(b).

4. GRANTEE RESTRICTIONS.

(a) **USE OF GROUNDWATER.** The Grantee, its successors and assigns, shall be prohibited from access to or use of groundwater, unless written permission for such access or use is first obtained from the Grantor, and, to the extent necessary, from applicable regulatory authorities having jurisdiction thereof, and such access or use is otherwise in compliance with all then-applicable laws and regulations.

(b) **INTERFERENCE WITH GRANTOR REMEDIATION SYSTEMS.** Without the express written consent of the Grantor in each case first obtained, neither the Grantee, its successors or assigns, nor any other person or entity acting for or on behalf of the Grantee, its successors or assigns, shall interfere with any response action being taken on the Property by or on behalf of the Grantor, or interrupt, relocate or otherwise interfere with any Remediation

BK 1588 PG 1821

System now or in the future located on, over, through or across any portion of the Property, provided, however, that the following provisions shall apply in the event of any unintended interruption, relocation, interference, disruption or damage to any Grantor response action or any Remediation System:

(1) If a Remediation System shall be interrupted, relocated, interfered with or otherwise damaged, then the Grantor shall be notified of such occurrence in a timely manner, and the party responsible therefor, at such party's sole cost and expense, promptly shall restore or repair, as the case may be, such Remediation System to design and discharge specifications existing prior thereto, and such party shall substantiate such restoration or repair (to such specifications) to the Grantor and to any applicable regulatory agency having jurisdiction thereof; and

(2) If an interruption, relocation, interference or other damage to a Remediation System is caused in violation of the provisions of this Section 4 then the Grantor shall have the right under this Deed to recover from the responsible parties all third party costs incurred to reactivate the disrupted system, including without limitation, the costs to demonstrate to applicable regulators' satisfaction that design and discharge specifications have been restored and the amount of any fees or penalties assessed against the Grantor.

5. CERCLA:

(a) **DEFINED TERMS.** Terms used in this Section 5 (including, without limitation, "hazardous substance(s)," "storage, release or disposal," "remedial action," "corrective action," "response action," and "Administrator") have the meanings assigned to such terms by CERCLA.

(b) **CERCLA SECTION 120(h)(3)(A) NOTICE.** In accordance with section 120(h)(3)(A) of CERCLA, the Grantor hereby gives notice and disclosure set forth on Exhibit "D" attached to and made a part of this Deed.

(c) **CERCLA SECTION 120(h)(3)(B).** In accordance with CERCLA sections 120(h)(3)(B)(i) and (ii), with respect to any hazardous substance stored for one year or more, or released or disposed of on the Property, and remaining on the Property at the time of transfer, the Grantor hereby covenants and warrants that "(i) all remedial action necessary to protect human health and the environment with respect to any such substance remaining on the Property has been taken before the date [hereof], and (ii) any additional remedial action found to be necessary after the date [hereof] shall be conducted by the [Grantor]." For purposes of the foregoing covenant and warranty, with respect to the existing Remediation Systems, the Grantor and Grantee hereby acknowledge that, under CERCLA section 120(h)(3), a remedial action is deemed to "have been taken" before the date of transfer of the Property to the Grantee if "the construction and installation of an approved remedial design has been completed, and the remedy has been demonstrated to the Administrator to be operating properly and successfully."

(d) **CERCLA SECTION 120(h)(4)(D)(i).** In accordance with CERCLA section 120(h)(4)(D)(i), with respect to any hazardous substance or petroleum products or their derivatives existing at the time of transfer on any portion of the Property identified on Exhibit E attached to and made a part of this Deed, the Grantor hereby covenants and warrants that "any response action or corrective action found to be necessary after the date [hereof] shall be conducted by the [Grantor]."

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6. **GRANTEE INDEMNIFICATION.** The Grantor hereby agrees to hold harmless, defend, and indemnify in full the Grantee, and any successor, assignee, transferee, lender, or lessee of the Grantee, and its successors or assigns, as and to the extent provided under, and in accordance with, Section 330 ("Section 330") of the Department of Defense Authorization Act of 1993, as amended through the date hereof and as hereafter may be amended, modified, repealed or superseded. A copy of Section 330 in effect as of the date hereof is attached to this Deed as Exhibit F.

7. **OTHER PROVISIONS.**

(a) **AS IS, WHERE IS.** Except as expressly provided for in this Deed or as a matter of law, the Property is conveyed "as is" and "where is" without representation, warranty, or guaranty as to quality, quantity, character, condition, size or kind, or that the same is in a condition, or fit, to be used for the purpose for which intended.

(b) **LEAD BASED PAINT.** In accordance with Section 302(d) of the Lead-Based Paint Poisoning Prevention Act, 42 U.S.C. 4822(a), as amended, the Grantee, its successors and assigns, shall not permit the occupancy of any target housing without first abating and eliminating lead-based paint hazards in accordance with applicable laws and regulations.

(c) **ASBESTOS.** Prior to the date hereof, the Grantor identified friable and non-friable asbestos or asbestos containing materials (collectively, "ACM") on the Property, and all friable asbestos that posed a risk to human health heretofore has been either removed or encapsulated by the Grantor. The Grantee, for itself and its successors and assigns, covenants and agrees to comply with all applicable laws relating to ACM on the Property, and the Grantor shall have no liability for claims first arising after the date hereof based upon the existence of ACM on the Property after the date hereof.

(d) **FAA CONSTRUCTION.** Grantee, for itself and its successors and assigns, hereby covenants and warrants that all construction, alterations or improvements on the Property, of whatever type or nature, are subject to the formal, advance approval of the Federal Aviation Administration (FAA) for compliance with the regulations set forth in 14 CFR Part 77, entitled "Objects Affecting Navigable Airspace," and issued under the authority of the Federal Aviation Act of 1958, as amended.

(e) **NON-DISCRIMINATION.** Grantee, for itself and its successors and assigns, hereby covenants and warrants not to discriminate upon the basis of race, age, color, sex, religion or national origin in the use, occupancy, sale or lease of the Property.

[INTENTIONALLY LEFT BLANK]

THE EXECUTION PAGE OF THIS DEED IS PAGE 6

BK 1588PG 1823

IN WITNESS WHEREOF, the Grantor has caused this Deed to be executed in its name by the Secretary of the Army, and the seal of the Department of the Army to be hereunto affixed on the day and year first above written.

WITNESS: UNITED STATES OF AMERICA
Eugene A. Gorab BY: Togo D. West, Jr.
TOGO, D. WEST, JR.
SECRETARY OF THE ARMY

Commonwealth of Virginia)
County of Arlington) SS:

I, the undersigned, a Notary Public in and for the Commonwealth of Virginia, County of Arlington, whose commission as such expires on the 24th day of September, 1999, does hereby certify that this day personally appeared before me in the said Commonwealth of Virginia, County of Arlington, Toga D. West, Jr.

whose name is signed to the foregoing document dated the 4th day of December, 1996, and acknowledged the same for and on behalf of the UNITED STATES OF AMERICA.

Given under my hand this 4th day of December, 1996.

Joel B. Hud
NOTARY PUBLIC

This above Quitclaim Deed hereby is accepted this 6th day of December, 1996.

CAMERON ASSOCIATES, L.L.C.
By: SDC V, Inc., a Connecticut corporation, sole manager

By: Eugene A. Gorab
Executive Vice-President

STATE OF Connecticut
COUNTY/CITY OF Sanford

December
The foregoing and annexed document dated the 4th day of November, 1996 was acknowledged before me this 15th day of November, 1996 by EUGENE A. GORAB, as Executive Vice President of SDC V, Inc., a Connecticut corporation, as sole manager of Cameron Associates, L.L.C., a Virginia limited liability company, on behalf of such company.

Beth Van Nostrand
Notary Public

[Notarial Seal]

My Commission Expires: 2/28/99

-6-
Beth Van Nostrand
Notary Public, State of Connecticut
No. 105127
My Commission Expires
Feb. 28, 1999

BK 1588PG 1824

June 11, 1996

EXHIBIT A TO QUITCLAIM DEED

DESCRIPTION OF
THE PROPERTY OF
THE UNITED STATES OF AMERICA
CITY OF ALEXANDRIA, VIRGINIA

Beginning at a point on the Northerly line of Norfolk Southern Railway, the said point being N 70°25'43" E, 624.56 feet from the Easterly line of Samuel N. Zarpas; thence running through the property of the United States of America the following courses: N 20°25'42" W, 737.85 feet; S 70°40'28" W, 85.47 feet; with a curve to the right whose radius is 323.89 feet and whose chord is S 80°53'58" W, 114.99 feet, an arc distance of 115.60 feet; N 87°56'17" W, 86.33 feet and with a curve to the right whose radius is 127.56 feet and whose chord is N 57°33'12" W, 138.50 feet, an arc distance of 146.41 feet to a point on the Southerly line of Woodland Drive; thence with the Southerly line of Woodland Drive and continuing with the Southerly and the Easterly line of Wapleton, Section 2, N 70°19'18" E, 2,069.54 feet and N 08°18'48" E, 1,591.17 feet to a point; thence running through the property of the United States of America the following courses: S 81°45'08" E, 882.17 feet; S 75°09'25" E, 104.48 feet; S 81°45'08" E, 347.03 feet; S 08°18'48" W, 1,971.25 feet to a point on the aforementioned Northerly line of Norfolk Southern Railway; thence with the Northerly line of Norfolk Southern Railway with a curve to the left whose radius is 11,559.00 feet and whose chord is S 73°27'44" W, 1,223.51 feet, an arc distance of 1,224.08 feet and S 70°25'43" W, 1,468.24 feet to the point of beginning containing 101.11390 acres of land.



EXHIBIT A

EXHIBIT B TO QUITCLAIM DEED BK 1588 PG 1825

THIS AGREEMENT, made and entered into this 7TH day of OCTOBER, 1943, by and between

SOUTHERN RAILWAY COMPANY, a corporation organized and existing under and by virtue of the laws of the State of Virginia, hereinafter for convenience styled the Railway Company, party of the first part; and

THE UNITED STATES OF AMERICA, hereinafter styled the Government, party of the second part;

W I T N E S S E T H :

THAT the RAILWAY COMPANY, for and in consideration of the covenants of the Government upon its part to be kept and performed, as hereinafter expressed, hereby gives and grants unto the Government the right or privilege, determinable as hereinafter expressed, to enter upon that portion of the right of way of the Railway Company for its main track, at or near CAMERON, in the State of Virginia, described as all that portion of said right of way situate, lying and being north of a line located 20 feet north of and at all points parallel with the southbound main track of the Railway Company and a side track subsidiary thereto between survey stations 175 plus 65 and 229 plus 92.8 of the Railway Company, located as shown upon the attached white print of Drawing dated September 14, 1943, last revised September 30, 1943, and to construct, maintain, operate and, as and when necessary or desired by the Government, renew over, upon, along, across and beneath said parcel of right of way, certain drainage facilities for use in connection with a War Department establishment known as "Washington Quartermaster Sub-Depot, Cameron, Va.", described as a drainage canal, including a concrete channel lining and a concrete retaining wall; ALL being substantially as shown upon the white print of Drawing made in the U. S. Engineer's Office, Washington, D. C., file No. M-3-8 (13), dated September 14, 1943, as last revised September 30, 1943, herewith annexed and made a part of this agreement; the location of the proposed concrete channel lining and concrete retaining wall being indicated in red color thereon.

TRACT-13L

AND the GOVERNMENT hereby covenants and agrees, in consideration of the aforesaid grant by the Railway Company:

1. That the construction, operation, maintenance, renewal, and removal of said drainage facilities shall be accomplished by the Government at its sole cost and expense and in such a manner as will at all times enable the Railway Company to use the surface of the right of way.
2. That the right of entry to maintain and renew said drainage facilities, or any part thereof, shall be limited to that portion of the right of way of the Railway Company located between the above mentioned survey stations lying north of a line located 20 feet north of any then existing main track or side track located or constructed upon the right of way of the Railway Company, and the Government shall confine any work of maintenance or renewal hereunder within such limits.
3. That in the construction and maintenance of said drainage facilities no equipment shall be operated and no material shall be stored within 20 feet of any main line track or side track of the Railway Company.
4. That all installations placed upon said right of way by the Government shall be and remain the property of the Government and may be removed therefrom by the Government at any time.
5. That the Government shall, at its sole cost and expense, construct and thereafter during the life of this agreement maintain and renew earth ditches subsidiary to said drainage canal, at such locations within the limits of the above described parcel of right of way of the Railway Company as may be designated by the Railway Company, for the purpose of draining water falling or entering upon the above described parcel of right of way and those portions of the right of way of the Railway Company adjoining on the south the above

TR-2

EXHIBIT B

BK | 588PG | 827

CERTIFICATE OF AUTHORITY

I, Guy E. Mauldin, hereby certify that I am the Assistant Secretary of Southern Railway Company, the corporation described in and which executed the foregoing agreement with the United States of America; that said corporation is organized under the laws of the State of Virginia; that the corporate seal affixed to said instrument is the seal of said corporation; that Harry A. De Butts, who executed said agreement as Vice-President of said corporation was then Vice-President of said corporation and has been duly authorized to execute said instrument on behalf of said corporation; that I know the signature of said Harry A. De Butts; and that the signature affixed to such instrument is genuine.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of said company, this 10th day of October, 1943.

... *Guy E. Mauldin*
 Assistant Secretary.

(SEAL)

Rak, Jonathan P.

From: Rak, Jonathan P.
Sent: Monday, April 23, 2001 12:53 PM
To: 'jeff.famer@ci.alexandria.va.us'
Cc: Jon C. Wallenstrom (E-mail); Jeffrey Harris (E-mail); Kimberley Johnson (E-mail)
Subject: Archstone response to parking issue

Jeff, as discussed with you and Eileen, I am sending the following language on parking.

We have carefully reviewed alternatives to the proposed parking structure. There are several insurmountable obstacles to these alternatives.

1. Density The cost of underground parking is significantly higher than surface or above-grade structured parking. For any investor to pursue this, they would require greater density, which means more height and/or less open space. This principle can be seen in many other apartment developments throughout the city. Only communities with greater density have provided underground parking.
2. Groundwater Restriction The site is subject to a deed restriction (a copy has been provided to the City staff) on penetrating the ground water. The geotechnical report indicates the groundwater is approximately 2 feet beneath the lowest level of the currently proposed parking structure. Any penetration of the groundwater raises health and safety concerns, so Archstone does not consider this a viable option.
3. Design Concept The whole design concept for Archstone Cameron Station is based on an above-ground parking structure that provides parking on the same level as the apartments. This concept offers both convenience and a greater sense of safety for residents. Because the structure is located behind the proposed residential buildings of similar height, it is screened from all existing homes and from all streets within Cameron Station except from the driveway entrances. Only the residents of the apartment community, who will be using the parking, will have an unobstructed view of the structure. The appearance of the structure has also been improved with a brick exterior and will be screened on the rear with landscaping.

We believe the proposed parking is a creative solution that avoids surface parking, permits substantial open space and provides safe, convenient parking for residents.

Jonathan P. Rak
McGuireWoods LLP
1750 Tysons Boulevard, Suite 1800
McLean, Virginia 22102
703-712-5411 Direct Dial
703-712-5231 Direct Fax
jrak@mcguirewoods.com

This e-mail may contain confidential or privileged information. If you are not the intended recipient, please advise by return e-mail and delete immediately without reading or forwarding to others.

Rak, Jonathan P.

From: Rak, Jonathan P.
Sent: Monday, April 23, 2001 12:53 PM
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Jonathan P. Rak
McGuireWoods LLP
1750 Tysons Boulevard, Suite 1800
McLean, Virginia 22102
703-712-5411 Direct Dial
703-712-5231 Direct Fax
jrak@mcguirewoods.com

This e-mail may contain confidential or privileged information. If you are not the intended recipient, please advise by return e-mail and delete immediately without reading or forwarding to others.

ARCHSTONE @ CAMERON STATION

PUBLIC CORRESPONDENCE

DSUP 2000-0031
ARCHSTONE CAMERON
STATION

Alexandria Suites Hotel
420 N. Van Dorn Street
Room 706
Alexandria, VA 22304
September 3, 2000

SEP 11 2000

Donna Fossum
Vice Chair, Planning and Zoning Commission
City of Alexandria
301 King Street
Alexandria, VA 22314

RE: Archstone/DSUP2031

Dear Ms. Fossum,

On January 23, 1999, my husband and I signed a contract with Van Metre Homes for a townhouse in Cameron Station. Moving to Alexandria as retirees was a long time dream for us. For many years we lived in the western suburbs while we raised our children. Unfortunately, there have been so many delays and problems with our phase IV home that we thought moving into our townhouse on Tancreti Lane on September 20th would be an anticlimax. But there was more to come. The Archstone multifamily dwelling, with 320 units, is now being reviewed by Alexandria as our potential neighbor.

The original plan for the section of phase V that is across the street on Tancreti Lane called for twelve Van Metre town homes. This plan, although apparently undergoing change for some time, was presented to us as the homes across the street from us. We all purchased homes knowing what the final street would have townhouses and/or condos only. We received an amended contract on March 27, 2000, showing the street name change to Tancreti and including a copy of the phase IV plan abutted by townhouses in the phase V area of Tancreti Lane.

Although we understand that Cameron Station Home Owners Association knew of the plan change, we were not informed as contracted buyers whose property was adjoining this huge rental building.

There are two issues here. The first is lack of disclosure, isn't it a responsibility of the owner of the property to disclose a situation that would so negatively impact the adjoining properties? Secondly, the actual damage that we would incur with a multi rental property across the street, first and foremost, the loss of property value. If not illegal, is this not unethical? Can Greenvest just choose to devalue what we worked so hard for and waited so long for?

I think you can imagine how depressing a situation this is. We have already waited an inordinate amount of time for our house, the last seven months of which were spent in a hotel, and now, we can no longer afford another house in Alexandria, or indeed, anywhere close in because of the increase in housing costs. The appreciation that had already occurred in Cameron Station is now lost to us. It is well known the effect an apartment complex will have on the house values nearby.

It is our contention, as well as all our neighbors on Tancreti Lane, that no one should be able to change approved plans for ones that will so negatively impact our investment and quality of life. Will the government of this community allow this to happen? Is there any way that you could assist us in our endeavor to return phase V to its original plan?

Sincerely,

Geraldyn M. LeClerc
Ronald P. LeClerc

Geraldyn M. LeClerc
Ronald P. LeClerc

cc: Kerry J. Donnelly, Mayor
Sheldon Lynne, Director, Planning and Zoning Commission
William B. Hurd, Chairman, Planning and Zoning Commission

DSUP 2000-0031
ARCHSTONE-
CAMERON STATION

Alexandria Suites Hotel
420 N. Van Dorn Street
Room 706
Alexandria, VA 22304
September 3, 2000

William B. Hurd
Chairman, Planning and Zoning Commission
City of Alexandria
301 King Street
Alexandria, VA 22314

RE: Archstone/DSUP2000-0031

Dear Mr. Hurd,

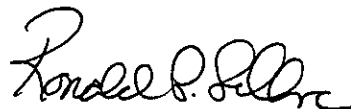
As chairman of the Alexandria Planning Commission, we are writing to you for help as future homeowners of a Van Metre townhouse in phase IV of Cameron Station. The 24 purchasers of phase IV Van Metre homes have been waiting for a very long time to occupy their respective residences. In our personal situation we have been waiting 19 months. Most of the new owners have or will be closing on their properties between now and the end of October. Now, just three weeks from closing, we found out that Greenvest submitted some major changes to your commission for phase V, which abuts our properties. On the other side of Tancreti Lane, a change was proposed from a twelve townhouses to a three building multi-housing rental unit. This change represents, we believe, a dramatic departure from the original Phase V plan of Cameron Station. Phase V is now included with phase VI. When we signed our contract, we did so with a copy of the current plan for townhouses across the street from us. The change to rental units, 320 of them, will have enormous impact on our property. We purchased this townhouse in good faith and were never informed of changes by Van Metre or Greenvest.

Speaking for my wife and myself and I'm sure for the majority of homeowners that are living at Cameron Station, we not only purchased a home but a concept. This concept encompassed the beauty of "Old Town" architecture and of living close in to Alexandria's downtown. The beauty of the initial plan and parks was unsurpassed by any other townhouse development in Northern Virginia or Maryland. The changes now being sought are a gross violation of the concept each new homeowner believed they were getting in their purchases. The huge amount of rental units now added to the equation will seriously affect the value of our property. The changes will cause tremendous traffic and congestion in one small area. That density should be spread out and the plan should be final before adjacent lots are being sold.

Added to the high degree of anger and frustration over delays and mistakes we have had to endure already, we feel this is a final betrayal. There is also a collective feeling that the builders and the developers have more power than the average citizen. We hope this isn't true. We believe that the proposal Greenvest presented to the city of Alexandria three years ago should remain essentially the same.

