



ARLINGTON COUNTY, VIRGINIA

**County Board Agenda Item
Meeting of December 12, 2009**

DATE: December 4, 2009

SUBJECT: SP #105 SITE PLAN AMENDMENT for modification to site plan conditions 17 and 18 and modification to location of water fountain, located at 1221, 1301, and 1311 S. Fern St. (RPC #35-003-006, -007, -008).

Applicant:

CLFP – Metropolitan Two Venture, L.P.

By:

Lawson, Tarter & Charvet, P.C.
6045 Wilson Boulevard, Suite 100
Arlington, Virginia 22205

C.M. RECOMMENDATION:

Approve the site plan amendment subject to all previously approved conditions and two (2) amended conditions, Conditions #17 and #18.

ISSUE: This is a site plan amendment request to modify the language of site plan conditions #17 and #18, and no issues have been identified.

SUMMARY: A site plan amendment is requested for the Metropolitan Park phase two development to amend Conditions #17 and 18. Specifically the applicant requests that modifications be made to reconcile inconsistencies between the approved condition language and *Metropolitan Park Design Guidelines* requiring the use of concrete brick and paver crosswalks, and the *Pedestrian Element* of the Master Transportation Plan approved in July 2008 which specifically states that concrete brick and paver crosswalks are no longer to be used. The amendment to Condition #18 would eliminate language requiring the construction of a temporary sidewalk that would cause significant damage to an existing warehouse structure located at the back of the proposed sidewalk. The developer has agreed to relocate on-street parking that would have been adjacent to the proposed sidewalk to mitigate any impacts of not constructing the sidewalk, and further to construct a temporary low retaining wall with plantings between 13th Street South and the existing warehouse wall. The proposed changes to site plan conditions #17 and #18 are consistent with current County policy and standards, mitigate any adverse impacts on

County Manager: BMD/GA

Staff: Samia Byrd, DCPHD, Planning Division
Robert Gibson, DES, Transportation Division

4.

PLA-5392

surrounding property and retain the spirit and intent of the project as approved. Therefore, staff recommends that the site plan amendment be approved subject to all previously approved conditions and the proposed modifications to Conditions #17 and #18.

BACKGROUND: Metropolitan Park Phase Two was approved as a Final Site Plan (SP-9) in March 2006 under the Pentagon City Phased Development Site Plan (PDSP, SP #105). The approval permitted the development of 300 dwelling units and 8,119 square feet of ground floor retail on Parcel 3 of the PDSP. Following is additional information about the site.

Site: The subject property is located in the super block of Pentagon City Parcel 3 generally bound by Army Navy Drive to the north, S. Eads Street to the east, 15th Street South to the south and S. Fern Street to the west. It is comprised of 2.57 acres and would be located between Metropolitan Park phases one and two developments. The site is surrounded by the following land uses:

- To the north: Metropolitan Park III was approved in February 2009 immediately north of the subject site to be developed with a 18-story residential building comprised of 411 units and 16,530 square feet of ground floor of retail; it is currently developed with single-story warehouses.
- To the west: Pentagon Centre PDSP was approved in July 2008 to be developed with mixed use office, retail and residential; it is currently developed with a single story warehouse building housing several big box retail stores, restaurants and Costco.
- To the east: Future phases of Metropolitan Park development would be approved by Final Site Plan adjacent and east of the site on the subject property. On the east side of S. Eads Street is Crystal City and Warwick House I and II, 18 and 17 story apartment buildings.
- To the south: One Metropolitan Park, an 18 story apartment building containing 399 residential units and 11,300 square feet of ground floor retail.

Zoning: “C-O-2.5” Commercial Office Building, Hotel and Apartment District.

General Land Use Plan Designation: Striped pattern three-fourths “High-Medium Residential” (3.24 FAR residential) and one-fourth “Medium” Office-Apartment-Hotel (2.5 FAR office; up to 115 units per acre apartments; and up to 180 units per acre hotels); Note 4 – “This area was designated a “Coordinated Development District” on 2/9/74.”

Neighborhood: Aurora Highlands Civic Association.

DISCUSSION: The *Metropolitan Park Design Guidelines* (Guidelines) were developed in 2004 as a companion to a Project Book for the development of the Metropolitan Park residential community. The Guidelines detail the pattern of development for the residential community and

establish standards for streets, buildings, open space and landscaping. The landscape guidelines as detailed in the Guidelines include a crosswalk plan that identifies both the locations and types of crosswalks to be installed throughout the project. With the approval of Metropolitan Park Phase Two in 2006, site plan condition #17 was approved specifying the construction of brick or paver crosswalks throughout the development consistent with the provisions of the Guidelines. However, in July 2008, the County Board approved the *Pedestrian Element* of the Master Transportation Plan (MTP) which specifies the County’s policy on the continuing installation of concrete or brick paver crosswalks as follows:

“Crosswalks made from concrete and brick pavers are no longer installed. Where such paver crosswalks remain, they should have reflective thermoplastic stripe edging. When such crosswalks undergo significant deterioration or damage, they are to be completely removed and replaced with asphalt and the appropriate style of crosswalk markings.”

As the approved condition and plans is inconsistent and in direct conflict with the current policy, with the support of Staff, the applicant proposes to amend the site plan condition to allow the County Manager to specify the type of crosswalks to be installed for Metropolitan Park Phase Two.

Finally, site plan condition #18 specifically requires the developer to construct a temporary sidewalk along the north side of 13th Street South. The intent of this requirement was to provide for a temporary sidewalk to support on-street parking on the north side of the street. However, during construction of Metropolitan Park Phase Two, the developer found that it would not be possible to meet this requirement. As shown in the picture below, to construct the sidewalk would undermine the foundation of the existing warehouse located at the back of the proposed sidewalk.



In light of the significant damage the construction of the temporary sidewalk could cause to the existing off-site structure, the applicant has requested the requirement be removed. Since the temporary sidewalk was only to provide for parking and was not intended to provide a pedestrian pathway or connection, the removal of the sidewalk would have no adverse impacts on circulation in the area. To mitigate the impacts of not constructing the sidewalk, the applicant

proposes to temporarily relocate the on-street parking adjacent to the proposed sidewalk to the south side of 13th Street South adjacent to the park, which is immediately across the street from where the on-street parking associated with the temporary sidewalk per the condition would have been located. The temporary relocation of the on-street parking would have minimal impact on the parking supply. The shift would also reduce the impact and disruption caused when Metropolitan Park Phase III begins construction, providing a constant supply of parking until Phase III is completed. Further, the applicant has agreed, in lieu of constructing the temporary sidewalk to construct a temporary low retaining wall with plantings between 13th Street South and the existing warehouse wall and incorporate the wall and plantings on the engineering and landscape plans (see attached drawings).

CONCLUSION: The proposed changes to site plan conditions #17 and #18 would address 1) discrepancies between approved plans and current policy to ensure that they are in agreement, and 2) rectify a potentially injurious or adverse impact of construction on the surrounding property. The resolution proposed to the condition language to address the required modifications maintains the spirit and intent of the plans and conditions as approved. Therefore, staff recommends that the site plan amendment be approved subject to all previously approved conditions and the following proposed modifications to Conditions #17 and #18.

17. The developer agrees to construct at South Fern Street a 49-foot wide cross-section between face of curb on the east and west sides, providing one 10-foot wide travel lane in each direction, along with an alternating 10-foot left-turn lane, a 10-foot wide right turn lane, and an 7 1/2 -foot wide parking lane on the east side, as shown on the final engineering plan approved by the County Manager, or his designee.

The developer agrees to construct ~~standard~~ crosswalks and nubs along South Fern Street at the intersections with 13th Street South and 14th Street South and to provide ~~standard~~ crosswalks across South Fern Street at the intersections of 13th Street South and 14th Street South, as in the locations shown on the final engineering plan approved by the County Manager, or his designee. The crosswalks' final design and materials shall be approved by the County Manager, or his designee.

- b. The developer agrees to construct at 13th Street South a 29.5-foot wide cross-section between face of curb on the north and south sides, providing one 10-foot travel lane and an eight-foot parking lane in the westbound direction, and a 10-foot travel lane in the eastbound direction, as shown on the final engineering plan approved by the County Manager, or his designee.

~~The developer agrees to install brick or concrete paver crosswalks, along with all necessary resulting curb ramps, around the Phase II application property and as per the Crosswalk Plan in the (January 23, 2004) as they may be amended and modified by the County Board from time to time), and as shown on the final engineering plan.~~

The developer agrees to construct a crosswalk along 13th Street South at the intersection

with South Fern Street in the locations shown on the final engineering plan approved by the County Manager, or his designee. The crosswalks' final design and materials shall be approved by the County Manager, or his designee.

- c. The developer agrees to construct at 14th Street South a 29.5-foot wide cross-section between face of curb on the north and south sides, providing one 10-foot travel lane and an eight-foot parking lane in the eastbound direction, and a 10-foot travel lane in the westbound direction, as shown on the final engineering plan approved by the County Manager, or his designee.