As Chairman of the Planning and Zoning Commission, we appeal to you to disapprove any new plan amending the phase V plan we all purchased under. We are already committed to these townhouses and stand to lose so much. Please help us fight against this great injustice.

Sincerely,



Ronald P. LeClerc

cc: Kerry J. Donnelly, Mayor
Sheldon Lynne, Director, Planning and Zoning Commission

September 5, 2000

8

Sheldon Lynn, Director
Planning and Zoning Commission
City of Alexandria
301 King Street
Alexandria, VA 22314

RE: CAMERON STATION ARCHSTONE/DSUP2000-0031

Dear Mr. Lynn,

On March 12, 1999, my partner, Joel, and I signed a purchase contract with Van Metre Homes for a townhouse in Phase IV of Cameron Station. Joel has been a resident of the City of Alexandria for the past 21 years and for me the last 5 years. Our closing is on Thursday, September 7.

For the past 18 months, we, unfortunately, had to deal with the numerous delays and problems with our Phase IV home. We thought by September 7, 2000 all the problems would be resolved and behind us and we could start enjoying living in our new home and community. However, there are more problems on the horizon.

On Friday, September 1, we met with Jeff Farner of the City of Alexandria's Planning Commission and found out they are now reviewing Archstone's multifamily development for Phase VI, which consists of 320 rental units, as our potential neighbor. In addition, the City is also reviewing the Hallmark Assisted Living Facility for Phase VII. The Hallmark building is an eight to 11 story building with 260 units located about 50' from Tancreti Lane, directly across the street from the Archstone proposed multifamily project, and in front of the new Alexandria Elementary School.

When we bought our Van Metre townhouse, we asked the Sales Agent to show us Cameron Station's Master Plan. The master plan showed that townhouses and single-family homes were planned for the west side of Tancreti Lane. The Assisted Living Facility was further back from Tancreti Lane and closer to the elementary school. The master plan also showed a high-rise development on the north side of Cameron Station Boulevard starting from Grimm Drive to Tancreti Lane.

Ever since we signed our purchase contract, we frequently stopped by the Van Metre Homes' model and talked to our Sales Agent about the progress of our townhouse. We also asked her about changes in the community. During that year, our Sales Agent never told us the Master Plan for Cameron Station has changed especially Phase V and VI. On one of our last visits to the model (Van Metre Homes decided to close the model at the end of March 2000), she mentioned to us that our street name and address changed. She showed us a drawing, attached with this letter, with our new street name (Tancreti Lane) and the drawing continued to show townhouses on the west side of Tancreti Lane and townhouses along with single-family homes on the north side of Cameron Station Boulevard. We asked our Sales Agent for the name of the builder who would be building the townhouses on the other side of Tancreti Lane and she told us Van Metre Homes. We were delighted to know that Van Metre Homes would be across the street from us.

September 6, 2000

Now, as we go to settlement, we find out that the Developer is planning to construct an apartment complex on the west side of Tancreti Lane. We were never informed of this proposed change.


There are several issues requiring your attention here. The first is the lack of disclosure of the amended Phase V plan to the Van Metre Homeowners in Phase IV. Second, the loss of property values for our townhouses. And lastly, the significant increase in traffic congestion created from the rental property and the Assisted Living Facility.

We realize the Developer, Greenvest, applied for a Coordinated Development District plan in 1995 for the Cameron Station project. We also realize the Developer must apply for a permit and obtain City Council approval for each Phase of Cameron Station. This is where we need your help the most. We are asking you, as the Director of the Planning and Zoning Commission, to oppose the Greenvest/Archstone Phase VI project and to require townhouses to be built on the west side of Tancreti Lane as was shown in the master plan when we purchased our house. Otherwise, if we had known of Greenvest's plans, we would not have purchased on Tancreti Lane.

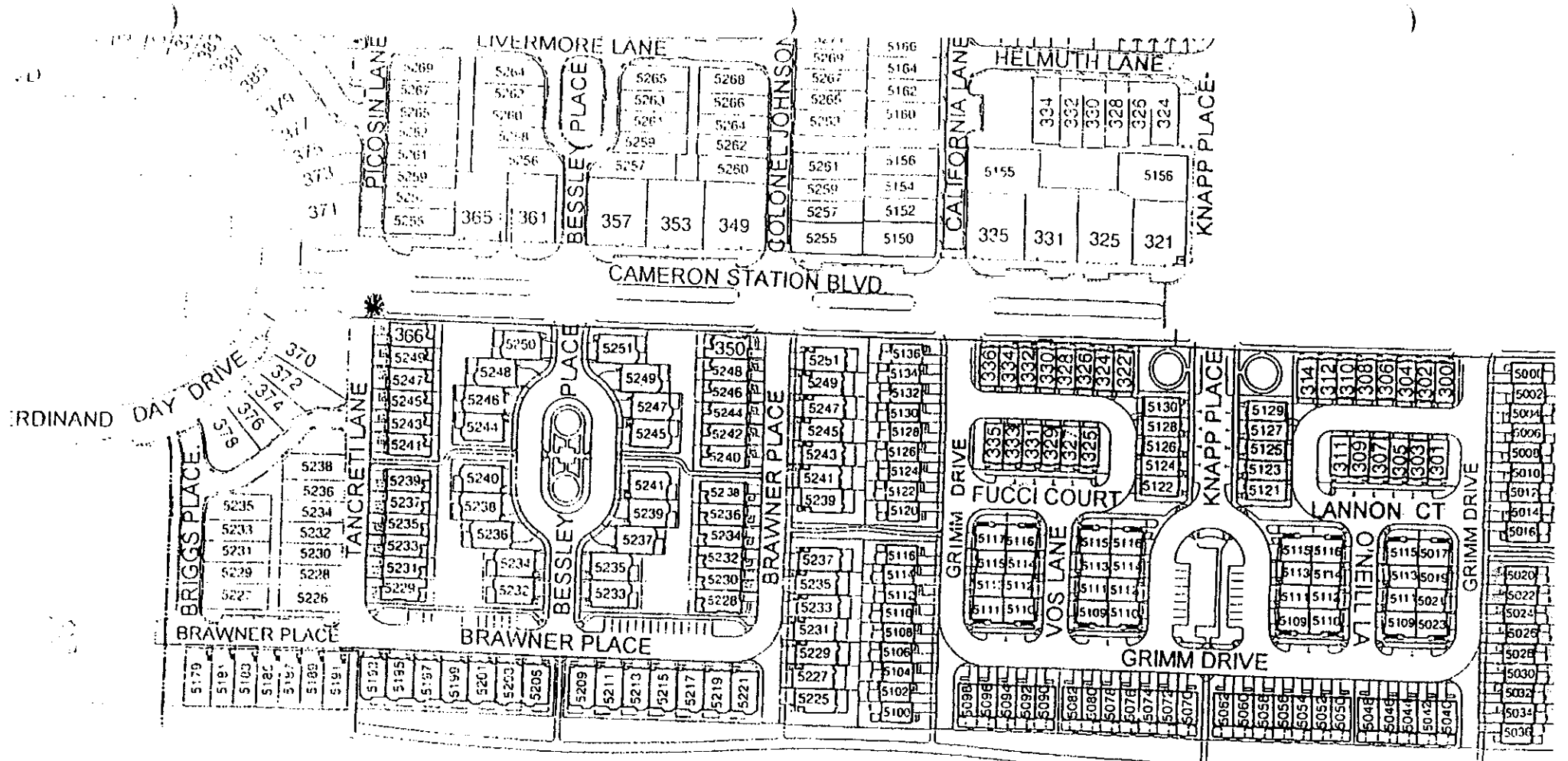
You could probably imagine how depressing this new development is. We have already waited an inordinate amount of time for our house, the last eleven months of which were spent renting a small two bedroom apartment, and now, we can no longer afford another house in Alexandria, or indeed, anywhere close-in because of the increase in housing costs.

It is our contention, as well as all our neighbors on Tancreti Lane, that no Developer should be able to change approved plans for ones that will so negatively impact our investment and quality of life. We hope that you find a way to help us in our endeavor to return Phase V to its original plan.

Sincerely,


Jim Wang and Joel Arneson

cc: Kerry J. Donley, Mayor
William C. "Bill" Cleveland, Vice Mayor
Claire M. Eberwein, Councilwoman
William D. Euille, Councilman
Redella S. "Del" Pepper, Councilwoman
David G. Speck, Councilman
Joyce Woodson, Councilwoman
William B. Hurd, Chairman, Planning and Zoning Commission



Phase IV

DSUP 2000-0031
ARCHSTONE CAMERON STATION

SEP 11 2000

5245 Tancreti Lane
Alexandria, VA 22304

September 6, 2000

William B. Hurd, Chairman
Planning and Zoning Commission
City Hall
301 King Street
Alexandria, VA 22313

Dear Mr. Hurd:

I am writing you to express my opposition to a proposal Greenvest L.C./Archstone Communities have recently submitted for approval (DSUP2000-0031).

I just purchased my first home on August 18, 2000. Like most other people, I spent months agonizing over where to buy, which house to buy, and how much money to invest in a home. I enthusiastically chose to buy a fabulous townhouse in Cameron Station. I chose Cameron Station because I fell in love with the small, quiet streets and its similarities to Old Town Alexandria. Now, the main reason for my purchase may be removed from reality.

I am writing to ask for your assistance. Greenvest L.C./Archstone Communities has submitted a plan to drastically change my street. While I live on one side of Tancreti Lane, the other side is currently an empty lot. Originally (and up until last week) I was told that houses similar to mine would be across the street, only a few feet from my front door. Last week (after closing on my house) I found out that Greenvest L.C./Archstone Communities wants to put a 6-story apartment complex directly across the street, only a few feet from my front door.

Not only will a 6-story apartment complex tower over my townhouse, but it will also:

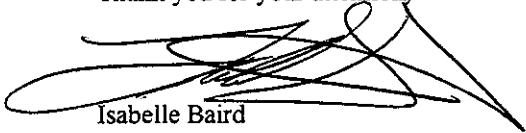
- Introduce a community that is not subject to the terms and conditions of the Cameron Station Home Owners Association (terms and conditions by which I must abide)
- Completely demolish the community feel on my street
- Increase the traffic on my street countless times over
- Decrease the value of my home
- Increase the noise on my street
- Increase the traffic near the new school

I can assure you that I would never have purchased my home on this street if I had known about this plan. Over the past year (waiting for my house to be built), I have never heard of a rental community in Cameron Station. Go out on the Cameron Station website, and you will see that the community is described as "single family homes, townhomes, and condominiums." Neither my builder (Van Metre) nor Greenvest has ever informed me of this proposal. My Home Owner's Association has not informed me about this, either. I had to learn about this from a neighbor last week.

I feel powerless against this effort. My Home Owners' Association is still controlled by the developer, Greenvest, who not coincidentally is responsible for the plan to put an apartment complex a few feet from my home. I fully expect this conflict of interest will prevent that organization from helping me.

I need your help. Please *oppose proposal DSUP2000-0031* while it contains a proposal to build an apartment complex on my street. All I want is what I was promised, what I waited a year to get, and what I paid for: a quiet neighborhood street with townhouses on both sides of the street.

Thank you for your attention.

A handwritten signature in black ink, appearing to be 'Isabelle Baird', written over a horizontal line.

Isabelle Baird

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

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

First Name: Amy

Last Name: Connelly

Street Address: 4686 S. 34th Street

City: Arlington

State: VA

Zip: 22206

Email Address: amyaacp@aol.com

September 7, 2000

Re: Cameron Station Archstone/Dsup2000-0031

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

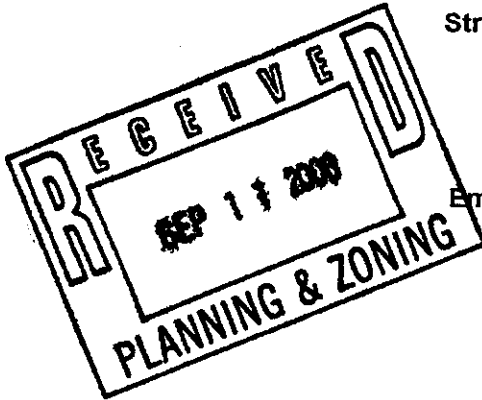
Comments:

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

Thank you,

Amy & Wayne Connelly

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



✓ D SUP 2000 - 0031
ARCHSTONE CAMERON STATION
D SUP 2000 - 0030
HALLMARK CAMERON STATION

DSUP 2000-0031
ARCHSTONE CAMERON STATION

September 7, 2000

Mr. James Duszynski
Greenvest L.C.
8614 Westwood Center Drive
Suite 900
Vienna, Virginia 22182



Dear Mr. Duszynski:

The undersigned Van Metre homeowners in Phase IV of Cameron Station are writing to you to express our opposition to the Greenvest L.C./Archstone Communities proposal (DSUP2000-0031) to construct an apartment complex and parking garage on and adjacent to Tancreti Lane and Fernando Day Drive in Phase VI.

The Cameron Station web site describes Cameron Station as a community of "single family homes, town homes, and condominiums" and "as a re-creation of an old fashioned American small town." The web site states that the "community started with a philosophy that incorporates fine architecture and amenities, integrity and innovation, quality of workmanship and quality of life." The Cameron Station web site emphasizes that Cameron Station is a new community in the west end of the City patterned after Old Town "with brick sidewalks, colonial street lamps, pocket parks, and other unique environmental elements."

We paid about \$300,000, and in some cases far more, for our town homes. We were willing to pay this price because we relied on the Old Town/small town image that you and Van Metre presented to us. Now, suddenly, Greenvest proposes a 320-unit apartment complex and six-story, above-ground parking garage on Tancreti Lane near Phase IV. We find it hard to believe that a large apartment complex (with hundreds of renters), with a parking garage that towers over every structure around it, and with the accompanying traffic congestion on the undersized Fernando Day Drive and Cameron Station Boulevard fosters the image "of an old fashioned American small town" with a unique "quality of life."

We feel betrayed. The proposed changes along Tancreti Lane and Fernando Day Drive are nothing more than a gross violation of the community image that you and Van Metre advertised. The proposed apartment complex can only result in a serious

devaluation of our property. It can only cause unbelievable traffic congestion on Fernando Day Drive and Cameron Station Boulevard that will negatively affect not only us but the entire community. Finally, the traffic congestion next to an elementary school raises serious safety concerns.

We also feel deceived. Most of us have owned our lots for between 8 and 18 months. Yet, during all this time, Greenvest and Van Metre did not mention one word about an apartment complex and parking garage next to Phase IV. All of the literature and maps in the Van Metre model home showed town homes along Tancreti Lane and Fernando Day Drive. As recently as March 27, 2000, the Van Metre homeowners on Tancreti Lane received maps from Van Metre that clearly showed town homes on the west side of Tancreti Lane. (See attachment.) To this day, the "Virtual Reality Tour" in the Cameron Station Information Center and the Cameron Station map in the community manager's office show town homes west of Tancreti Lane. Further, the Cameron Station web site does not mention rental properties as part of the community – it only describes "single family homes, town homes, and condominiums." Only now, after most of the lots in Phase IV have been sold and after the first homes have gone to settlement, do we hear of your proposal. To us, this sounds like a classic "bait and switch" routine. Obviously, if we had known of your proposal, we would not have purchased our town homes or, if we had gone ahead with the purchases, we would not have agreed to pay the prices that we did.

We urge you to rescind your plans to build an apartment complex that will destroy the unique ambiance of an "old fashioned American small town." At a minimum, we request that you amend your proposal, move the apartment complex further west away from Tancreti Lane to minimize traffic on Cameron Station Boulevard, and restore the original proposal for town homes in that area. (That way, more traffic would exit out the back of Cameron Station toward Pickett Street.) In addition, we believe that an amended proposal along these lines would help mitigate the potential loss of property values for people who have already purchased homes in Phase IV and relied in good faith on your representations and the representations of Cameron Station's builders.

A representative of the Van Metre homeowners will contact you to set up a meeting to discuss the issues we have raised in this letter. We look forward to seeing you soon.

Sincerely,

cc:

Mayor Kerry J. Donley
Vice Mayor William C. Cleveland
Councilwoman Claire M. Eberwein
Councilman William D. Euille
Councilwoman Redella S. Pepper
Councilman David G. Speck
Councilwoman Joyce Woodson
Sheldon Lynn, Director, Planning and Zoning Commission
William B. Hurd, Chairman, Planning and Zoning Commission
Donna Fossum, Vice Chair, Planning and Zoning Commission
Jeffrey Farmer, Planning and Zoning Commission
Stephen J. Kenealy, Chairman, School Board
Mark R. Eaton, Vice Chairman, School Board
Sally Ann Baynard
Linda D. Cheatham
Mary Danforth
V. Rodger Digilio
Dan D. Goldhaber
Susan J. Johnson
Mark O. Wilkoff
Herbert M. Berg, Superintendent

Joel Arneson
Signature

Joel Arneson
Print Name

5239 Tancret. Lane Alex. 22304
Address

Geraldine M. LeClerc
Signature

GERALDYNE M. LECLERC
Print Name

5231 TANCRETI LA. ALEX 22304
Address

Ronald P. LeClerc
Signature

5231 TANCRETI LA. Alex. 22304
Print Name

AL DUMIT
Address

5237 TANCRETI LANE
Signature

Alfred Dumit
Print Name

Jill Mitchell
Signature

Jill Mitchell
Print Name

Lot 40 / Brawner Place
Address
Phase IV

JIM WANG
Signature

JIM WANG
Print Name

5239 TANCRETI LANE. ALEX, VA
Address

Imelda U. Tiongson
Signature

Imelda U. Tiongson
Print Name

5246 Brawner Pl., Alex. 22304
Address

Imelda U. Tiongson
Signature

Noel A. Villanueva
Print Name

5246 Brawner Pl, Alex, VA 22304
Address

Noel A. Villanueva
Signature

Noel A. Villanueva
Print Name

Jill Mitchell
Signature

Jill Mitchell
Print Name

Lot 40 / Brawner Place
Address
Phase IV

Robert P. Birdsong
Signature

ROBERT P. BIRDSONG
Print Name

Brauner Place, Alex, VA
Address

Dana Langley Birdsong
Signature

Dana Langley Birdsong
Print Name

Brauner Place, Alex, VA
Address

Denise Harhai
Signature

Denise Harhai
Print Name

Tancreti Lane
Address

[Signature]
Signature

Isabelle Baird
Print Name

5245 Tancreti Lane
Address

Jessica A Efird
Signature

JESSICA A EFIRD
Print Name

Brauner Place, Alexandria, VA
Address

Debra S. Clewley
Signature

DEBRAH S. CHAKETTE
Print Name

350 CAMERON STATION BLVD. ALEX VA
Address

[Signature]
Signature

William Gery
Print Name

350 CAMERON STATION BLVD.
Address

Geraldine Grot
Signature

[Signature]
Print Name

Brauner Place, Alex Va
Address

[Signature]
Signature

Brian Larr
Print Name

BRAUNER PLACE, ALEX. VA
Address

[Signature]
Signature

J. Russell Efird
Print Name

Brauner Place, Alexandria VA
Address

Handwritten signature of Ken Moffett

Signature

Ken Moffett

Print Name

KE MOFFETT

Address

5241 TRANCETI LN
ALEXANDRIA VA 22304

Signature

GUSTAVO R. OLMEDO

Print Name

5241 TRANCETI LANE

Address

Handwritten signature of Wayne C. Connelly

Signature

WAYNE C. CONNELLY

Print Name

BRAWNER PLACE, ALEX., VA

Address

Handwritten signature of Amy B. Connelly

Signature

Amy B. Connelly

Print Name

Brawner Place, Alex, VA

Address

Handwritten signature of Amy B. Connelly

Signature

Print Name

Address

Handwritten signature of Edward M. O'Malley

Signature

Edward M. O'Malley

Print Name

5229 Tranceti Lane

Address

Signature

Print Name

Address

Signature

Print Name

Address

Signature

Print Name

Address

Signature

Print Name

Address

D.L. Chamberlin
Signature

D.L. Chamberlin
Print Name

5243 TAUCRETI LANE
Address

Signature

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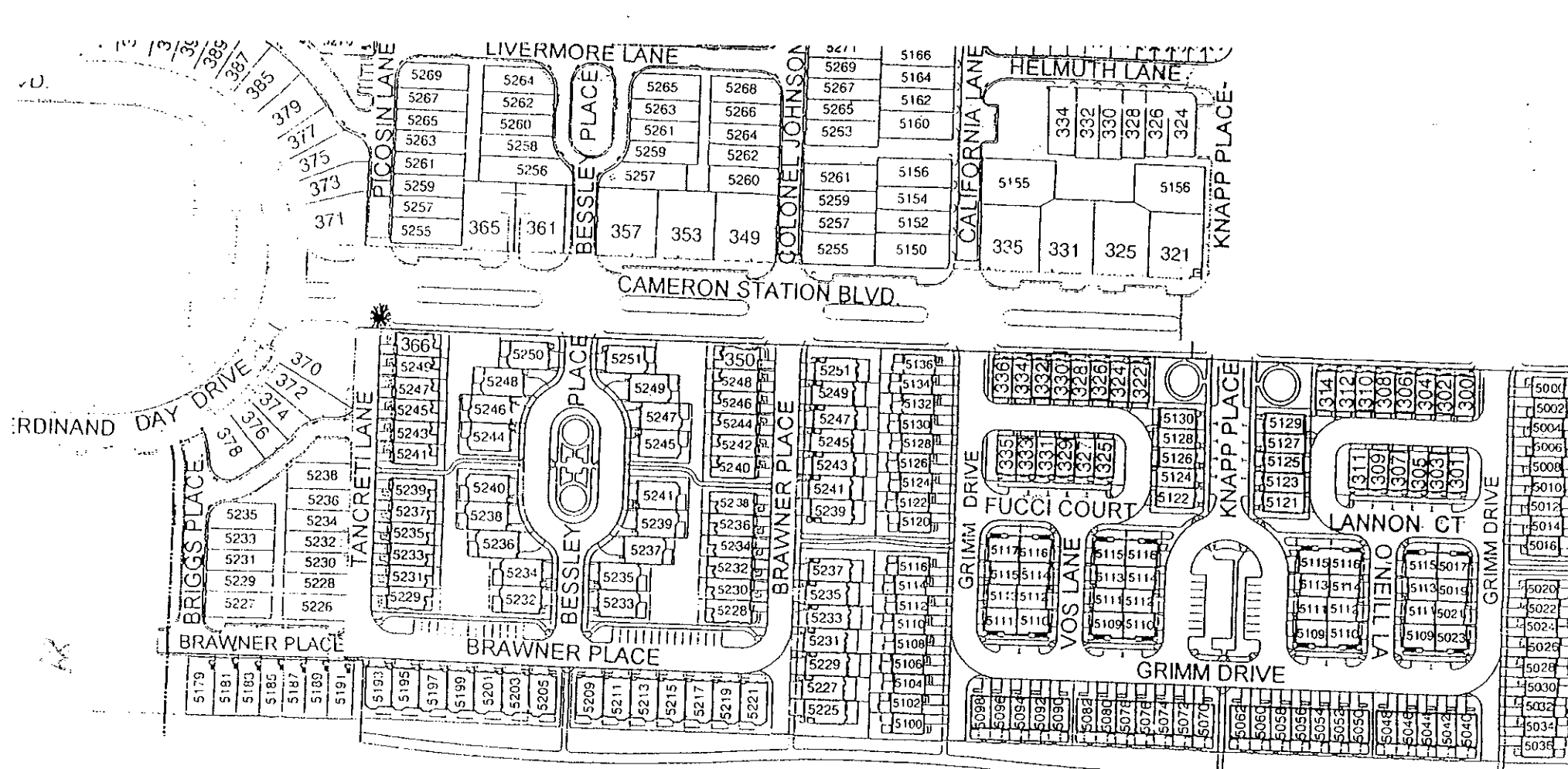
Address

Signature

Print Name

Address

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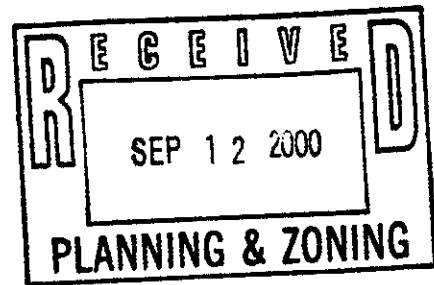


Phase IV

DSUP 2000-0031
ARCHSTONE CAMERON STATION

September 8, 2000

Mr. William "Bill" Hurd
Chair, Planning and Zoning Commission
City of Alexandria
301 King Street
Alexandria, VA 22314



RE: Cameron Station Archstone/DSUP2000-0031

Dear Mr. Hurd,

We wish to add our names to the growing list of many who are concerned about the potential changes to Phases V and VI to the Cameron Station Community.

When we began our search for our first home, we were attracted to Cameron Station because of its unique community atmosphere and small town feel. As we narrowed our search, Cameron Station stood out from other communities in the Washington, D.C. metropolitan area. No where else could we enjoy the architectural integrity of Cameron Station and many benefits such as the ability for our future children to walk down a quiet street to an elementary school.

We finally chose to purchase a home in Cameron Station after much deliberation. Whenever we asked about the plans for the remainder of Cameron Station, we were told that the next phase on our side of Cameron Station Boulevard would consist of more town homes and single family homes. We were never warned of a potential for a mid-rise apartment building or above ground parking garage. Therefore, you can imagine our extreme disappointment when we recently learned that a large apartment building and parking garage were being proposed to be built between our new home and Tucker Elementary School.


The proposed change to the Cameron Station plan alters the entire vision for the community. It detracts from the quiet, small town feel of Cameron Station and will no doubt increase the traffic volume in our area. These detractions will ultimately lower the property values throughout this area of Cameron Station.

A letter of opposition has been sent to the developer of Cameron Station, Greenvest, Inc. We are hopeful that Greenvest will work with the existing homeowners of Cameron Station to reach an amenable solution. However, barring a change in the plans of Phases V and VI of Cameron Station, we are hopeful that you will represent the concerns of your numerous constituents over the desires of a development corporation.

Thank you for your time and attention to this matter.

Sincerely,


J. Russell Efird


Jessica A. Efird

DSUP 2000-0031
ARCHSTONE CAMERON STATION

SEP 12 2000

Case#DSUP2000-0031

Dear Chairman Hurd,

Having been introduced to the Alexandria area during military assignments to the Washington, DC area, we looked with anticipation upon settling here in retirement. After lengthy house hunting and soul searching, we settled on Cameron Station.

Among the deciding factors for choosing Van Metre as a builder was the particular tract which was available and the emphasis they put on the buildings which would be co-located with the lot that we picked. Now we find out that what they told us as part of their sales pitch is no longer their goal. This does not seem right.


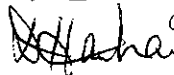
Van Metre is not making their request for changes with clean hands. They should not be able "bait" prospective buyers with one plan, and then "switch" their plans once they have committed buyers. It appears that they already tried to do that with the quality of the townhomes they are building, and the City had to step in to ensure that shoddy practices did not continue. Now, it appears as though Van Metre wants to increase their profit margins on the backs of the very homeowners they would have taken advantage of had the City not interfered. It will be disappointing if the City allows them to get away with that approach.

It is my impression that sellers of property have a responsibility to disclose any material information of which they are aware, present or future, that would have significant bearing on the buyer's decision. Using "location" and "neighborhood" as part of a sales pitch, and then changing those elements certainly goes to the very heart of material information relevant to a decision. Van Metre sales personnel were very aware of the psychology about how information of structures behind and across the street would help them move their properties, and they used it to their advantage. Now, after using that ploy, they want to turn around and change their plans again to their advantage - and to our detriment.

Van Metre has had over a year to convey this information to us and give us the option of another location at their expense. The purchase agreement for our townhouse was signed August 1999, with a delivery date promised of December 1999. The closing date is now set for September, nine months after the original promised date and over one year after our original commitment. For over six of those additional nine months, we had no communication from Van Metre at all, not even an apology or explanation on the delay. By their own making, caused mostly by shoddy workmanship, they serendipitously enjoyed a lengthy time period in which they could have notified prospective homeowners of their change in plans for the surrounding "community" and given each a chance to re-commit elsewhere. Now, having been strung along to this point in time, our choice is either one of financial disadvantage or living in a high-density environment not of our own choosing. Neither of these options is appealing.

I would ask that you not reward Van Metre for their less than honest actions. We have been looking forward to the ambiance of Alexandria that we hoped would be recreated on Tancreti. Instead, if you approve Van Metre's plans, we will be living on a street with high traffic and increased population density. This will detract from our property values and reward a company whose dealings with both the City and its customers has been less than honest, if not illegal. Our fate is in your hands.

Thank you for your consideration on these issues.



Dean D. Schloyer
Denise A. Harhai

DSUP 2000-0031
ARCHSTONE CAMERON STATION

OCT 10 2000

5231 Tancreti Lane
Alexandria, VA 22304
October 4, 2000

Mr. Jim Duszynski
Greenvest L.C.
8614 Westwood Center Drive
Suite 900
Vienna, Virginia 22182

Dear Mr. Duszynski:

As a follow up to our recent meeting with you and the representatives of Archstone, owners of the Van Metre Phase IV homes met to discuss the issues and possible alternatives on Monday, October 2nd. After a lengthy review and discussion of possible options, the group reached a unanimous decision. Everyone wishes to have the townhouses originally approved in Phase V, on the west side of Tancreti Lane, maintained. The reasons are threefold. Having an apartment complex as part of the Cameron Station Community changes the dynamics of the original concept "of a community of individually owned town homes". Renters come and go frequently. They have no vested interest in maintaining the value of the property regardless of rent. The owners of the apartment complex could decide to sell to a third party who could care less about Cameron Station. Second, the fact that the apartment complexes and Assisted Living facility will not be part of the Home Owners Association causes much concern. What legal recourse would we have if the architectural integrity of Cameron Station was not maintained? The last point remains the heavy density of residences located at the west end of the community. The fact remains that the current school traffic, the added traffic from the Assisted Living facility and the 320 rental units, all located in a small area, would result in a large number of automobiles using the Pickett Street exit and its one traffic light. There already exists a problem with the traffic between Pickett and Van Dorn Streets. Any increase in traffic can only make a bad situation worse. We cannot emphasize enough that the Van Meter homeowners of Phase IV chose their location because everyone believed there would be townhouses across the street. It was as much a business decision as an emotional one.

We believe a compromise can still be achieved. Build the 22 townhouses as originally approved by the City of Alexandria's

Planning and Zoning Commission for Phase V, then construct condominiums townhouses and/or single family homes rather than apartments. This would maintain owner interest in the property and have the HOA as governing body. Whatever is constructed in Phase V, VI and VII, everyone should be part of the HOA.

If you believe another meeting would be of benefit please let us know, as everyone would appreciate another opportunity to discuss these issues. We will, however, pursue our campaign with City officials and our neighbors.

Sincerely,

A handwritten signature in cursive script that reads "Ron LeClerc".

Ron LeClerc
(on behalf of the Phase IV homeowners)

cc: Kimberley Johnson
Chief, Development Division

Cameron Station

Did You Know?

Greenvest is proposing a 320-unit **rental property** with an above-ground parking garage next to Samuel Tucker Elementary School in Cameron Station.

We must oppose this proposal

An updated plan of the Cameron Station community was included in the latest edition of *The Compass*, but there was no explanation about why the map was enclosed or what the "Proposed Phase VI" on the map really is. Here are the facts:

Fact: Greenvest has submitted a proposal to modify the existing City-approved plan for Phase V and build a 320-unit rental property *replacing* the planned town homes in Phase V.

Fact: The rental property and its tenants will **not** be a part of Cameron Station and will not be subject to the terms and conditions of the Cameron Station HOA.

Fact: Greenvest and the proposed rental unit builder claim they are planning to build "luxury apartments," but the rents will range from only \$1,200-\$2,300/month. This will not attract residents who will care about our community.

Fact: Neither the Cameron Station HOA office nor Cameron Station model homes contain plans for rental units in Cameron Station. All of us bought our homes based on representation made by Greenvest and the individual builders that "Cameron Station is a master planned community association of single family homes, town homes, and condominiums located in Alexandria, Virginia."

Fact: Greenvest contends that the rental units will not add to the traffic on the west end of Cameron Station, citing a traffic study completed by the builder of the proposed assisted living home (Hallmark). The apartment complex will increase traffic on Cameron Station Boulevard substantially.

Fact: The increased traffic will compromise the safety of the children attending the elementary school.

Fact: Greenvest contends that the rental units will not affect the value of your or your neighbor's homes. With the increase in congestion in Cameron Station, can we believe this is true?

Fact: Our Cameron Station HOA will not fight to protect our property values or to limit the traffic that will clog Cameron Station Boulevard. Greenvest currently controls all but two seats on the Home Owners Association.

Express your opposition

Most of your new neighbors in Phase IV have already organized to oppose Greenvest's proposal. We met with Greenvest in good faith hoping that we could come up with a compromise to the proposed plan, but Greenvest is not prepared to modify the plans. Although we have started speaking with City of Alexandria officials for assistance, it is imperative to demonstrate that Cameron Station is united in opposition to the rental units. On October 14 and 15, residents in opposition will take to the streets with a petition to **deny Greenvest's proposal to build rental units in Cameron Station**. Please take a moment to sign the petition when your neighbors come to your home. *Ask how you can continue to support our efforts!*

For more information, e-mail: csneighbors@yahoo.com

DSUP 2000-0031
ARCHSTONE CAMERON STATION

October 7, 2000

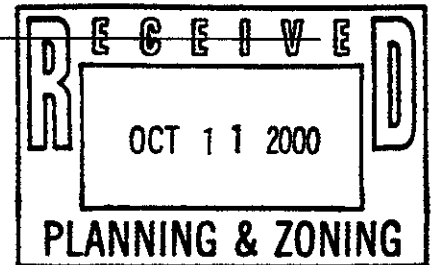
Dear Mayor, Vice-Mayor, City Council Members, Planning and Zoning Commission Members, Members of the School of Board:

Below is a copy of the second letter we sent to Jim Duszynski, Project Manager of Cameron Station for Greenvest L.C. Also, attached is a copy of the flyer we distributed to the current homeowners at Cameron Station. We would appreciate if you take the time to read our letter and flyer. Thank you.

Sincerely,
Phase IV Cameron Station Homeowners

October 4, 2000

Mr. James Duszynski
Greenvest L.C.
8614 Westwood Center Drive
Suite 900
Vienna, Virginia 22182



Dear Mr. Duszynski:

As a follow up to our recent meeting with you and the representatives of Archstone, owners of the Van Metre Phase IV homes met to discuss the issues and possible alternatives on Monday, October 2nd. After a lengthy review and discussion of possible options, the group reached a unanimous decision. Everyone wishes to have the townhouses originally approved in Phase V, on the west side of Tancreti Lane, maintained. The reasons are threefold. Having an apartment complex as part of the Cameron Station Community changes the dynamics of the original concept "of a community of individually owned town homes". Renters come and go frequently. They have no vested interest in maintaining the value of the property regardless of rent. The owners of the apartment complex could decide to sell to a third party who could care less about Cameron Station. Second, the fact that the apartment complexes and Assisted Living facility will not be part of the Home Owners Association causes much concern. What legal recourse would we have if the architectural integrity of Cameron Station were not maintained? The last point remains the heavy density of residences located at the west end of the community. The fact remains that the current school traffic, the added traffic from the Assisted Living facility and the 320 rental units, all located in a small area, would result in a large number of automobiles using the Pickett Street exit and its one traffic light. There already exists a problem with the traffic between Pickett and Van Dorn Streets. Any increase in traffic can only make a bad situation worse. We cannot emphasize enough that the Van Metre homeowners of Phase IV chose their location because everyone believed there would be townhouses across the street. It was as much a business decision as an emotional one.

We believe a compromise can still be achieved. Build the 22 townhouses as originally approved by the City of Alexandria's Planning and Zoning Commission for Phase V, and then construct condominiums townhouses and/or single-family homes rather than apartments. This would maintain owner interest in the property and have the HOA as governing body. Whatever is constructed in Phase V, VI and VII, everyone should be part of the HOA.

If you believe another meeting would be of benefit please let us know, as everyone would appreciate another opportunity to discuss these issues. We will, however, pursue our campaign with City officials and our neighbors.

Sincerely,
Phase IV Homeowners at Cameron Station

Geoffrey R. McIntyre, Ph. D.
4914A Barbour Drive
Alexandria, VA 22202

DSUP 2000-0031
ARCHSTONE CAMERON STA.

. Public Administration
. Transportation Safety

Oct 23rd '00

Alexandria Planning Commission
301 King st
Alexandria, VA
Attn: Ms Kimberly Johnson

Ref: Archstone at Cameron Station, DSVP 2000-31

As a transportation safety professional, I am opposed to the proposed development of a 300-unit apartment complex because of the projected *added traffic* that will be experienced in the Cameron Station community.

Presently, the volume of "cut through traffic" is very high. I personally know first hand of families who, when heading westbound on Duke Street, routinely cut through on Cameron Station Blvd through the community, exiting on Edsel Road to get to their Watergate -- Landmark homes. This short cut saves travel time through four traffic lights. Additionally, when the Beatley Overpass on Duke Street is formally opened with access in and out of Brennan Park, it is reasonable to expect that increased "cut through traffic" will be experienced.

This proposed apartment complex would add an estimated 700 vehicles through Cameron Station, excluding guest parking. This additional traffic, combined with the projected "cut through traffic" would pose a *safety hazard* to schoolchildren, seriously affect the air quality and ultimately the home values of the neighborhood.

On another matter, it is true that the Homeowner Disclosure Package legitimately provided the developer with clauses that permits response to "market conditions." And the developer, *Greenvest*, has chosen to exercise that right. This was never communicated in the community newspaper, *The Compass*, nor was it displayed in the scale model of the community that was prominently exhibited in the Cameron Station Sales Office. It appears that the old value of "*caveat emptor*" let the buyer beware, is at work! Greed is disguised as market response. Perhaps *Greedvest* would be a more appropriate name.

I urge the Commission to address these issues prior to giving its approval.

Sincerely,



Geoff McIntyre

(Dr. McIntyre is the author of a recently published book, *Patterns In Safety Thinking*).

Am. D.Euille

DSUP 2000-0031
Attach to Cam
Station Cases

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

Dear Council and Planning Commission of Alexandria:

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

- Development Special Use Permit #2000-0032 58.04 — CAMERON STATION - P.H.I
- Development Special Use Permit #2000-0030 68.01 — CAMERON STATION - HALLMARK
- Development Special Use Permit #2000-0084 68.01 — CAMERON STATION - HALLMARK
- Special Use Permit #2000-0031 68.01 — CAMERON STATION - ARCHSTONE
- Special Use Permit #2000-0085 68.01 — CAMERON STATION - ARCHSTONE

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

Besides this unfair treatment of Cameron Station residents, the new project was designed using neo-traditional design and the new urbanism. This design standard is based on the project being located at a metro, convergence of bus lines, or other transportation center. It also is based on residents being able to walk to grocery stores, dry cleaners, etc. The walking distance for all of these services and to a transportation center is considered to be 1/4 mile. This is not the case in Cameron station. All activity is dependent on vehicles. For this reason, the 1.7 spaces allowed in the apartment complex is not sufficient. Cameron Station has two spaces per unit and in some cases 4 with 15% extra visitor parking. There is a critical shortage now, and the additional burden of this project would make it unlivable.