The developer agrees to install ~~brick or concrete paver~~ crosswalks, along with all necessary resulting curb ramps, around the Phase II application property ~~and as per the Crosswalk Plan~~ in the Metropolitan Park Design Guidelines (January 23, 2004) as they may be amended and modified by the County Board from time to time, and as shown on the final engineering plan. The crosswalks' final design and materials shall be approved by the County Manager, or his designee.

- d. The developer agrees to construct at South Fair Street a 27-foot wide cross-section between face of curb on the east and west sides, providing two 10-foot wide travel lanes and one seven-foot parking lane on the west side, as shown on the final engineering plan approved by the County Manager, or his designee.

The developer agrees to construct two ~~standard~~ crosswalks each at the intersections of South Fair Street with 14th Street South, and with 13th Street South. The developer also agrees to construct a nub mid-block on the west side of South Fair Street and ~~standard a~~ crosswalk across South Fair Street. ~~The above crosswalks shall be constructed per the Crosswalk Plan in the Metropolitan Park Design Guidelines (January 23, 2004) as they may be amended and modified by the County Board from time to time, and as shown on the final engineering plans.~~ The crosswalks' final design and materials shall be approved by the County Manager, or his designee.

- 18. The developer agrees that the final sidewalk pattern/design and final selection of materials and colors to be used shall be as determined by the County Manager on the final site development and landscape plan and final engineering plan, in accordance with the *Metropolitan Park Design Guidelines (January 23, 2004)* and the *Metropolitan Park Project Booklet (November 12, 2003)* or other applicable urban design standards approved by the County Board and in effect at the time of the final landscape plan approval. The developer further agrees to construct the sidewalk improvements detailed below prior to the issuance of the first Certificate of Occupancy for occupancy of the applicable phase of the project. The sidewalks along the street frontages of this development shall be consistent with the *Metropolitan Park Design Guidelines (January 23, 2004)* and the *Metropolitan Park Project Booklet (November 12, 2003)*, paved with scored concrete detailed with brick banding, brick, or an interlocking concrete paver and

shall be placed on a properly-engineered base approved as such by the Division of Transportation. The sidewalk treatments shall continue across all driveway aprons for loading and garage entrances along all frontages of the site plan except that the paving pattern shall be slightly differentiated, and there shall be no barriers to impede the flow of pedestrian traffic. The sidewalks shall contain street trees placed in either tree pits, tree grates or planting strips, consistent with the *Metropolitan Park Design Guidelines (January 23, 2004)* and the *Metropolitan Park Project Booklet (November 12, 2003)*, *Standards for Planting and Preservation of Trees in Site Plan Projects*, and as specified below. Placement, planting and root enhancement options shall be consistent with the *Standards for Planting and Preservation of Trees in Site Plan Projects*, and as specified below. Street trees shall not be placed within the vision obstruction area. All public walkways shall be constructed to County Standard. The developer agrees to maintain and replace the street trees and sidewalks for the life of the site plan. The sidewalk sections and street tree species shall be as follows:

South Fern Street - A minimum 17 1/2 -foot wide sidewalk measured from the back of curb, including 5 foot by 12 foot tree pits, providing a 11-foot, 10-inch clear sidewalk. The tree pits shall be planted with 4 1/2 inch caliper street trees (from the selection of broad deciduous street trees identified in the *Metropolitan Park Design Guidelines (January 23, 2004)* as they may be amended and modified by the County Board from time to time, and the *Metropolitan Park Project Booklet (November 12, 2003)*, and such ground cover as *liriope muscarii*, *hypericum*, *calycinum* (Aarons Beard), or *juniperus conferta* (Shore Juniper), placed 28 to 32 feet apart on center or as otherwise approved by the County Manager or his designee on the final site development and landscape plan and a minimum of eight (8) inches back from the back of curb.

14th Street South - A minimum 34-foot wide sidewalk measured from the back of curb along the north side with a 10-foot clear sidewalk and a minimum 15-foot wide sidewalk measured from the back of curb along the south side with a 9-foot 4-inch clear sidewalk, including 5 foot by 12 foot tree pits on both sides. The tree pits shall be planted with 4 1/2 inch caliper street trees (from the selection of broad deciduous street trees identified in the *Metropolitan Park Design Guidelines (January 23, 2004)* as they may be amended and modified by the County Board from time to time, and the *Metropolitan Park Project Booklet (November 12, 2003)*, and such ground cover as *liriope muscarii*, *hypericum*, *calycinum* (Aarons Beard), or *juniperus conferta* (Shore Juniper), placed 28 to 32 feet apart on center or as otherwise approved by the County Manager or his designee on the final site development and landscape plan and a minimum of eight (8) inches back from the back of curb.

13th Street South - A minimum 34-foot wide sidewalk measured from the back of curb along the south side with a 10-foot clear sidewalk, including 5 foot by 12 foot tree pits, and an approximately five foot wide temporary sidewalk measured from the back of curb along the north side. This temporary sidewalk will be reconstructed with phase 3 of Metropolitan Park. The tree pits shall be planted with 4 1/2 inch caliper street trees (from

the selection of broad deciduous street trees identified in the *Metropolitan Park Design Guidelines (January 23, 2004)* as they may be amended and modified by the County Board from time to time, and the *Metropolitan Park Project Booklet (November 12, 2003)*, and such ground cover as *liriope muscarii*, *hypericum*, *calycinum* (Aarons Beard), or *juniperus conferta* (Shore Juniper), placed 28 to 32 feet apart on center or as otherwise approved by the County Manager or his designee on the final site development and landscape plan and a minimum of eight (8) inches back from the back of curb.

South Fair Street - A minimum 13-foot wide sidewalk measured from the back of curb along the east side with a 7-foot 4-inch clear sidewalk, and a minimum 15-foot wide sidewalk measured from the back of curb along the west side with a 9-foot 4-inch clear sidewalk, including 5 foot by 12 foot tree pits on both sides. The tree pits shall be planted with 4 1/2 inch caliper street trees (from the selection of broad deciduous street trees identified in the *Metropolitan Park Design Guidelines (January 23, 2004)* as they may be amended and modified by the County Board from time to time, and the *Metropolitan Park Project Booklet (November 12, 2003)*, and such ground cover as *liriope muscarii*, *hypericum*, *calycinum* (Aarons Beard), or *juniperus conferta* (Shore Juniper), placed 28 to 32 feet apart on center or as otherwise approved by the County Manager or his designee on the final site development and landscape plan and a minimum of eight (8) inches back from the back of curb.

PREVIOUS COUNTY BOARD ACTIONS:

- February 25, 1976 Rezoned Pentagon City Tract - properties bounded on north by Army-Navy Drive; on west by South Joyce Street; on south by Arlington County property and 15th Street South; and on east by South Eads Street; excluding the Western Electric property - from "RA7-16," "RA6-15," "C-O," and "M-1" to "C-O-2.5."
- Rezoned 1601 South Hayes Street (future fire station) from "RA7-16" to "S-3A." Rezoned 1500 block of South Hayes Street through to South Joyce Street including adjoining County owned property on South Joyce Street from "R2-7" to "S-3A." Rezoned 1500 and 1600 blocks to South Hayes through to South Fern Street from "RA7-16" to "RA4.8."
- Rezoned 621 - 18th Street South from: S-3A" to "C-O-2.5."
- Approved Pentagon City Phased Development Site Plan (PDSP).
- January 8, 1977 Approved a PDSP Amendment to: 1) permit 20 additional low-rise family housing units in Parcel 5; 2) permit removal of 300 non-subsidized dwelling units for the elderly from Parcel 5 and relocate 280 such unit in Parcel 3; 3) permit submittal of landscape maintenance agreement prior to issuance of building permit instead of with final site plan submission; and 4) provide that park dedication be held in escrow until rezoning and site plan approval held valid by final court decision.
- January 8, 1977 Approved Final Site Plan (SP-1) for Parcel 5 to include 300 subsidized housing units for the elderly, a 300-bed nursing home, and 200 low-rise family units.
- October 15, 1977 Approved a PDSP Amendment to permit a temporary Metro-related parking lot until December 30, 1980 in area bounded by Army-Navy Drive, 15th Street South, South Joyce Street and South Hayes Street.
- Approved Final Site Plan for a temporary Metro-related parking lot along the west side of South Hayes Street (between Army-Navy Drive and 15th Street South) and along north side of 15th Street South (between South Hayes