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

Sincerely,

Susan Schuppert
276 Murtha Street
Alexandria, VA 22304

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 99 (7-99)

FAX TRANSMITTAL

of pages 2

20502809.6 20201 11

To	From
Dept./Agency	Phone #

MAJ. WILLSON

RCVD FEB 8 '01

98

The Homeowners of Tancreti Lane
Page 2

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

The Homeowners of Tancreti Lane
Page 3

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 C. Wallenstrom
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
Jim Duszynski, Senior Vice President

Seen and Agreed:

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

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

Isabelle Baird
Isabelle Baird
5245 Tancreti Lane
Alexandria, VA 22304

The Homeowners of Tancreti Lane
Page 4

Dorothy I. Chamberlin
Dorothy I. Chamberlin
5243 Tancreti Lane
Alexandria, VA 22304

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

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

Alfred J. Dumit
Alfred J. Dumit
5237 Tancreti Lane
Alexandria, VA 22304

Melinda A. Lyle
Melinda A. Lyle
5235 Tancreti Lane
Alexandria, VA 22304

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

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

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

Carolyn J. O'Malley

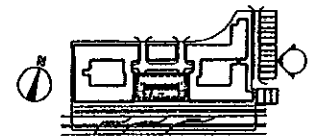
CAMERON STATION

A DEVELOPMENT OF ARCHSTONE COMMUNITIES TRUST

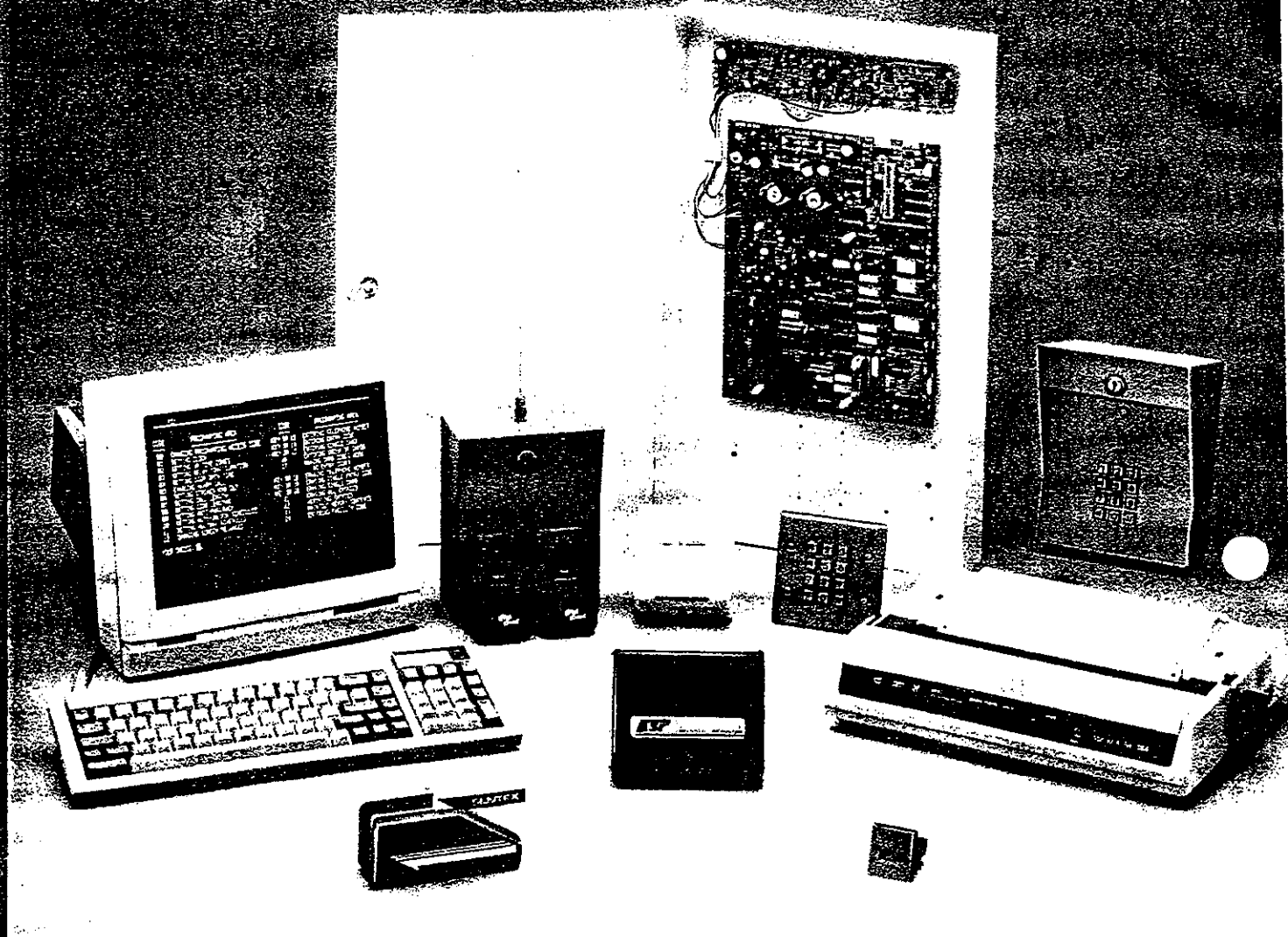


EAST ELEVATION

K M + P
KAUFMAN MEYER & PARTNERS
ARCHITECTS & PLANNERS
HOUSTON NEWPORT BEACH BARCELONA
REV. 01/31/01



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



AT A PRICE THAT'S DOWN TO EARTH

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 KlikCard (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.

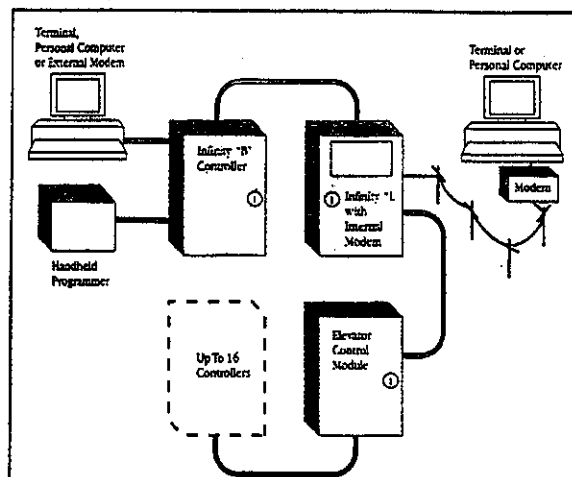


Figure 1.
Infinity Systems can be linked to control up to 32 doors/elevators.

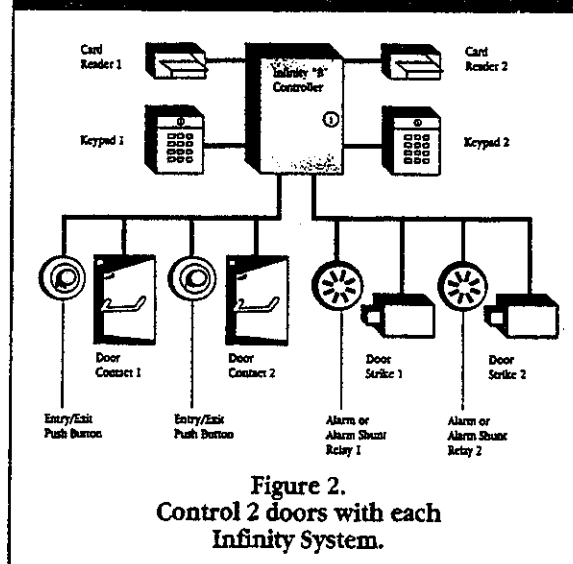


Figure 2.
Control 2 doors with each Infinity System.

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 re-loaded 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™



ACCESS CONTROL WITHOUT LIMITS.™



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

YOUR AUTHORIZED SENTEX DEALER IS:

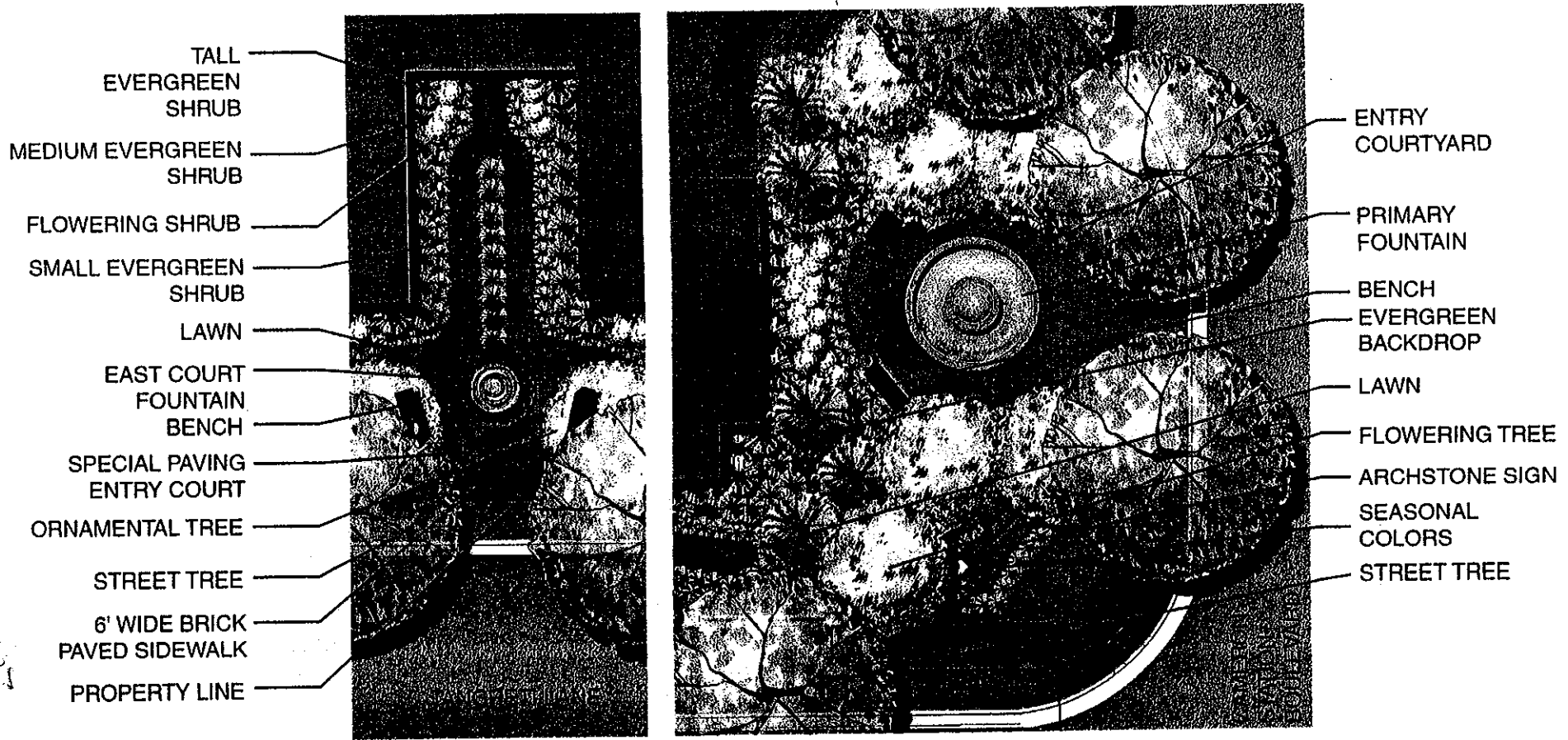
The Phoenix Security Group, Ltd.
5961 Coopers Landing Court
Suite B
Burke, VA 22015

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

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

AT A PRICE THAT'S
DOWN TO EARTH

S E N T E X S Y S T E M S



ARCHSTONE

EXHIBIT C: TANCRETI LANE

ENLARGEMENT OF FOUNTAIN COURTYARDS

30' GRASS STRIP

TANCRETI LANE

FERDINAND WAY

201

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.

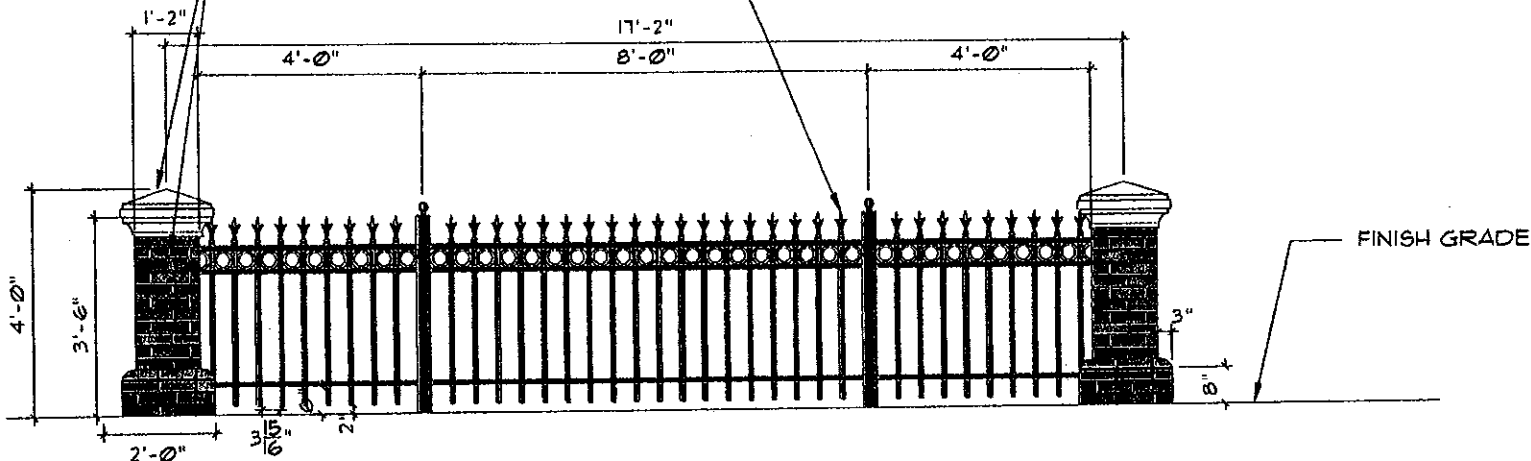
MONUMENTAL IRON WORKS FENCE

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

PRECAST CONCRETE CAP
RUNNING BOND COURSE



ARCHSTONE

EXHIBIT E: COLUMN AND FENCE ELEVATION



LDI # 2000073
DATE 01-30-01

EXHIBIT "F"

DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS

THIS DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS (this "Declaration") is made as of this 12th 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

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. Wallerstrom
Name: Jon C. Wallerstrom
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. Wallerstrom, 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. Spangne
Notary Public

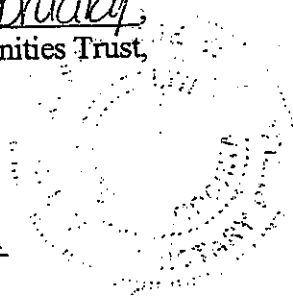


EXHIBIT A

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.

2121 Eisenhower Avenue, Suite 302, Alexandria, VA 22314
Telephone: 703-548-2188, Fax: 703-683-5781

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

March 29, 2001

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

Dear Commissioners:

We strongly oppose the Archstone project (docket items 6, 7A and 7B) that is before you on Tuesday, April 3. This proposed project is an obnoxious design that, if approved, would be a blight on our community and City for decades, and would set a dangerous precedent for a new low in architectural design quality. There are no redeeming features of this plan and it should be rejected outright. The applicant needs to go back to the drawing board and come back with a design that is worthy of our community and City.

The design calls for a massive structure that runs uninterrupted for 700 continuous feet, the length of two and a half city blocks. It is 76 percent of the length of an outside wall of The Pentagon, and equal in length to the US Capitol. Part of this integral design is a hideous seven story, unfinished concrete, above ground parking garage, virtually identical to the Landmark Mall garage, only taller. The building does not blend with the rest of Cameron Station in terms of mass, use of green space, architectural style and quality, etc. It does not deserve a place in Alexandria.

While it is touted to be a "luxury" building, its design lacks characteristics and qualities that enhance one's quality of life in even less pretentious ones. There is little open space in the design; some units will get little sunlight; internal corridors are 200-400 long; parking is as much as one block (and more) from some units; the design encourages on-street parking in lieu of using the garage; and the design is certainly not user friendly for persons with mobility disabilities.

While not addressed in the staff report, we believe that there are serious police and safety issues inherent in a design like this one, e.g. with long expanses hidden from the street and above ground parking garage that is easily accessible by intruders - all this adjacent to an elementary school. We are asking the Police Department and Fire Department to give independent professional judgments of whatever problems may be inherent in this design.

We encourage you to reject this proposal. We will be out in force at the April 3 meeting to express our strong opposition.

Sincerely,


Roland Gonzales
President

#7-A. DSUP 2000 - 0031
#7-B. SUP 2000 - 0085



MIME:rolandcarmen
@earthlink.net

04/02/2001 08:55
AM

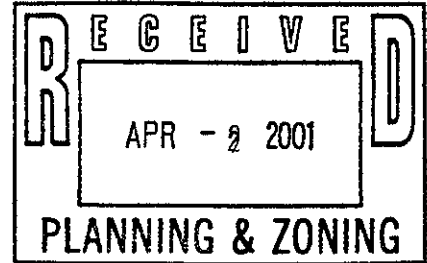
To: erwagner@home.com @ INTERNET, hsdun@ipbtax.com @
INTERNET, fossum@rand.org @ INTERNET, gain731@mlb.com @
INTERNET, komorosj@nasd.com @ INTERNET,
robinsonjl@aol.com @ INTERNET
cc: Eileen Fogarty@Alex
Subject: Archstone Apartment Proposal

Copy being hand-delivered to Mr. Leibach.

Cameron Station Civic Association, Inc.
PO Box 22560
Alexandria, VA 22304
Telephone 703-370-2319

April 2, 2001

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



Dear Commissioners:

We must protest vigorously an eleventh hour plan modification that we understand Archstone Community Trust will make to the Planning Commission today, Monday, April 2. While commendable that Archstone is moving to make its design less offensive, we believe such late submissions are not in keeping with what we understand Commission policy is, i.e., having established Friday before a Commission meeting as the cutoff day. This policy makes good sense in order to give Commission members, staff and citizens opportunity to obtain, review, research and digest material of such magnitude and materiality as what we understand Archstone will be presenting.

We consented to a request of Jon Wallenstrom, Archstone Vice President, to address our community meeting last night. In his presentation, Mr. Wallenstrom presented artist drawings and made representations about the design that some of us knew differed from those in the published staff report. When questioned directly, Mr. Wallenstrom admitted that some of his drawings and representations differ from the report and therefore differ from what is currently before the Commission. They are modifications that he said will be delivered to Commission staff on Monday. Please be informed that, at our meeting last night, we reached no agreements with Archstone.

Based on Mr. Wallenstrom's oral representations, it appears that Archstone has made some modifications to attempt to partially meet some of staff's recommended conditions. Based on what he presented - since we have nothing in hand to review - it appears this design is still unacceptable to the community; it is still short of meeting staff's recommended conditions and far short of meeting ours. We say all this not knowing with certitude what Archstone will present tomorrow.

We believe there is enough information in the staff report and what Mr. Wallenstrom presented for the Commission to veto this design and have Archstone present a new one that eliminates that frightful six or seven level above ground garage, puts "real" open space in the design, and improves the architectural quality to a level commensurate with the rest of Cameron Station. At a recent meeting, the Commission lamented that, in the past, it might have acted in haste and without full understanding on some items regarding Cameron Station, and unfortunately as a

result, may have made different and better decisions had it not done so. We believe that your observations are meritorious and that you should not act in haste on late hour Archstone "modifications" that have not been properly examined by staff and the community, and on which you have had insufficient time to digest and thoughtfully consider.

Sincerely,

Roland Gonzales
President

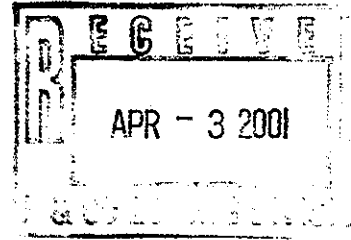
Cameron Station Civic Association, Inc.

Mayor Donley
Received by CC, sent to CWA
4/21/01 PH #53

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

March 31, 2001

Mayor and City Council
Suite 2300, City Hall
301 King Street
Alexandria, VA 22314



Dear Mayor Donley and City Council Members:

We alert you to a matter that will be before the Planning Commission at its April 3 meeting, one that we and other civic associations will oppose vigorously. We hope that the Commission will turn this matter around and the plan that arrives on your door step for approval is one that we and you will be proud to support. We speak of the ARCHSTONE apartment project. As it stands now, this plan has no redeeming qualities and would be a blight on our community and City for decades to come.

The design calls for a massive structure that runs uninterrupted for 700 continuous feet. Yes that's right, 700 continuous feet, the length of two and a half city blocks, 76 percent of the length of an outside wall of The Pentagon, and about equal in length of the US Capitol. Part of its integral design is a hideous seven story, unfinished concrete, above ground parking garage, very much like the one at Landmark Mall, only taller. The plan does not blend in with the rest of Cameron Station in terms of mass, use of green space, architectural quality, etc. It is a disaster.

It is being presented as a "luxury" building, with rents starting at \$2,000 a month, yet the design produces problems not found in buildings of less pretentious claims: there is little open space; some units will get little sunlight; internal corridors are 200-400 feet long; parking is as much as one block (and more) from some units; the design encourages on-street parking in lieu of garage use; and it is certainly not user friendly for persons with mobility disabilities.

We are also concerned about potential police and fire safety issues, issues not addressed in the staff reports. The design has that 700 foot continuous expanse that is hidden from the street, yet there is a path that pedestrians use that connects the two West End parks (Brenman and Boothe) that runs along the south side of and close by this 700 foot expanse. The above ground parking garage can be easily entered by intruders, posing threats to residents, visitors, children at Tucker School and passersby using the pathway.

We hear that the applicant will be presenting some eleventh hour plan modifications to the Planning Commission on Monday, April 2, which date we might point out is after the Friday cutoff that the Commission usually enforces. We also hear that some of our neighbors on Tancreti Lane may support the plan as presented, we believe largely because of threats and intimidation by the developer. The Civic Association deliberately stayed out of the conflict those neighbors had with the developer and builder over allegations of deceit and "bait and switch". We take no firm stand for or against apartments per se, since many, if not most of us, understood that rental units could be included in the latter phases of development. We do object strenuously, however, to this fortress-like monstrosity that is proposed. We believe the builder and developer can do much better. Cameron Station and our City deserve better.

Sincerely,

Roland Gonzales
President

enclosure



**THE CAMERON STATION COMMUNITY IS INVITED TO ATTEND A MEETING
SUNDAY AFTERNOON, 5 P.M., TUCKER ELEMENTARY SCHOOL CAFETERIA**

**Purpose is to review the proposed Apartment complex planned for Section VI of Cameron Station.
The proposed building is 700 feet long and includes a 7 level Parking Garage with 6 levels above ground.
(See illustration below comparing proposed building to the National Capitol that is 750 feet in length.)**

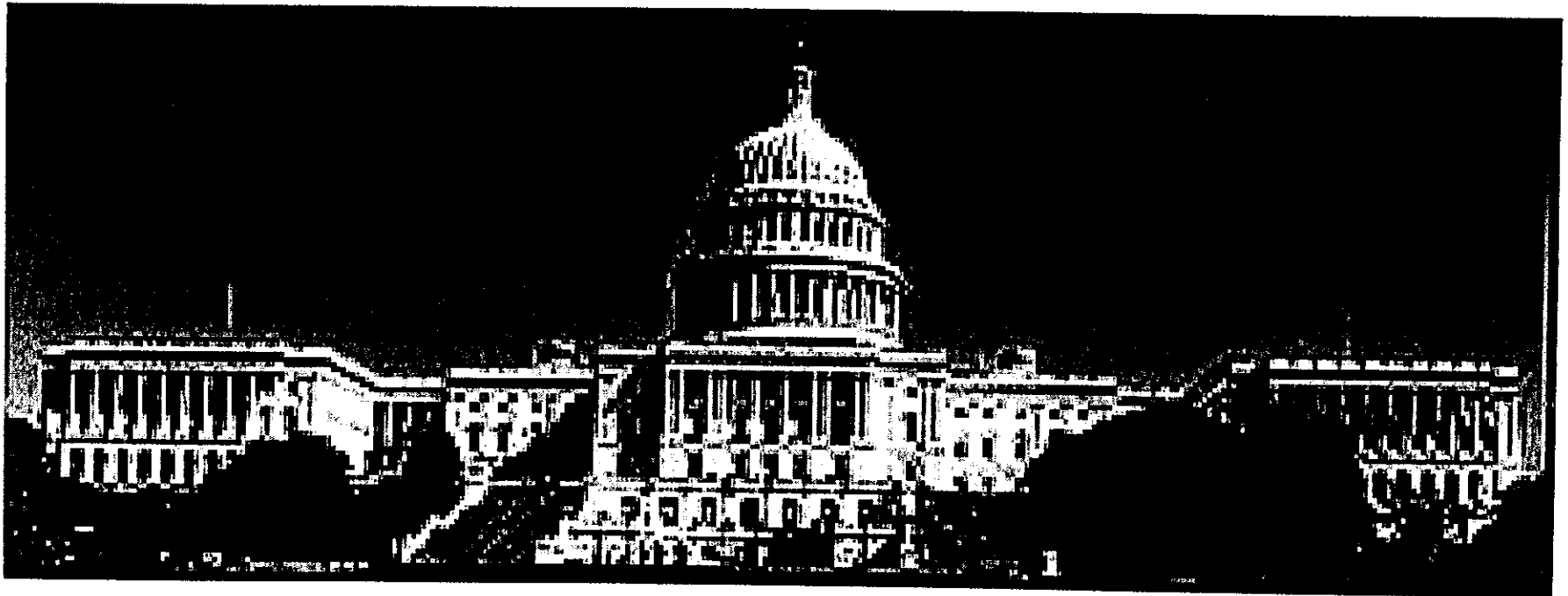
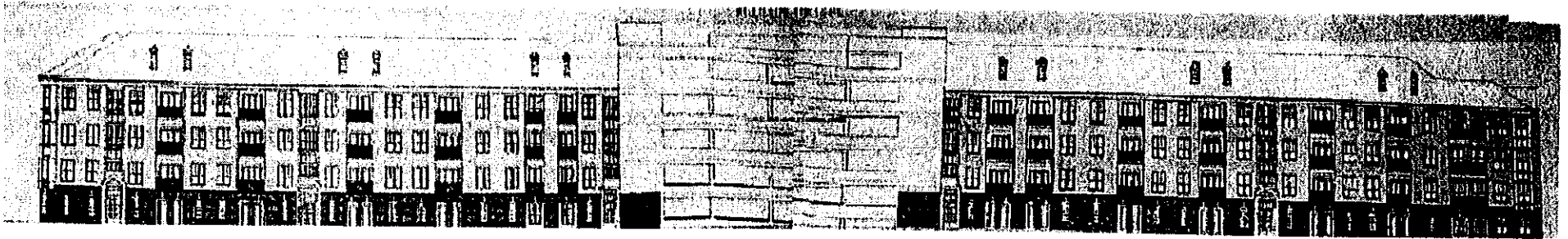
**Hosted by: Cameron Station Civic Association
P.O. Box 25560, Alexandria, VA 22304**

For additional information:

President: Roland Gonzales, 703-370-2319

Vice President: James Ryan, 703-567-2962

Secretary: Joe Bennett, 703-567-0153



Cameron Station Civic Association, Inc.

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

APRIL 2 ADDENDUM

We consented to a request of Jon Wallenstrom, Archstone Vice President, to address our community meeting last night. In his presentation, Mr. Wallenstrom presented artist drawings and made representations about the design that some of us knew differed from those in the published staff report. When questioned directly, Mr. Wallenstrom admitted that some of his drawings and representations differ from the report and therefore differ from what is currently before the Commission. They are modifications that he said will be delivered to Commission staff today (Monday, April 2). Please be informed that, at our meeting last night, we reached no agreements with Archstone.



**MIME:rolandcarmen
@earthlink.net**

04/05/2001 02:31
PM

To: Eileen Fogarty@Alex
cc: billcleve@home.com @ INTERNET, council-woodson@home.com
@ INTERNET, delpepper@aol.com @ INTERNET,
DSpeck@aol.com @ INTERNET, MayorALX@aol.com @
INTERNET, wmeuille@wdeuille.com @ INTERNET,
Vote4Eberwein@aol.com @ INTERNET, erwagner@home.com @
INTERNET, fossum@rand.org @ INTERNET, hsdunn@ipbtax.com
@ INTERNET, komorosj@nasd.com @ INTERNET,
ludwig.gaines@morganlewis.com @ INTERNET,
robinsonjl@aol.com @ INTERNET, richleibach@aol.com @
INTERNET, JimD@greenvest.com @ INTERNET,
jrak@mcquirewoods.com @ INTERNET,
awallenstrom@archstonemail.com @ INTERNET

Subject: Cameron Station - Archstone Proposal

Cameron Station Civic Association, Inc.
PO Box 22560
Alexandria, VA 22304
Telephone 703-370-2319

April 5, 2001

Ms. Eileen Fogarty
Director of Planning and Zoning
301 King Street, Suite 2100
Alexandria, VA 22314

Dear Ms. Fogarty:

As president of the Cameron Station Civic Association, I am quite disappointed that the Civic Association, nor any other member of the public, had an opportunity to testify on the Archstone items at the Planning Commission meeting on April 3. As a result, we believe that Staff, the Commission, applicant and some of the public may not fully know our position, while having a better understanding of the applicant's and staff's, which were both presented, albeit in abbreviated form. So that there is no misunderstanding, we will state what will make the Archstone plan acceptable to us:

1. Eliminate that massive parking garage, the seven story monster that is longer by 72 percent than any building in Cameron Station.
2. Put the parking underground. It can be done on one level; the builder just doesn't want to do it. With the parking underground, the other major flaws in the design can be solved. The 700 foot continuous mass, comparable in length to the US Capitol, can then be broken up and distributed in, say, three separate buildings. Then there will be room for true open space.
3. Design the buildings to a higher architectural level in terms of detail and finish. Archstone can do this; it did so on the Tancreti side of the previous design.
4. Have appropriate City staff address all the police and safety issues we have (most of these will probably be abated when the mass is reduced and above grade garage eliminated). One example of this concern is activity by the community, including elderly residents of the Senior facility recently approved, along the linear park. This proposal would provide a 700-foot long wall on one side and the canal on the other side, effectively eliminating any means of escape from real or perceived danger.

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Another point we were set to explain at the Commission meeting concerned the unworkability of the seven level garage concept. While it is clearly understood that we oppose the seven story, above ground garage because of its mass, general ugliness, and the fact that it is completely incompatible with the design concept of Cameron Station, we also oppose it because it is a flawed concept that will add to street parking woes, rather than help reducing them. Archstone presents this concept that residents will park on the parking garage level that corresponds to the same floor in the apartment building in which they live. We don't quite understand this, since there are four apartment levels and seven garage levels. But none-the-less Archstone says that's the way it will work.

Many of the apartment units are great distances from the garage, thus residents will opt to park on the street, if it is more convenient than indoors. This design exacerbates a street parking shortage that will likely occur as Cameron Station nears buildout. Some City Council members expressed their concerns about the approaching parking shortage at the recent Council meeting when they approved the Brookdale building; some Commission members have expressed theirs. Although Cameron Station is only 40 percent complete in terms of occupancy, residents in some areas now complain of a shortage of street parking. Ask a reasonable person how many of them would pay \$2000 a month and more for rent, and then face the possibility of having to look for parking on the sixth or seventh parking level of their apartment building. This concept is poor human systems design (as well as being massive and ugly) and administrative regulations and police patrolling will not adequately prevent abuses.

We note with some humor - and it helps to have humor in these situations - that Archstone's attorney, Mr. Jonathan Rak, asserts in his letter to you dated March 16, which your office received on April 2, "We believe that all other parking in Cameron Station is above-grade, except for the Brookdale proposal..." Perhaps Mr. Rak is unaware, but certainly his client must know, that the Carlton Condominiums and the Main Street Condominiums also have below-ground parking. We are certain this was an oversight on his part.

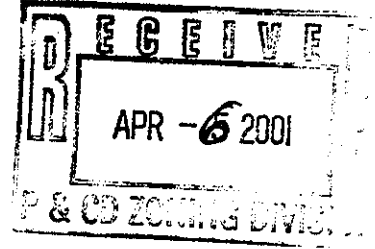
Sincerely,

Roland Gonzales
President

cc: Mayor and City Council Members
Planning Commission
Mr. Jon Wallenstrom (Archstone)
Jonathan P. Rak, esq.
Mr. Jim Duszynski (Greenvest)

*Sent to CC -
Planning?
Pending
#53*

602 S. Pitt Street
Alexandria, VA 22314
April 2, 2001



Mayor Donley
Members of Council
City of Alexandria
301 King Street, Suite 2300
Alexandria, VA 22314

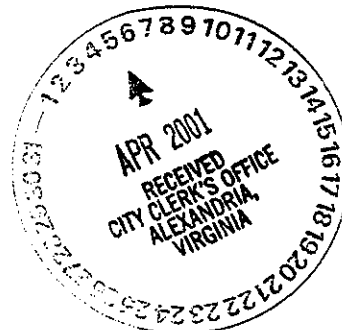
Dear Mayor and Council Members:

I am totally opposed to the apartment building planned for Cameron Station on Duke Street because it is much too big! We should stop approving these enormous projects that would make Alexandria as ugly, barren and congested as Rosslyn or Crystal City, or Tyson's Corner. Where is the open, green space in our city? Let us emphasize the quality of projects rather than the quantity. Duke Street and King Street already are in a state of perpetual GRIDLOCK. Please scale down this project. Furthermore, I strongly recommend that every project proposed for our city contain a traffic and parking impact statement. Thank you for listening.

Sincerely,

A handwritten signature in cursive script that reads "Anthony J. DiStefano".

Anthony J. DiStefano



DSUP 2000-0031

**City of Alexandria Website Contact Us - EMail for Eileen Fogarty
(eileen.fogarty@ci.alexandria.va.us)**

Time: [Thu Apr 12, 2001 17:25:26] IP Address: [38.38.25.220]

First Name: Carmen
Last Name: Gonzales
Street Address: 4914
Gardner Drive
City: Alexandria
State: VA
Zip: 22304
Email Address: rolandcarmen@earthlink.net
Ms. Fogarty:

This regards the Archstone-Cameron Station proposal for an apartment complex. The Planning staff's report for Docket Item#7-A includes letters and a petition from residents living on Tancreti Lane and other surrounding streets. Please take a few quiet moments to read those letters (pages 65 - 88). The letters give a lot of information that I feel has been lost. Please hear their hearts trying desperately to reach out for help.

Those same residents that wrote those letters latter signed a contract with Archstone to not oppose the apartment complex in return for enhancements to the apartment side facing Tancreti Lane. In my opinion, that was a sad day, sad because we let their pleas fall on dead ears. Many of us, including the Civic Association, are ashamed and to blame for not listening to those residents' early pleas for help. The development planning process needs to be changed NOW so that Alexandria residents don't end up as victims again.

Comments:

Again, please read those letters. The plan to build townhouses across from Tancreti Lane is still on the table. The City (Planning staff, Planning Commission and City Council) should deny the amendment to the SUP#2000-0085 (Docket Item #7-B). Please hear those hearts trying desperately to reach out for help and stick to the original SUP.

Our City Council and Planning Commission have publicly stated that many mistakes have been made in planning Cameron Station. Please help put a stop to those mistakes - deny the amendment to the Sup and stick to the original SUP.

Thank you for taking time to read this message. A response is not necessary.

Thanks,
Carmen Gonzales

125



MIME:VMGtheHill@
ol.com

04/17/2001 07:12
AM

To: Eileen Fogarty@Alex
cc:
Subject: Re: Planning

Dear Ms. Fogarty:

Many thanks for your kind reply. In my opinion and the opinion of a number of other residents in our great City, all garages accompanying a major development such as PTO and Cameron Station should be put underground. Not two stories underground but all the way underground. Pretting them up with facades etc is just a ruse and allows the developer to get away ON THE CHEAP. If anyone in your shop or on the Planning Commission is pro green space then these garages just don't hack it. Just think of a park or some other type of open space on top of the garage. The densest city in Virginia should take advantage of any green space they can get. Many Thanks,

"Van" Van Fleet



**MIME:JimD@greenve
st.com**

04/20/2001 12:53
PM

To: richleibach@aol.com @ INTERNET, robinsonjl@aol.com @
INTERNET, rolandcarmen@earthlink.net @ INTERNET,
erwagner@home.com @ INTERNET, hsdunn@ipbtax.com @
INTERNET, ludwig.gaines@morganlewis.com @ INTERNET,
komorosj@nasd.com @ INTERNET, fossum@rand.org @
INTERNET

cc: delpepper@aol.com @ INTERNET, DSpeck@aol.com @
INTERNET, Khoimescom@aol.com @ INTERNET,
macplaw@aol.com @ INTERNET, Mayoralx@aol.com @
INTERNET, Vote4Eberwein@aol.com @ INTERNET,
awallenstrom@archstonemail.com @ INTERNET, Eileen
Fogarty@Alex, Phil Sunderland@Alex, vhebert@fdic.gov @
INTERNET, RWagner@greenvest.com @ INTERNET,
billcleve@home.com @ INTERNET, council-woodson@home.com
@ INTERNET, djsolomon@home.com @ INTERNET,
Wendy.Fields@kmz.com @ INTERNET, dblair@landclark.com @
INTERNET, jrak@mcquirewoods.com @ INTERNET,
Wmeuille@wdeuille.com @ INTERNET, cscainc@worldnet.att.net
@ INTERNET

Subject: Re: Cameron Station - Archstone Project

To all recipients of this e-mail I want to make clear that as President of the Cameron Station Community Association and the developer of Cameron Station I personally notified all residents of the Cameron Station community of the Archstone proposal at Cameron Station Community Association meetings as early as June, 2000. Many members of the "Civic Association", including Mr. Gonzales attended those meetings.

There is no tactic or strategy involved in the current process of review and approval of the Archstone proposal by City Staff, whatsoever. This application has been under review by the City and discussed openly in the community over the past 10 months.

Any allegation of non-disclosure on the part of the applicant, Archstone Communities Trust or the developer of Cameron Station is unwarranted and unjustified.

The attached letter hopefully clarifies the Civic Association's representation of Cameron Station.

>>> Carmen & Rolando Gonzales <rolandcarmen@earthlink.net> 04/20/01 12:17PM >>>
Cameron Station Civic Association, Inc.
PO Box 22560
Alexandria, VA 22304
Telephone 703-370-2319

April 20, 2001

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

Dear Commissioners:

We must bring the Archstone matter to your attention prior to your May 1st meeting and express concern with the apparent delaying tactics of Archstone Community Trust and its lack of substantive and timely responses to issues raised by you, the Commission, at your April 3 meeting, and by us prior to the meeting and memorialized in our April 5 message. We turn to the Planning Commission to firmly establish conditions that will make this an acceptable project for

the community.

The staff indicates that Archstone has submitted some additional modifications on April 18, not much different than those submitted to staff on April 2, and discussed with staff some weeks before then. Also, we understand that Archstone submitted a response on April 18 to the questions the Commission raised regarding the possibility of building a one level underground garage but, it is our understanding, they did not provide copies of any covenant that precludes them from building such a garage. We also understand that Archstone has not addressed our concerns. We speak with uncertainty on all these matters because we have not seen anything and what we hear is general and nonspecific.

We question that staff will have adequate time to do a quality job of reviewing these latest submissions and garage issues and responding to concerns we have raised concerning fire and police matters. It appears that it is the community that is most adversely impacted, with a shortened review period, when these last minute submissions come in. We believe the Commission is not well-served by considering matters that have not been subjected to rigorous staff and community review.

One thing does seem to be the case: Archstone's latest submissions are woefully short of addressing our concerns. The massive garage is still there, the massive building footprint has not changed, the 700 foot wall is still there, full building breaks are non-existent, parking distance to units is still excessive and safety and police issues have not been addressed. We, in the community, will not tolerate glossing over issues that are critical to the well being of our community. Most of these concerns can be addressed by eliminating the above-ground parking garage and putting parking underground, breaking the building mass into separate buildings and addressing the fire and police issues.

Archstone's inaction speaks louder than words. Since they have shown such unwillingness to address our concerns and are basically standing still with their original concept plan, we believe it is now time for the Commission to reject the Archstone proposal outright. In the future, we believe the process would be much better served if the parties in dispute and staff would meet together to see if there is any common ground on which to build a consensus, or at least come to a conclusion in a forthright manner where there are irreconcilable differences. In the meanwhile, we have to respond to the system we have. We will be out in force on May 1 to oppose the Archstone project, as proposed, and will seek its rejection.

Sincerely,

Roland Gonzales
President

cc: Mayor and City Council
City Manager
Director of Planning and Zoning
Mr. Jon Wallenstrom (Archstone)
Jonathan P. Rak, esq.
Mr. Jim Duszynski (Greenvest)

An Open Letter

To: The Residents of Cameron Station and the City of Alexandria; and
City of Alexandria Government Agencies and Officials

From: Cameron Associates, L.L.C.

Date: April 20, 2001

The development of Cameron Station represents an effort undertaken by Cameron Associates, L.L.C. that began in early 1996 with the approval by the Alexandria City Council of a conceptual design plan. That plan envisioned a diverse and vibrant community containing more than 2,500 residential units on approximately 100 acres of land that had been an army base since the second world war. Cameron Associates acquired Cameron Station at the end of 1996, and now, almost 5 years later, the community enjoys more than 1,000 residents and is served by adjacent parkland carved from the remaining area of the army base and a new elementary school, amenities in which Cameron Associates has played a central economic role. Cameron Associates believes that Cameron Station has offered housing choices that are diverse and competitively priced within its markets, and that at the same time reflects our commitment to architectural excellence and street scape detail, and we are more than proud of our accomplishment.

The purpose of this letter is to clarify what we believe is a confusion over our identity and the identity of Cameron Station Community Association, Inc.(CSCA). As many of you know, Cameron Associates, L.L.C. is the sole developer of Cameron Station. Our project manager is Greenvest, L.C., with offices locally in Vienna, and may be known to many of you. The Cameron Station Community Association, Inc. was formed by Cameron Associates as the community's governing association and owner of its private property and community facilities. All current owners and occupants in Cameron Station by right are members of the CSCA, and *the CSCA is the only organization that represents all community residents.*

In recent months, Cameron Associates has become aware of an organization known as the Cameron Station Civic Association (which is referred to in this letter as the "Civic Association"). The Civic Association has been visible in recent months in connection with their opposition to the processing of future development approvals for Cameron Station.

Open Letter
Page 2

Please be advised that the Civic Association is not a part of or related to Cameron Associates, L.L.C. or to Greenvest, or any of their principals or affiliates, and equally is not related to the CSCA. As of this writing, Cameron Associates does not know the membership of the Civic Association but believes that its membership rolls represent only a small fraction of the almost 850 Cameron Station owners and residents. In connection with any future publicity, attention or consideration given to Cameron Station for any reason, please remember that the Civic Association is independent from the Cameron Associates and the CSCA, and does not serve as the community's representative or voice. We regret any confusion which may have occurred as a result of the existence or actions of the Civic Association, and trust this letter responsibly disassociates the Civic Association from both Cameron Associates and the Cameron Station Community Association. Thank you.



**MIME:rolandcarmen
@earthlink.net**

04/20/2001 12:20
PM

To: erwagner@home.com @ INTERNET, richleibach@aol.com @
INTERNET, fossum@rand.org @ INTERNET, hsdunn@ipbtax.com
@ INTERNET, komorosj@nasd.com @ INTERNET,
ludwig.gaines@morganlewis.com @ INTERNET,
robinsonjl@aol.com @ INTERNET
cc: MayorALX@aol.com @ INTERNET, billcleve@home.com @
INTERNET, DSpeck@aol.com @ INTERNET,
council-woodson@home.com @ INTERNET, delpepper@aol.com @
INTERNET, Vote4Eberwein@aol.com @ INTERNET,
wmeuille@wdeuille.com @ INTERNET, Phil Sunderland@Alex,
Eileen Fogarty@Alex, JimD@greenvest.com @ INTERNET,
jrak@mcquirewoods.com @ INTERNET,
awallenstrom@archstonemail.com @ INTERNET

Subject: Cameron Station - Archstone Project

Cameron Station Civic Association, Inc.
PO Box 22560
Alexandria, VA 22304
Telephone 703-370-2319

April 20, 2001

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

Dear Commissioners:

We must bring the Archstone matter to your attention prior to your May 1st meeting and express concern with the apparent delaying tactics of Archstone Community Trust and its lack of substantive and timely responses to issues raised by you, the Commission, at your April 3 meeting, and by us prior to the meeting and memorialized in our April 5 message. We turn to the Planning Commission to firmly establish conditions that will make this an acceptable project for the community.

The staff indicates that Archstone has submitted some additional modifications on April 18, not much different than those submitted to staff on April 2, and discussed with staff some weeks before then. Also, we understand that Archstone submitted a response on April 18 to the questions the Commission raised regarding the possibility of building a one level underground garage but, it is our understanding, they did not provide copies of any covenant that precludes them from building such a garage. We also understand that Archstone has not addressed our concerns. We speak with uncertainty on all these matters because we have not seen anything and what we hear is general and nonspecific.

We question that staff will have adequate time to do a quality job of reviewing these latest submissions and garage issues and responding to concerns we have raised concerning fire and police matters. It appears that it is the community that is most adversely impacted, with a shortened review period, when these last minute submissions come in. We believe the Commission is not well-served by considering matters that have not been subjected to rigorous staff and community review.

One thing does seem to be the case: Archstone's latest submissions are woefully short of addressing our concerns. The massive garage is still there, the massive building footprint has not changed, the 700 foot wall is still there, full building breaks are non-existent, parking distance to

units is still excessive and safety and police issues have not been addressed. We, in the community, will not tolerate glossing over issues that are critical to the well being of our community. Most of these concerns can be addressed by eliminating the above-ground parking garage and putting parking underground, breaking the building mass into separate buildings and addressing the fire and police issues.

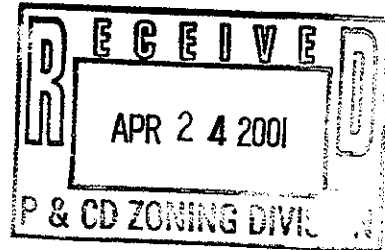
Archstone's inaction speaks louder than words. Since they have shown such unwillingness to address our concerns and are basically standing still with their original concept plan, we believe it is now time for the Commission to reject the Archstone proposal outright. In the future, we believe the process would be much better served if the parties in dispute and staff would meet together to see if there is any common ground on which to build a consensus, or at least come to a conclusion in a forthright manner where there are irreconcilable differences. In the meanwhile, we have to respond to the system we have. We will be out in force on May 1 to oppose the Archstone project, as proposed, and will seek its rejection.

Sincerely,

Roland Gonzales
President

cc: Mayor and City Council
City Manager
Director of Planning and Zoning
Mr. Jon Wallenstrom (Archstone)
Jonathan P. Rak, esq.
Mr. Jim Duszynski (Greenvest)

11-A DSUP 2000-0031



5032 Gardner Drive
Alexandria, Virginia 22304

April 20, 2001

Mr. Eric Wagner
Alexandria Planning Commission
City Hall
301 King Street, Room 2100
Alexandria, VA 22314

Re: Archstone Apartments at Cameron Station

Dear Mr. Wagner,

I was planning to comment on the Archstone application at the April 3, 2001 hearing, and, absent the opportunity for public comment, wish to offer the following for your consideration prior to the next meeting of the Commission.

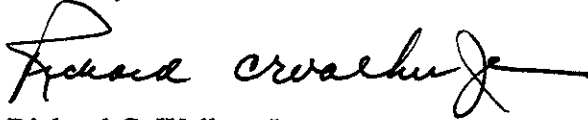
- a. The back portion of Cameron Station has always been intended for higher density than the rest of the development. High-rise buildings were planned. I believe the current site changes are due primarily to the city's re-acquisition of property for the Tucker School, and the developers' response to the changed economic realities.
- b. The changes proposed are consistent with the higher-density development that has always been planned for the site, and I believe they will result in fewer than the originally planned units, with a commensurate reduction in traffic. The Head of TE&S testified at your work session on the Brookdale development that Cameron Station Boulevard can easily accommodate more traffic than the planned developments will generate.
- c. Both Brookdale and Archstone are at the edge of the development, rather than centrally located, so I suggest that their mass and footprint will not have a great effect on the adjacent community. Since the people opposing Archstone apparently have no issue with the mass and size of the Mainstreet Condominium buildings under construction in the middle of the community, I find their opposition to the Archstone proposal on this basis less than compelling.
- d. Opponents have a problem with the "seven-story" garage. They state that residents will not use the garage but will rather park on the street. I submit that they are confusing opinion with fact. The fact is that they cannot know how residents will behave. Complaints about the lack of street parking for residents result from the Commission's action to reserve street parking for visitors. Also, it is my understanding that the seven story garage is no higher than a four-story building. "General ugliness" is a subjective judgement of the architectural merits of the building, and is just another opinion masquerading as fact. Suggesting that

above-ground garages are somehow less safe than below-ground garages is yet another opinion.

- e. Finally, I suggest to you that the approval of the Cameron Station Civic Association should not be your primary concern in considering this project. They have a claimed membership of about 100; there are over 800 units occupied here, with, I estimate, at least 1600 residents. Hence, they represent less than 10% of the residents, and certainly not the most concerned residents adjacent to the proposed development who, I believe, are on record as favoring the Archstone project.

I am confident that you will carry out your responsibility to the citizens who rely on you and consider this project on its merit and in the context of its contribution to the overall economic health and quality of life of our city. I believe the builder has proven its willingness to respond to reasonable concerns regarding the issues. I submit that the best interests of the City of Alexandria as a whole will be served by approving the Archstone project with appropriate amendments, and I urge you to vote to approve it.

Sincerely,

A handwritten signature in black ink, appearing to read "Richard C. Walker, Jr.", with a stylized flourish at the end.

Richard C. Walker, Jr.

Cc: Ms. Eileen Fogarty

11-A DSUP 2000-0031

City of Alexandria, Virginia
EMAIL MEMORANDUM

DATE: April 23, 2001 12:06:02 PM
TO: Jeffrey Farner/Alex@Alex, Linda Ritter/Alex@Alex
FROM: Eileen Fogarty
SUBJECT: Archstone Apartment Proposal

----- Forwarded by Eileen Fogarty/Alex on 04/23/2001 12:11 PM -----

MIME:rolandcarmen
@earthlink.net

04/02/2001 08:55
AM

To: erwagner@home.com @ INTERNET, hsdun@ipbtax.com @ INTERNET,
fossum@rand.org @ INTERNET, gain731@mlb.com @ INTERNET,
komorosj@nasd.com @ INTERNET, robinsonjl@aol.com @ INTERNET
cc: Eileen Fogarty@Alex
Subject: Archstone Apartment Proposal

Copy being hand-delivered to Mr. Leibach.

Cameron Station Civic Association, Inc.
PO Box 22560
Alexandria, VA 22304
Telephone 703-370-2319

April 2, 2001

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

Dear Commissioners:

We must protest vigorously an eleventh hour plan modification that we understand Archstone Community Trust will make to the Planning Commission today, Monday, April 2. While commendable that Archstone is moving to make its design less offensive, we believe such late submissions are not in keeping with what we understand Commission policy is, i.e., having established Friday before a Commission meeting as the cutoff day. This policy makes good sense in order to give Commission members, staff and citizens opportunity to obtain, review, research and digest material of such magnitude and materiality as what we understand Archstone will be presenting.

We consented to a request of Jon Wallenstrom, Archstone Vice President, to address our community meeting last night. In his presentation, Mr. Wallenstrom presented artist drawings and made representations about the design that some of us knew differed from those in the published staff report. When questioned directly, Mr. Wallenstrom admitted that some of his drawings and representations differ from the report and therefore differ from what is currently before the Commission. They are modifications that he said will be delivered to Commission staff on Monday. Please be informed that, at our meeting last night, we reached no agreements with Archstone.

Based on Mr. Wallenstrom's oral representations, it appears that Archstone has made some modifications to attempt to partially meet some of staff's recommended conditions. Based on what he presented - since we have nothing in hand to review - it appears this design is still unacceptable to the community; it is still short of meeting staff's recommended conditions and far short of meeting ours. We say all this not knowing with certitude what Archstone will present tomorrow.

We believe there is enough information in the staff report and what Mr. Wallenstrom presented for the Commission to veto this design and have Archstone present a new one that eliminates that frightful six or seven level above ground garage, puts "real" open space in the design, and improves the architectural quality to a level commensurate with the rest of Cameron Station. At a recent meeting, the Commission lamented that, in the past, it might have acted in haste and without full understanding on some items regarding Cameron Station, and unfortunately as a result, may have made different and better decisions had it not done so. We believe that your observations are meritorious and that you should not act in haste on late hour Archstone "modifications" that have not been properly examined by staff and the community, and on which you have had insufficient time to digest and thoughtfully consider.

Sincerely,

Roland Gonzales
President

City of Alexandria, Virginia
EMAIL MEMORANDUM

DATE: April 23, 2001 12:09:55 PM
TO: Linda Ritter/Alex@Alex, Jeffrey Farner/Alex@Alex
FROM: Eileen Fogarty
SUBJECT: Cameron Station - Archstone Proposal

----- Forwarded by Eileen Fogarty/Alex on 04/23/2001 12:15 PM -----

MIME:rolandcarmen
@earthlink.net

04/05/2001 02:31
PM

To: Eileen Fogarty@Alex
cc: billcleve@home.com @ INTERNET, council-woodson@home.com @ INTERNET, delpepper@aol.com @ INTERNET, DSpeck@aol.com @ INTERNET, MayorALX@aol.com @ INTERNET, wmeuille@wdeuille.com @ INTERNET, Vote4Eberwein@aol.com @ INTERNET, erwagner@home.com @ INTERNET, fossum@rand.org @ INTERNET, hsdunn@ipbtax.com @ INTERNET, komorosj@nasd.com @ INTERNET, ludwig.gaines@morganlewis.com @ INTERNET, robinsonjl@aol.com @ INTERNET, richleibach@aol.com @ INTERNET, JimD@greenvest.com @ INTERNET, jrak@mcquirewoods.com @ INTERNET, awallenstrom@archstonemail.com @ INTERNET

Subject: Cameron Station - Archstone Proposal

Cameron Station Civic Association, Inc.
PO Box 22560
Alexandria, VA 22304
Telephone 703-370-2319

April 5, 2001

Ms. Eileen Fogarty
Director of Planning and Zoning
301 King Street, Suite 2100
Alexandria, VA 22314

Dear Ms. Fogarty:

As president of the Cameron Station Civic Association, I am quite disappointed that the Civic Association, nor any other member of the public, had an opportunity to testify on the Archstone items at the Planning Commission meeting on April 3. As a result, we believe that Staff, the Commission, applicant and some of the public may not fully know our position, while having a better understanding of the applicant's and staff's, which were both presented, albeit in abbreviated form. So that there is no misunderstanding, we will state what will make the Archstone plan acceptable to us:

1. Eliminate that massive parking garage, the seven story monster that is longer by 72 percent than any building in Cameron Station.

2. Put the parking underground. It can be done on one level; the builder just doesn't want to do it. With the parking underground, the other major flaws in the design can be solved. The 700 foot continuous mass, comparable in length to the US Capitol, can then be broken up and

distributed in, say, three separate buildings. Then there will be room for true open space.

3. Design the buildings to a higher architectural level in terms of detail and finish. Archstone can do this; it did so on the Tancreti side of the previous design.

4. Have appropriate City staff address all the police and safety issues we have (most of these will probably be abated when the mass is reduced and above grade garage eliminated). One example of this concern is activity by the community, including elderly residents of the Senior facility recently approved, along the linear park. This proposal would provide a 700-foot long wall on one side and the canal on the other side, effectively eliminating any means of escape from real or perceived danger.

Another point we were set to explain at the Commission meeting concerned the unworkability of the seven level garage concept. While it is clearly understood that we oppose the seven story, above ground garage because of its mass, general ugliness, and the fact that it is completely incompatible with the design concept of Cameron Station, we also oppose it because it is a flawed concept that will add to street parking woes, rather than help reducing them. Archstone presents this concept that residents will park on the parking garage level that corresponds to the same floor in the apartment building in which they live. We don't quite understand this, since there are four apartment levels and seven garage levels. But none-the-less Archstone says that's the way it will work.

Many of the apartment units are great distances from the garage, thus residents will opt to park on the street, if it is more convenient than indoors. This design exacerbates a street parking shortage that will likely occur as Cameron Station nears buildout. Some City Council members expressed their concerns about the approaching parking shortage at the recent Council meeting when they approved the Brookdale building; some Commission members have expressed theirs. Although Cameron Station is only 40 percent complete in terms of occupancy, residents in some areas now complain of a shortage of street parking. Ask a reasonable person how many of them would pay \$2000 a month and more for rent, and then face the possibility of having to look for parking on the sixth or seventh parking level of their apartment building. This concept is poor human systems design (as well as being massive and ugly) and administrative regulations and police patrolling will not adequately prevent abuses.

We note with some humor - and it helps to have humor in these situations - that Archstone's attorney, Mr. Jonathan Rak, asserts in his letter to you dated March 16, which your office received on April 2, "We believe that all other parking in Cameron Station is above-grade, except for the Brookdale proposal..." Perhaps Mr. Rak is unaware, but certainly his client must know, that the Carlton Condominiums and the Main Street Condominiums also have below-ground parking. We are certain this was an oversight on his part.

Sincerely,

Roland Gonzales
President

cc: Mayor and City Council Members
Planning Commission
Mr. Jon Wallenstrom (Archstone)
Jonathan P. Rak, esq.
Mr. Jim Duszynski (Greenvest)

11-A DSUP 2000-0031

5107 Donovan Dr.
Alexandria, VA 22304

April 24, 2001

Ms. Eileen Fogarty
Director of Planning and Zoning
301 King Street, Suite 2100
Alexandria, VA 22314

Dear Ms. Fogarty:

Please be sure to register our opinion with the members of the Planning Commission in the event that we are unable to attend next Tuesday's meeting. We do plan to attend, but in case we cannot, here is why we are **TOTALLY** against the Archstone proposal.

1. Archstone is trying to amend the master plan. We say no amendments. When we bought here, the master plan showed townhouses in Phase V and VI. The developer is trying to make a quick buck at the expense of the homeowners. This is not right.
2. Alexandria needs more owner-occupied housing, not apartments. Western Alexandria already has tons of apartments. By having owner-occupied homes, Alexandria's tax base will be strengthened. It also will strengthen the Cameron Station Home Owner's Association.
3. This next point falls squarely in your purview. The building as conceived, presented and even half-heartedly modified, is not harmonious with Cameron Station. It would be like a giant tumor on a supermodel's face. Sure, 90% is great looking, but that horrible 10% drags the whole concept down. Why should Old Town have all of the nice architecture? We bought in Cameron Station because as presented to us at the time, it would be a community of outstanding architectural beauty based on Old Town. Now the developer is trying to sneak through an amendment before he loses control of the HOA. We are at 50% owner occupancy. When we hit 75%, Greenvest is off the board. Don't let them do this just because Greenvest currently controls the HOA!

We won't talk about safety issues, others will do that for us. Archstone should have its own private road, but they can't do that anymore because they are surrounded on three sides. Let Archstone build near Cameron Parke or some other part of the city. Would any of Archstone's plans be approved down in Old Town? Of course not. We rest our case.

Sincerely,

Handwritten signatures of John and Sita Higi. The signature on the left is 'John Higi' and the signature on the right is 'Sita Higi'.

John & Sita Higi

cc: Mayor and City Council Members
Planning Commission

#11-A DSUP 2000-0031

5107 Donovan Dr.
Alexandria, VA 22304

April 24, 2001

Ms. Eileen Fogarty
Director of Planning and Zoning
301 King Street, Suite 2100
Alexandria, VA 22314

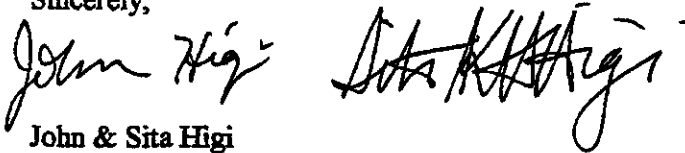
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Sincerely,

Handwritten signatures of John Higi and Sita Higi. The signature for John Higi is on the left, and the signature for Sita Higi is on the right.

John & Sita Higi

cc: Mayor and City Council Members.
Planning Commission

#11-A DSUP 2000-0031



MIME:leadershipcoun
ts@hotmail.com

04/25/2001 01:37
PM

To: Eileen Fogarty@Alex
cc:
Subject: Proposed project around Tucker Elementary

Ms. Eileen Fogarty,

Over the course of the last month I have been made aware of the on-going developments around Tucker Elementary. My issues are not about the immediate impact on housing prices within Cameron Station, but rather about the impact on the children who presently attend the school, and those who might attend the school within the near future. Decisions being made now need to take into heavy consideration the well-being of children presently attending the school as well as those who will do so in the future. There are significant social and safety implications related to any ongoing development around Tucker Elementary. And it affects anyone with children who attend or could attend Tucker. Thus, much of the surrounding area and not just Cameron Station.

Though I am not involved in much of the community activism, I do have a question, which may already have been voiced regarding the project. Here it is anyway. What are the potential implications of such a massive development, as it is being built, and after it is finished on the safety of the children who attend the adjacent elementary school?

As it is being built, in such close proximity to the school it is an inviting playground to the kids, and as such a significant hazard to their welfare. I know if I had a construction project to play at on the way home from school, or on weekends, I would be there. What of all the construction workers and equipment in and around the school grounds? It opens up a scary can of worms concerning who is safe. When the construction was going on around our home we were told not to have packages delivered and left on our steps because they may be stolen. Second, once the building is complete what about the significant traffic flow as a safety hazard to children in the area walking to and from school, as well as increasing the opportunity for those people who prey on children to more easily blend into the area around the school. Throw on a construction helmet and you are a good guy? Especially with the school being on the edge of the community. When many of these issues are raised I hear other parents of young children say they will have to take a serious look at private schools. Again, affecting housing values in our area (well beyond just Cameron Station) if the public schools for the City of Alexandria are going to lose the probable positive impact of school age children from Cameron Station not attending city schools; in relation to test scores and such (based on general demographics of people within Cameron Station it can only be anticipated that children from this neighborhood will have a positive effect on the city's test scores).

Finally, I hear that the adult living center is approved as is, which will already increase the safety issues of the children in the area. How quickly are senior citizens going to be able to react to kids darting in and out of the street because they are used to a community (Cameron Station as a whole) where they can safely play in the neighborhood? How much is the Archstone project going to exacerbate this issue? This also goes to the issue of safety regarding those who prey on children and the safety kids have attached to being within the Cameron Station Community...which will extend to the area around the school...and probably should not if the development plans are to continue. Somewhat odd to think that the most unsafe area of our neighborhood will be the area surrounding the elementary school!

Just a few thoughts that will also affect the community socially, the safety of everyone, and in turn the value of homes within Cameron Station and the surrounding community as well. This should also be defining issue for people whose children attend the school, but do not live within Cameron Station. The spirit of The Cameron Station development, Ben Brenman Park, and Tucker Elementary was, as I saw it, to improve the opportunity for families to feel confident that their

children can freely play outside without having the concerns that plague many other areas. By allowing anymore development the city will be turning its back on the most important commodity we have - our children, for the benefit of a developer, and effectively negating the point of the previous efforts to develop the sense of community.

I sincerely hope that the modus operandi will not be like in so many other cases where money is a driving issue, and the social implications secondary. Thus, leading to the let's move forward and see what happens attitude. How many children need to be hit by a car, or molested, or injured playing in a construction area, or be seduced by a drug dealer, before someone says this was a bad idea? At that point, is the city going to ask that the buildings be torn down, or construction stopped? I doubt it. Finally, I see issues of liability developing for all the aforementioned reasons, on the part of the developer, the city, and anyone else who can be held accountable.

These are significant concerns on my part considering the increase in bad driving and psychologically disturbed individuals in our society. In building a wonderful community at Cameron Station what is transpiring at the far end does not directly affect my family at this time. It does affect future considerations, particularly when it comes to the welfare of our newborn son.

As an example of statistics, which I foresee bearing out to be highly inaccurate, on the part of the developer to support their positions, I cite the approved community pool. Our community has an expected 800 homes, at a minimum average of two persons per home. That is 1600 people minimum for a pool that will probably not accommodate a bather load of more than 100 people. The metrics cited for gaining approval of this were based on communities of comparable size within the City of Alexandria. I can venture to say, having been involved in the Northern Virginia Swimming League for 20 years, and pool management for 10 years, that people will be turned away from the community center in the summer. This is not your typical City of Alexandria neighborhood, physically or demographically. There are already a significantly larger number of young children than were expected, another miscalculation in and of itself (i.e. families wanting swim lessons and overall increased usage of the pool); the average income, background, and ethnicity of the community would indicate a desire to utilize the pool to a greater extent vs. other city neighborhoods; the design/layout of the community is conducive to people readily visiting "the neighborhood pool"; being a member of summer swim league will encourage increased usage; and I could go on. However, the point is, the social implications were not considered fully, and the statistics cited do not map over. It was apples to oranges. Look at new developments in Fairfax County like Little Rocky Run to see the pool and community center usage. Where a sense of community is being fostered, like Cameron Station, they are hotbeds of activity. However, what's done is done. The key is not to let misinformation cloud judgment again. I would be very weary of any statistics cited by the developers to support their case for the forthcoming construction around Tucker Elementary.

Ultimately, the city needs to decide what is most important, the welfare of its people, or the coffers of already enriched developers. I would appreciate your feedback.

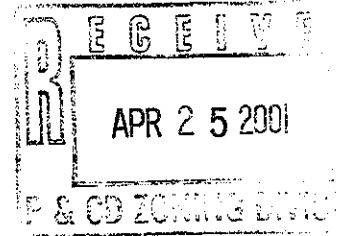
Thanks for your time and attention.

Marc Hagen, former teacher, Fairfax County Public Schools
703-582-3062 mobile
leadershipcounts@hotmail.com

Get your FREE download of MSN Explorer at <http://explorer.msn.com>

11-A DSUP 2000-0031

Tel: 202-647-8647
Fax: 202-736-4004



Fax

To: ~~Planning Commission~~ Chairman Wagner From: John R. Higi *JRH*
and Members Leibach, Komoroske,
Robinson, Fossum, Dunn, and Gaines.

Fax: 703-838-6433

Pages: 3

Phone:

Date: 04/25/01

Re: Cameron Station Amendments

CC:

Urgent For Review Please Comment Please Reply Please Recycle

RE: Docket items 10, 11 and 11A scheduled for the Planning Commission meeting to be held on May 1.

Summary – Archstone is trying to get amendments approved to build a huge apartment building in Cameron Station. My wife and I, as well as a vast majority of Cameron Station residents, are against this proposal.

We bought because the master plan, as then shown to us, was very appealing. These amendments would totally violate the spirit of Cameron Station architecturally, and also financially harm the Home Owners Association. More townhomes are needed in Alexandria, not apartments. It would also help the City's tax base to have townhomes there.

Finally, the high density of apartments proposed would inevitably lead to more cars on a narrow road and thus to safety concerns. The same narrow road goes by an elementary school and senior citizen home.

Recommendation: Deny the request to amend Phases V and VI of the Cameron Station Master Plan, deny the application for a huge apartment building (Archstone), suggest that the developer adhere to the original plan for phases V and VI.

I'll mail the original today by first class mail. Thank you. I look forward to a reply.

Testimony to the Alexandria Planning Commission
May 1, 2001

Proposed Archstone project at Cameron Station

I am Marilyn Doherty, Co-President of the League of Women Voters of Alexandria.

Our primary land use position is that "we support efforts by the City Council to ensure that development is compatible in location, height, mass, scale, and density, use, site layout, and architectural character with the surrounding neighborhoods."

The proposed Archstone project fails this test, certainly as to height, mass and scale. In an area where the planned use was to be townhouses, similar to surrounding townhouse areas, here is a 700 ft. long building with a 6 level parking garage as its centerpiece.

Real breaks should be provided in the building, such as those originally suggested by planning staff. You should also insist on at least one full level of underground parking to bring down the height and mass of the parking structure.

Cosmetic improvements cannot mask the basic incompatibility of this proposed structure with its townhouse neighbors. Minor adjustments to a plan developed for another location does not make 'innovative urban design' that is the requirement for granting a special use permit. The developer is not entitled to 309 units; as in any other zone, that is the maximum that may be granted providing all other conditions of the ordinance are met.

We urge you to deny the special use permit.

dist 2 5-1-01 Mtg.

Testimony to the Alexandria Planning Commission
May 1, 2001

Proposed Archstone project at Cameron Station

I am Marilyn Doherty, Co-President of the League of Women Voters of Alexandria.

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We urge you to deny the special use permit.

TO: Alexandria Planning Commission
FROM: Leslie Wright, Cameron Station Resident
SUBJECT: Comments on the Proposed Archstone Project
DATE: 5/1/01

My name is Leslie Wright and I am a resident of Cameron Station. Cameron Station's distinct architectural and decorative characteristics help to define our neighborhood and community image and was one of the primary reasons why I choose to invest in this property.

Quotes from the Cameron Station Website as a reminder:

"Cameron Station is a unique tribute to American architectural styles of the 18th and 19th centuries, as a re-creation of an old-fashioned American small town. Brick sidewalks, colonial street lamps, pocket parks, and other unique environmental elements are reminiscent of nearby Old Town Alexandria." As is, the proposed structure is not compatible with the design of Cameron Station and is not in line with this unique tribute to American architectural style of the 18th and 19th centuries.

"Founded with the philosophy that incorporates fine architecture and amenities, integrity and innovation, quality of workmanship, Cameron Station is designed to offer more than simply an experience in suburban living. The most exceptional attribute of the community though, has proven to be the owners and residents whose spirit has turned the fine architecture and amenities into a true community." I would like to maintain this "true community" atmosphere that I have bought into."

The following is a quote from a renown first century B.C. architect whose principles of design are practiced in architecture worldwide.

"The design of a temple depends on symmetry, the principles of which must be most carefully observed by the architect. They are due to proportion ... Proportion is a correspondence among the measures of the members of an entire work, and of the whole to a certain part selected as standard. From this, result the principles of symmetry." Once again, the proposed structure does not support the existing symmetry in Cameron Station.

--Vitruvius, "De Architectura"

The harmonization of design elements are crucial to the beautification and flow of any community. Furthermore, the symmetry, design, and 18th/19th century American style architecture were some of the most highly emphasized selling and marketing points of all those involved in this project – real estate agents, builders, planners, designers and architects all had this notion in mind. And it was this notion that attracted many of us to Cameron Station.

I am a transportation planner and respect the significance of a harmonized approach to the development and maintenance of the community in which I live. After having read the Alexandria planning staff report, I agree with all mentioned inconsistencies raised and hope that the City of Alexandria demand that the Archstone Project uphold the set standards of the Cameron Station Community.

Thank you.

**Presentation to the City of Alexandria
Planning and Zoning Commission Meeting
Of May 2, 2001
Concerning Docket Items 10, 11A and 11B
By John R. Higi, Cameron Station Resident**

Request for a development Special Use Permit (#2000-0031), with site plan, to construct apartment buildings (Archstone apartments);

Application for a Special Use Permit (#2000-0032) for amendment to remove the area west of Tancreti Lane from the Phase V plan;

Application Special Use Permit (#2000-0085) for consideration of a request for a special use permit amendment to the Cameron Station transportation management plan (TMP) to incorporate the site area of the proposed apartment buildings; zoned CDD-9/Coordinated Development District.

Mr. Chairman, members of the Planning Commission:

I come before you this evening on behalf of my wife and myself to request that you deny all three Special Use permits. Instead, you should ask the developer to go back to his original plan for Phase VI. Rather than speak separately on each item for a total of nine minutes, I will try to briefly address all three items in this one statement.

From 1997 to 2000, I lived in Paris, France, a city renowned for its beauty. I was due for a job transfer in summer 2000 and my wife and I wanted to live in an aesthetically pleasing community. We consider ourselves incredibly lucky to have discovered Cameron Station. We researched homes on the Internet in the fall of 1999 and after selecting a real estate agent, flew over in February 2000. We only had a few days to decide and when we saw Cameron Station, we knew it was where we wanted to be. We picked out a condo, and did our due diligence. At the time, there was no indication that phase VI would be one huge apartment building with a six-story garage. In fact, Phase VI showed townhomes. (See 1997 Master Plan – Exhibit A.) I knew that there would be some apartments because they were in the disclosure documents, and that they would be part of Cameron Station. The pro forma ten year budget also showed the apartments would be paying assessments to the Home Owners Association. Knowing all that, I signed in February and moved into our new home in July 2000.

Now fast forward to spring 2001. The developer is trying to make last minute changes which would be to the detriment of not only Cameron Station, but also to the City of Alexandria. Cameron Station is already known as being a beautiful development. The Washington Post recently ran a very nice article with some great pictures. But the applicant's proposal would negatively impact Cameron Station. By being outside the HOA, Cameron Station would not be able to control landscaping or signage. Archstone has already indicated that they want a sign, and do not want to create any pocket parks similar to the Community (conditions 20 and 24.) As this ad shows, pocket parks are an integral part of the Cameron Station look. While the applicant

wants to name their building Archstone at Cameron Station, they do not really want to be part of us.

As further evidence of their bad faith, they do not want to be part of the transportation management plan. They want their own shuttle to transport Archstone residents. They do not want to contribute to a community-wide shuttle. As planning staff noted, this will drive up costs for Cameron Station because Archstone does not want to share. I heartily agree with staff's recommendation that "Archstone be required to participate in the overall Cameron Station Shuttle program." That is condition 17 of docket item 11B.

So, I think I have shown how Archstone and the developer wants it both ways. They want to be able to put up at lowest possible cost the biggest apartment building possible. The central visual feature of this building would be a multi-story parking garage with towers in the corner. If Archstone asked me what I thought of their plan, I would say that it looks like they are trying to build a correctional facility in western Alexandria. I would call it Archstone Apartments at Sing Sing. Federal Minimum Security correctional facilities look better than this.

As you can see in this diagram (Exhibit C), Alexandria already has many apartment complexes. Housing market data and price appreciation seem to indicate that there is a shortage of owner-occupied housing in Alexandria. Census data shows that Alexandria has one of the highest apartment occupancy rates in the nation, over 66%. I think Alexandria would benefit from having more homeowners paying property taxes on their homes, townhouses or condos, living in a unified community, rather than this proposal. Homeownership is part of what we call the "American Dream." Phase VI could give at least 90 families the chance to own their own home. But if the commission is still inclined to permitting apartments in Cameron Station, then parking should be below-grade, the apartment complex should be dues-paying members of Cameron Station and should be a part of the transportation management plan. I am not against apartments, I am against visual blight. I am not against making a profit, I am for the community called Cameron Station.

Currently Rocky Gorge Homes and Carrhomes are building elevator condos with below-grade parking. The hole in the ground off Brenman Park drive for Main Street Condominiums looks pretty deep to me. That is why there is a fence around it, so small children will not fall in. Therefor, I do not believe the applicant's assertions that they cannot build underground parking. Perhaps if they asked Rocky Gorge's and Carrhomes' engineers what is the secret of building underground parking, they could build one too.

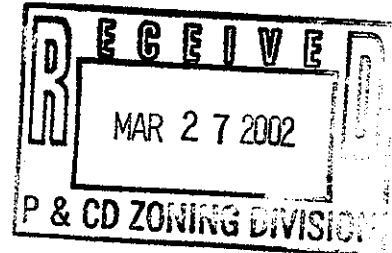
I and the vast majority of Cameron Station residents urge you to deny these applications and request that the developer stick to the original plan as closely as possible for phase VI.

Thank you.

#5-A DSUP 2000-0031
ARCHSTONE

5247 Bessley Place
Alexandria, VA 22304
March 15, 2002

Department of Planning and Zoning
301 King Street
Room 2100
Post Office Box 178
Alexandria, VA 22313



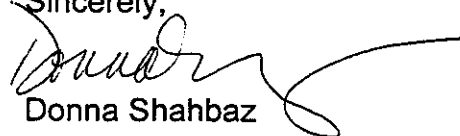
Dear Members of the Planning Commission:

It has come to my attention that the matter of the Archstone Apartment Complex at Cameron Station will be discussed at your April meeting. As I am unable to attend that meeting, I wanted to write to convey my concerns with this project.

I am not confident that the traffic density study conducted on behalf of Archstone three years ago is still valid as it addresses the impact that this apartment complex is going to make on our neighborhood. This is of particular concern to me given the proximity of the complex to the elementary school. Additionally, while Archstone has managed to comply with the minimum parking requirements established for the complex, their intent to allot one parking space per unit and charge for the additional spots is going to encourage their residents to forgo the additional charge and park on the public streets. This plan will create further problems with respect to visitor parking, traffic flow and safety.

From an aesthetic perspective, I am disappointed with Archstone's architectural style. I think the use of outside breezeways, the lack of any elevators and the overall appearance of the parking structure is not in keeping with the classic, timeless appearance that the Planning Commission has worked so hard to preserve in our neighborhood. I feel that Archstone's complete disregard of your request to incorporate underground parking reflects their lack of commitment to this community.

I would like to thank the Planning Commission for all they have done to ensure that Cameron Station serve as a model for environmentally friendly, conscientious, community development. I appreciate your consideration with regards to my concerns.

Sincerely,

Donna Shahbaz

5032 Gardner Drive
Alexandria, Virginia 22304

March 29, 2002

Mr. Eric Wagner
Chair, Planning Commission
301 King Street, Room 2100
Alexandria, VA 22314

Dear Commissioner Wagner,

I am writing to ask that you approve the application for Archstone's development of apartments at Cameron Station.

I believe I was one of two voices who spoke in favor of this project at an earlier hearing. Unfortunately, I cannot be present at the April 2nd hearing, hence this letter.

As you are aware, the city is facing a real crisis in affordable housing. Many of our teachers, firefighters, police and other city staff, as well as people employed by local businesses, simply can't afford to live in the city where they work because of the cost of housing. I am sure you are aware of the report of the affordable housing task force and the actions that are being taken to address this issue. If we are to maintain the diversity we claim we so prize, then we must take steps to provide more affordable housing.

Archstone proposes a luxury apartment complex. While this would not seem to relate to affordable housing, I would suggest that it does. I am sure that there are people renting in the city who could afford to move up, thereby freeing up lower-priced rental units. I have an idea that there are teachers at Tucker School who would find walking to work attractive.

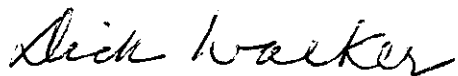
Those opposing this project have been supporting more high-end town houses similar to those already built. They intone the usual anti-development mantra of parking, traffic, congestion and child safety. I am not persuaded. The real goal is more gentrification.

The last thing we need in this city is more high-end townhouse development. Even in Cameron Station where many of the costs of city services have been transferred to the community association, I think study will show that town houses generate a net revenue loss to the city whereas apartments tend to have the opposite effect.

Finally, I believe that Archstone has tried very hard to respond to community input and to create an attractive development. I have seen the mock-up of the project and I think it fits very well with the surrounding neighborhood and maintains the community diversity that was intended when the development of Cameron Station was approved.

I am one of the pioneers at Cameron Station, having moved here in 1998. I purchased a home here because I found the developers' vision of the community exciting and attractive. We are nearing completion now and the vision has become an award-winning reality. I urge you to approve the final part of this vision.

Sincerely,

A handwritten signature in cursive script that reads "Richard C. Walker, Jr.".

Richard C. Walker, Jr.

RCW:wr

April 2, 2002

ARCHSTONE - CAMERON STATION

PLANNING COMMISSION MEETING

Tuesday, April 2, 2002

APPLICANT'S PROPOSED CHANGES TO CONDITIONS IN STAFF REPORT -
DOCKET ITEM #5A

The applicant agrees to the conditions in the staff report, with the following modified conditions:

1. Building #2 shall be set back a minimum of ~~15 ft. from the property line~~ 20 feet from the face of curb on Ferdinand Day Drive and Building #2A shall be setback a minimum of ~~10-13 ft. from the southern property line adjacent to the linear park asphalt trail (not including connections) as depicted on the preliminary site plan~~ Three parallel spaces shall be provided on Ferdinand Day Drive adjacent to Building #2. (P&Z)
2. ~~Revise the circulation and configuration of the central portion of the site as generally depicted in Attachment No. 1. The two private streets between Ferdinand Day Drive and the Linear Park shall be as depicted on the preliminary site plan which includes the following elements. At a minimum the revisions shall include:~~
 - a. ~~Relocation of the entrance for the surface parking to the north for building #1 and #3 to align with the entrances to the parking structure.~~
 - b. A maximum 22 ft. wide drive aisle, with ~~one~~ five-foot sidewalk on each private street and ~~10 ft. planting strips on each side of the interior streets other than the sidewalk connections to Ferdinand Day Drive that shall include tree wells on one side of the private street.~~
 - c. A continuous row of ~~street~~ ornamental trees shall be provided ~~30~~ at maximum 25 ft . on-center with evergreen shrubs in between on each side of the interior private streets.
 - d. Decorative brick pavers for the private streets with a different decorative paving pattern for the southern portion of the private streets sidewalks and emergency vehicle easement (EVE) turn-around to differentiate this area as a pedestrian courtyard area and EVE, but not for general resident/visitor traffic.
 - e. ~~The~~ This area ~~adjacent to the pedestrian courtyard~~ shall include amenities such as benches and trash receptacle, etc. (outside the EVE) to encourage pedestrian use of the courtyard this area.
 - f. A continuous 22 ft. wide public access easement from Ferdinand Day Drive to the

linear park that shall provide two additional points of pedestrian access to the linear park. The easement shall be approved by the City Attorney and recorded prior to the release of the final site plan. (P&Z)

3. The level of detail, articulation and materials for the east, north, south and west facades shall generally be consistent with the elevations depicted in the preliminary site plan, which include the following elements ~~building elevations shall be revised as generally depicted in Attachment No. 2 to the satisfaction of the Director of P&Z to provide the following:~~
 - a. ~~Primarily~~ Brick and/or, stone, and siding 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 variation in fenestration and other architectural treatments,
 - e. HVAC units and grates shall be located to minimize visibility from Ferdinand Day Drive and Tancreti[sic.] Lane. Through the wall units shall not be permitted, and
 - f. ~~The railings for the balconies on Ferdinand Day Drive (balconies are not proposed on Tancreti[sic.] Drive) shall be spaced to minimize visibility into the balconies from the adjoining streets. (P&Z)~~
 - g. The southern (linear park) elevations shall at a minimum provide significant variation in building materials (brick/siding) and color through the use of varied building materials, variations in the roofline, HVAC units and grates that are located to minimize visibility from the linear park ~~and railings for the proposed balconies shall be spaced to minimize visibility into the proposed balconies. (P&Z)~~

4. ~~The parking structure shall be revised to provide the following to the satisfaction of the Director of P&Z:~~
 - a. ~~The applicant shall reduce the mass of the project by the equivalent of two levels of the above grade parking structure (approximately 50,000 sq. ft.) to reduce the mass of the proposed project, the reduced mass shall be distributed appropriately throughout the site.~~
 - b. ~~The additional parking that is located below grade shall not decrease the amount or quality of open space, landscaping or setbacks.~~
 - c. ~~The grading for the southern portion of the parking garage adjacent to the linear park shall remain as generally depicted on the preliminary site plan.~~
 - d. The ground level openings and grates on the eastern, southern and western portion of the parking structure shall be eliminated or replaced with openings suggestive of windows. The design of the parking structure shall be as depicted on the preliminary site plan, which includes the following elements:
 - a. The parking shall be provided within a combination of parking located completely below grade, at ground level embedded within buildings #1 and #3 adjacent to the

- private streets, and within the above-grade structure. The height of the parking structure shall not exceed the roofline of the adjoining residential units.
- e.b. ~~The use of freestanding light poles on the top level shall be prohibited. The light for the top level shall be bollard or box lighting.~~ restricted to the center of the structure (not along perimeter walls).
- f.c. The parking structure shall be constructed and fully operational prior to the first certificate of occupancy permit. (P&Z)
5. A. The architectural treatment for the eastern and western portion of the parking structure and the first level of parking on the interior shall be visually indistinguishable from the primary building facades. The architectural treatment shall be as depicted on the preliminary site plan which has the same building materials and level of detailing as the primary building interior courtyard facades that at a minimum shall include:
- a.1. Brick, siding, recessed balconies, and roofing design and material to match facades for the apartment units in the interior courtyards.
- b.2. Openings that are suggestive of windows, glass and frames that shall match the apartment units, window grate coverings shall be prohibited. The openings windows shall be designed in a manner that will enable the projection of light.
- e.3. The number of windows openings and balconies shall be generally consistent with the preliminary architectural elevations.
- d.4. Mechanical parking garage ventilation shall be exhausted through the garage roof rather than into the space between the buildings.
- B. The entire northern and southern facades of the parking structure shall be faced with living units containing the same level of architectural treatment and design as the balance of the residential units on the northern and southern facades. (P&Z)
6. The applicant shall submit a parking management plan which outlines mechanisms to maximize the use of the parking structure by the residents and visitors to the satisfaction of the Director of P&Z prior to release of the final site plan. At a minimum the plan shall include the following:
- a. All visitor spaces shall be on the lower levels of the parking structure and shall not include controlled access. The final location of the visitor parking shall be to the satisfaction of the Director of P&Z.
- b. The applicant shall install "Visitor Parking Only" signs for all visitor parking spaces.
- c. All residents and employees shall obtain and maintain a tag, decal or similar form of vehicle identification. The identification shall be prominently displayed at all times.
- d. Residents shall be prohibited from parking within any designated visitor parking spaces.
- e. Provision of secure bicycle racks/storage within the parking structure apartment buildings.
- f. The total amount of parking provided shall not be less than the Zoning Ordinance requirement plus ~~4~~15% visitor parking within the parking structure.

- g. A maximum of one space for each one-bedroom unit, ~~two spaces for each two and three bedroom units~~ shall be assigned. A second space shall be assigned to two and three bedroom units, if the tenant provides evidence to the landlord of ownership of two vehicles. These assigned spaces shall be provided at no additional charge over the rent. This allotment of parking spaces shall be free of charge for each of the units. The applicant may charge a fee for the remainder of the resident parking spaces.
 - h. The parking restrictions of the parking management plan shall be a part of the lease for each of the units.
 - i. All employee parking shall occur in the parking structure and shall be free of charge.
 - j. The applicant shall require its residents and employees to use off-street parking.
 - k. It shall be the sole responsibility of the applicant to monitor and enforce all provisions of the parking management plan. All residents who violate the provision of the parking management plan shall be subject to towing at the expense of the owner. (P&Z)
 - l. Minor modifications to the plan shall be permitted from time to time as requested by the applicant and as approved by the Director of P&Z.
7. The width of the building breaks shall remain as depicted on the preliminary plan ~~rather than adjacent to the linear park. Adjacent to the linear park the applicant shall provide 8 ft. partial breaks and additional variation in the roof line to accommodate the building breaks.~~ The openings (excluding the partial break) shall be unobstructed other than above-grade pedestrian walkways. The above grade pedestrian walkways shall be designed and include materials to be more visually transparent to the satisfaction of the Director of "P&Z". (P&Z)
13. 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 ~~first~~ certificate of occupancy permit for the final building. (P&Z)
17. The applicant shall provide a "Club House" area including a fitness facility, ~~indoor 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)
18. ~~Freestanding signs other than traffic/directional signs shall be prohibited.~~ The applicant shall be permitted one freestanding sign as depicted on the preliminary site plan. Flat wall signage shall be limited to the minimum necessary to identify the building and shall be limited to the Ferdinand Day Drive façade to the satisfaction of the Director of P&Z. (P&Z)
20. A final landscape plan shall be provided with the final site plan to the satisfaction of the Director of P&Z and R&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

Plant street trees along Tancreti Lane a minimum of 4" caliper at time of planting at a maximum spacing of 35' on-center.

- b. ~~The~~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 as depicted in the preliminary site plan.
 - c. The linear park trail shall be located above the underground utilities to maximize planting areas for landscaping.
 - d. ~~The~~A significant amount ~~additional~~ evergreen plantings shall be provided within the linear park as depicted in the preliminary site plan.
 - e. 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.
 - f. Specify cultivars for all relevant plant materials.
 - g. All landscaping shall be maintained in good condition and replaced as needed.
 - h. 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)
22. The development shall not be a gated community other than the controlled access for the resident parking within the parking structure and the apartment buildings.
41. ~~Grass~~crete pavers located within ~~EVE~~ easements shall meet HS 20 loads. ~~Provide construction specifications sealed by a P.E. registered in Virginia.~~ (T&ES)

In addition, if deemed appropriate by the Planning Commission, the applicant is willing to agree to conditions 16(c), 21, and 61 in the Staff Report as community benefits over and above what would typically be required.

TO: Alexandria Planning Commission
FROM: Leslie Wright, Cameron Station Resident
SUBJECT: Comments on the Proposed Archstone Project
DATE: 5/1/01 and 4/2/02

My name is Leslie Wright and I am a resident of Cameron Station. Cameron Station's distinct architectural and decorative characteristics help to define our neighborhood and community image and was one of the primary reasons why I choose to invest in this property.

Quotes from the Cameron Station Website as a reminder:

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The harmonization of design elements are crucial to the beautification and flow of any community. Furthermore, the symmetry, design, and 18th/19th century American style architecture were some of the most highly emphasized selling and marketing points of all those involved in this project – real estate agents, builders, planners, designers and architects all had this notion in mind. And it was this notion that attracted many of us to Cameron Station.

I am a transportation planner and respect the significance of a harmonized approach to the development and maintenance of the community in which I live. After having read the Alexandria planning staff report, I agree with all mentioned inconsistencies raised and hope that the City of Alexandria demand that the Archstone Project uphold the set standards of the Cameron Station Community.

Thank you.

Matthew Natale
3401 Martha Custis Drive
(703) 578-3674
April 2, 2002

Dear Chairperson and Honorable Commission members,

This evening I urge you to stay the course on Archstone. Way back on May 1, 2001, this commission gave the developer only four stipulations to secure its approval.

However, nearly a year later, the developer has not fulfilled two of the requirements that all parking be underground and to provide "full" building breaks to eliminate the connecting breezeways.

Additionally, the developer revision still does not follow the street grid system used in Cameron Station currently. This is not a good way to manage traffic and sets apart this new development from the rest of Cameron Station. And the revisions result in less parking, not more, than originally thought.

The original stipulations are reasonable and attainable. Staff has produced a design, based on the original that uses smaller, less intrusive buildings that provide the same number of units. It eliminates connecting breezeway. It shows that parking can fit underground each building and helps to better integrate the entire development.

Matthew Natale
3401 Martha Custis Drive
(703) 578-3674
April 2, 2002

Page 2

All this leaves me thinking: So close yet so far way. After all, the developer wants 309 units and staff has itself created a design to accommodate 309 units.

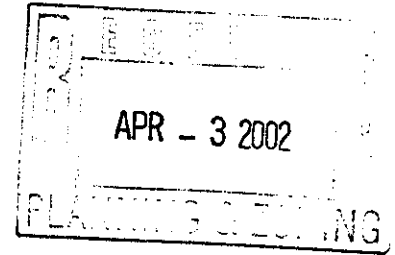
This is where economics meets the planning process again. But there is no obligation to build this project at this site. It is a matter of choice. And if the cost of the full redesign makes this project too costly, perhaps that draws into question the viability of the whole project.

Please remember Archstone-Smith Trust is a huge company with a market capitalization of about \$4.7 billion. For fiscal year ending 12/31, they earned \$237 million on revenues of 728.9 million.

This is not a small mom and pop builder. If the City forces them to build several smaller buildings and put parking underground, they are not going to go broke. And if the project is rejected because of the refusal to do so, it will be because Archstone didn't want to spend the money to do it right.

Make them do it right or not at all. I urge the Commission to continue to insist that the developer fully comply with the stipulations of last May 1. Put it Council's shoulders and let them explain why they have reversed course and endorsed this massive project.

#5-A



March 28, 2002

Alexandria Planning Commission
City Hall
301 King Street
Alexandria, VA 22314

Dear Chairman and Members of the Commission:

Please let this letter indicate our support for the following items on your docket for Tuesday, April 2, 2002.

Enlarging the foot print for Building #4 of Phase III at Cameron Station.

Constructing apartment buildings in Phase V of Cameron Station.

The construction of apartments in Cameron Station will add to our community's ability to provide diversity of housing and therefore diversity of access to different levels of household income.

The proposed location of the apartments seems a good one from a transportation standpoint.

Sincerely,

Joseph M. Guiffre'
Partner

Cc: Mayor & Members of City Council

#7-A. DSUP 2000 - 0031
ARCHSTONE - Cameron Station



jb900@yahoo.com
05/06/02 12:41 PM

To: Jeffrey Farner@Alex
Subject: Fwd: ARCHSTONE

FYI

--- J Bennett <jb900@yahoo.com> wrote:

- > Date: Mon, 6 May 2002 09:30:25 -0700 (PDT)
- > From: J Bennett <jb900@yahoo.com>
- > Subject: ARCHSTONE
- > To: "H. Stewart Dunn, Jr." <hsdunn@ipbtax.com>, > Donna Fossum
<fossum@rand.org>, Ludwig Gaines
- > <ludgaines@aol.com>, > John Komoroske <komorosj@nasd.com>, > Richard Leibach
<richleibach@aol.com>, > "J. Lawrence Robinson" <robinsonjl@aol.com>, > Eric Wagner
<erwagner@home.com>
- > CC: Phil Sunderland <phil.sunderland@ci.alexandria.va.us>, > Ignacio Pessoa
<ignacio.pessoa@ci.alexandria.va.us>, > Eileen Fogarty
<eileen.fogarty@ci.alexandria.va.us>, > Barbara Ross <barbara.ross@ci.alexandria.va.us>, >
Bill Cleveland <billclev@comcast.net>, Kerry Donley
- > <mayoralx@aol.com>, > Claire Eberwein <eberweincouncil@comcast.net>, > Bill Euille
<wmeuille@wdeuille.com>, Del Pepper
- > <delpepper@aol.com>, > David Speck <dspeck@aol.com>, Joyce Woodson
> <council@joycewoodson.net>
- > > Roland asked me to forward this to you since he is having
- > difficulties sending e-mails. JB > > > TO: PLANNING COMMISSIONERS
- > RE: ARCHSTONE
- > > Dear Commissioners:
- > > The staff report on Archstone for the May 7 Commission meeting
- > indicates that Archstone has chosen not to make the changes
- > required
- > by the Commission when you deferred action at the April 2, 2002
- > meeting (which are the same you required when you deferred action
- > in
- > May, 2001). Archstone also has chosen not to provide you any
- > further
- > information concerning their alleged inability to make the changes.
- > > The proposal that is before you on May 7 is essentially the same
- > one
- > that came before you a year ago, and is essentially the same one
- > Archstone presented to the community almost two years ago. The
- > building mass is still excessive, the above ground garage is still
- > an
- > eyesore and takes away valuable opportunities to break up the mass
- > and provide open space, and the architecture lacks esthetic merit
- > and
- > is incompatible with the neighborhood.
- > > By now it is palpably clear that Archstone has no intentions, and
- > probably never had, of altering its initial proposal except in
- > superficial ways. And as staff points out in its report to you,
- > even
- > these superficial changes create other problems, some more onerous
- > than in the initial proposal.
- > > We strongly urge you to deny this application, as you declared you

> would at the April 2 Commission meeting. We understand that there
> is
> likely not to be a public hearing, and we do not object to that. > However, we do request the
opportunity to speak if the applicant
> tries to present new arguments or new material at the meeting. > > We also urge you to speak
in support of your position at the May 18
> City Council meeting.
> > Please call me (703-370-2319) if you have any questions.
> > Roland Gonzales, President
> Cameron Station Civic Association
> > cc: City Council
> City Manager
> City Attorney
> Director, Planning and Zoning
> Deputy Director, Planning and Zoning
> > > > > > _____
> Do You Yahoo!?
> Yahoo! Health - your guide to health and wellness
> <http://health.yahoo.com>
> _____
Do You Yahoo!?
Yahoo! Health - your guide to health and wellness
<http://health.yahoo.com>



jb900@yahoo.com
05/06/2002 12:39 PM

To: hsdunn@ipbtax.com @ INTERNET, fossum@rand.org @
INTERNET, ludgaines@aol.com @ INTERNET,
komorosj@nasd.com @ INTERNET, richleibach@aol.com @
INTERNET, robinsonjl@aol.com @ INTERNET,
erwagner@home.com @ INTERNET
Subject: ARCHSTONE

Roland asked me to forward this to you since he is having
difficulties sending e-mails. JB TO: PLANNING COMMISSIONERS
RE: ARCHSTONE

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indicates that Archstone has chosen not to make the changes required
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eyesore and takes away valuable opportunities to break up the mass
and provide open space, and the architecture lacks esthetic merit and
is incompatible with the neighborhood.

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probably never had, of altering its initial proposal except in
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these superficial changes create other problems, some more onerous
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would at the April 2 Commission meeting. We understand that there is
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tries to present new arguments or new material at the meeting. We also urge you to speak in
support of your position at the May 18
City Council meeting.

Please call me (703-370-2319) if you have any questions.

Roland Gonzales, President
Cameron Station Civic Association

cc: City Council
City Manager
City Attorney
Director, Planning and Zoning
Deputy Director, Planning and Zoning

SF

11

APPLICATION for Amendment
DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN
DSUP # 2000-0032

CAMERON STATION PH-V

PROJECT NAME: Cameron Station Phase V

PROPERTY LOCATION: Adjacent to Cameron Station Blvd.

TAX MAP REFERENCE: 58.04-05-01, 68.01-02-05 ZONE: C-00 #9

APPLICANT Name: Urban Engineering Assoc. Contact David T. McElhancy

Address: 7712 Little River Turnpike, Annandale VA 22003

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

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

SUMMARY OF PROPOSAL: Amendment to an approved SUP

MODIFICATIONS REQUESTED: N/A

SUP's REQUESTED: _____

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.

David T McElhancy
Print Name of Applicant or Agent

[Signature]
Signature

7712 Little River Turnpike
Mailing/Street Address

703 642-8080 703 642-8251
Telephone # Fax #

Annandale VA 22003
City and State Zip Code

6/21/00
Date

DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY

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

Received Plans for Completeness: _____
Received Plans for Preliminary: _____

ACTION - PLANNING COMMISSION: 5-7-02 Recommend Denial 7-0

ACTION - CITY COUNCIL: 5/18/02PH--See attached.

REPORTS OF BOARDS, COMMISSIONS AND COMMITTEES (continued)
Planning Commission (continued)

10. SPECIAL USE PERMIT #2001-0066

518 E HOWELL AV

Public Hearing and Consideration of a request for a special use permit for a reduction of off-street parking to allow one parking space and for a modification of the side yard setback requirement to allow a zero side yard setback adjacent to the western property line in conjunction with the construction of a single-family dwelling; zoned RB/Residential. Applicant: Eric Peterson and Joan Peterson.

COMMISSION ACTION: Recommend Approval 6-1

City Council approved the Planning Commission recommendation, **with the following additional conditions:** "That two stacked parking spaces be included in the design."; and "That the west elevation have additional shutters to the satisfaction of the applicant and the staff."

Council Action: _____

11. DEVELOPMENT SPECIAL USE PERMIT #2000-0032

5010 DUKE ST

CAMERON STATION -- PHASE V

Public Hearing and Consideration of a request for a development special use permit amendment to remove the area west of Tancretti Lane from the Phase V plan; zoned CDD-9/Coordinated Development District. Applicant: Cameron Associates LLC, by David T. McElhaney, engineer, and M. Catharine Puskar, attorney.

COMMISSION ACTION: Recommend Denial 7-0

12. DEVELOPMENT SPECIAL USE PERMIT #2000-0031

450 FERDINAND DAY DR

ARCHSTONE - CAMERON STATION (Phase VI)

Public Hearing and Consideration of a request for a development special use permit, with site plan, to construct apartment buildings; zoned CDD-9/Coordinated Development District. Applicant: Archstone Communities, by M. Catharine Puskar, attorney.

COMMISSION ACTION: Recommend Denial 7-0

13. SPECIAL USE PERMIT #2000-0085

450 FERDINAND DAY DR

ARCHSTONE - CAMERON STATION

Public Hearing and Consideration of a request for a special use permit amendment to the Cameron Station transportation management plan (TMP) to incorporate the site area of the proposed apartment buildings; zoned CDD-9/Coordinated Development District. Applicant: Archstone Communities, by M. Catharine Puskar, attorney.

COMMISSION ACTION: Recommend Denial 7-0

Councilman Speck spoke to the process and to the theme of the communications received on these items. City Council noted the deferral of docket item nos. 11, 12 and 13.

Council Action: _____

APPLICATION for
DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN
DSUP # 2000-0031

12

ARCHSTONE (CAMERON STATION, Ph. VI)

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

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

Mailing/Street Address

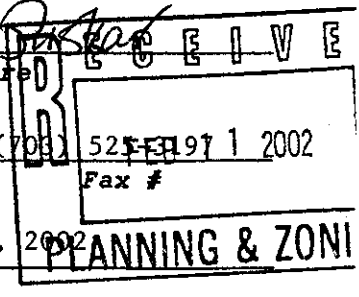
Arlington, VA 22201

City and State Zip Code

M. Catharine Puskar
Signature

(703) 528-4700 (703) 528-
Telephone # Fax #

Revised February 11, 2002
Date



DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY

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

Received Plans for Completeness: _____
Received Plans for Preliminary: _____

ACTION - PLANNING COMMISSION: 5/7/02 Recommend Denial 7-0

ACTION - CITY COUNCIL: 5/18/02PH--See attached.

REPORTS OF BOARDS, COMMISSIONS AND COMMITTEES (continued)
Planning Commission (continued)

10. SPECIAL USE PERMIT #2001-0066
518 E HOWELL AV

Public Hearing and Consideration of a request for a special use permit for a reduction of off-street parking to allow one parking space and for a modification of the side yard setback requirement to allow a zero side yard setback adjacent to the western property line in conjunction with the construction of a single-family dwelling; zoned RB/Residential. Applicant: Eric Peterson and Joan Peterson.

COMMISSION ACTION: Recommend Approval 6-1

City Council approved the Planning Commission recommendation, **with the following additional conditions: "That two stacked parking spaces be included in the design.";** and **"That the west elevation have additional shutters to the satisfaction of the applicant and the staff."**

Council Action: _____

11. DEVELOPMENT SPECIAL USE PERMIT #2000-0032
5010 DUKE ST
CAMERON STATION -- PHASE V

Public Hearing and Consideration of a request for a development special use permit amendment to remove the area west of Tancretti Lane from the Phase V plan; zoned CDD-9/Coordinated Development District. Applicant: Cameron Associates LLC, by David T. McElhaney, engineer, and M. Catharine Puskar, attorney.

COMMISSION ACTION: Recommend Denial 7-0

12. DEVELOPMENT SPECIAL USE PERMIT #2000-0031
450 FERDINAND DAY DR
ARCHSTONE - CAMERON STATION (Phase VI)

Public Hearing and Consideration of a request for a development special use permit, with site plan, to construct apartment buildings; zoned CDD-9/Coordinated Development District. Applicant: Archstone Communities, by M. Catharine Puskar, attorney.

COMMISSION ACTION: Recommend Denial 7-0

13. SPECIAL USE PERMIT #2000-0085
450 FERDINAND DAY DR
ARCHSTONE - CAMERON STATION

Public Hearing and Consideration of a request for a special use permit amendment to the Cameron Station transportation management plan (TMP) to incorporate the site area of the proposed apartment buildings; zoned CDD-9/Coordinated Development District. Applicant: Archstone Communities, by M. Catharine Puskar, attorney.

COMMISSION ACTION: Recommend Denial 7-0

Councilman Speck spoke to the process and to the theme of the communications received on these items. City Council noted the deferral of docket item nos. 11, 12 and 13.

Council Action: _____

JF

13

APPLICATION for SPECIAL USE PERMIT # 2000-0085

ARCHSTONE - CAMERON STATION

[must use black ink or type]

PROPERTY LOCATION: Ferdinand Day Drive and Cameron Station Boulevard

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

APPLICANTS: Cameron Associates, LLC, Agent
Archstone Communities, Agent

Address: 6631-A Old Dominion Drive, #201, McLean, VA 22101

PROPERTY OWNER Name: Cameron Associates, LLC

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

PROPOSED USE: Special Use Permit Amendment to the Cameron Station Transportation Management Plan to incorporate Phase VI

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

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

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

Duncan W. Blair, Agent/Attorney
112 S. Alfred Street, Suite 300
Alexandria, VA 22314

Duncan Blair by mcp
M Catharine Puskar
Signature

M. Catharine Puskar, Agent/Attorney
Print Name of Applicant or Agent
Walsh, Colucci, Stackhouse, Emrich & Lubeley, P.C.
2200 Clarendon Blvd., 13th Floor

(703) 528-4700 (703) 525-3197
Telephone # Fax #

Mailing/Street Address
Arlington, VA 22201
City and State Zip Code

Revised February 13, 2002
Date

DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY

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

ACTION - PLANNING COMMISSION: 5-7-02 Recommend Denial 7-0

ACTION - CITY COUNCIL: 5/18/02PH--See attached.

REPORTS OF BOARDS, COMMISSIONS AND COMMITTEES (continued)
Planning Commission (continued)

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518 E HOWELL AV

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