June 3, 1978	and South Joyce Streets) until December 30, 1980. Approved Final Site Plan Amendment for temporary Metro-related parking lot to eliminate the requirement for railroad ties or utility poles to separate parking aisles.
January 6, 1979	Approved Final Site Plan (SP-2) for a 12-story office building with approximately 253, 534 square feet of gross floor area located at 701 12 th Street South (northeast corner of 12 th Street South and South Hayes Street).
January 5, 1980	Approved Final Site Plan Amendment (SP-2) to extend approved plan for one year to January 6, 1981.
January 3, 1981	Approved PDSP Amendment to the PDSP and the Final Site Plan for temporary Metro-related parking lot to extend for one year to December 31, 1981.
April 1, 1981	Approved Final Site Plan (SP-3) for 12-story office building with approximately 309,574 square feet of gross floor area located at 601 12 th Street South.
November 14, 1981	Approved an Amendment to the PDSP and the Final Site Plan for temporary Metro-related parking lot to extend for two years to December 31, 1983. Approved Final Site Plan to enlarge temporary Metro-related parking lot in the 1000-1300 block of South Hayes Street.
May 20, 1982	Approved PDSP Amendment to transfer 200,000 and 290,000 square feet of gross office floor area from Parcels 2 and 3, respectively, to Parcel 1, and the transfer of 670 dwelling units from Parcel 1 to Parcel 3. (Conditioned on agreement being reached with MCI for use of the transferred space.) Reduced office and commercial parking requirement unless otherwise approved in final site plans.
September 11, 1982	Approved PDSP Amendment to permit temporary uses accessory to construction (eating facilities) on Pentagon City Tract.
January 8, 1983	Accepted withdrawal of Amendment to PDSP and Final Site Plan to enlarge temporary Metro-related parking lot.
April 9, 1983	Approved Amendment to Final Site Plan (SP-4) to extend the approval for two years to April 1, 1985 for residential

- condominium at 801 15th Street South.
- June 4, 1983 Deferred Amendment to Final Site Plans (SP-2 and SP-3) for signs at MCI office buildings.
- June 18, 1983 Approved Amendment to Final Site Plans (SP-2 and SP-3) for signs at MCI office buildings.
- August 13, 1983 Accepted withdrawal of Amendment to Final Site Plans (SP-2 and SP-3) for a freestanding sign/sculpture at MCI office buildings.
- December 10, 1983 Approved Amendment to PDSP and Final Site Plan for a temporary Metro-related parking lot located in the 1000-1400 block of South Hayes Street to July 30, 1984.
- July 11, 1984 Approved a Phased Development Site Plan Amendment to redefine parcel boundaries, increase retail density, transfer 47,500 square feet of retail density from Parcel 3 to Parcel 1 and 2 and modify several conditions.
- Approved a Final Site Plan for a shopping mall (1,019,300 square feet), a hotel (450 units), an office building (172,000 square feet) and 4,173 parking spaces.
- Approved a Final Site Plan amendment to amend the boundaries of Parcel 2C.
- August 18, 1984 Approved a Phased Development Site Plan amendment to reduce the number of hotel units on Parcels 1B and 2B from 600 to 450 and on Parcel 1D from 1,100 units to 882 units.
- September 8, 1984 Approved a PDSP Amendment to extend the approval of a temporary eating facility.
- July 13, 1985 Approved Final Site Plan (SP-6) for two 12-story office buildings containing 514,892 square feet of gross floor area on Parcel 1C.
- September 7, 1985 Approved Amendment to Final Site Plan to increase the site area of the shopping center by 18,853 square feet, to relocate and/or reconfigure the hotel, office tower, department stores, mall and parking structures with no

change in gross floor area or height and to relocate the pedestrian access to Metro through the parking garage.

- December 7, 1985 Approved Amendment to Final Site Plan to delete Condition #49, referring to the County Board's approval of a 25, 000 square foot performing arts center.
- October 1, 1988 Deferred a Site Plan Amendment request for a comprehensive sign plan to December 3, 1988 County Board meeting.
- December 3, 1988 Deferred a Site Plan Amendment request for a comprehensive sign plan to January 7, 1989 County Board meeting.
- February 11, 1989 Approved a Site Plan Amendment request for a comprehensive sign plan.
- March 4, 1989 Approved Site Plan Amendment request for a daycare center at 600 Army-Navy Drive.
- May 13, 1989 Approved Final Site Plan (SP-7) for a 300-unit, 16-story hotel with two levels of underground parking in Parcel 1D at 1001 South Fern Street (northwest corner of South Fern Street and Army Navy Drive).
- October 7, 1989 Approved Site Plan Amendment (SP-5) to substitute planters and landscaping for louvers on parking garage at Pentagon City Mall.
- September 8, 1990 Approved Site Plan Amendment (SP-4) to allow 320 square feet of temporary leasing banners at the Parc Vista apartments.
- October 6, 1990 Approved Site Plan Amendment (SP-4) to convert 550 square feet of storage space in the Parc Vista apartments to medical office use.
- August 10, 1991 Approved a Site Plan Amendment to permit the operation of a convenience store on the first floor.
- November 16, 1991 Approved a Site Plan Amendment for a special exception permitting off-site stockpiling of material excavated from 4201 North Wilson Boulevard on premises known as 1001

South Fern Street.

- May 16, 1992 Approved PDSP Amendment to permit the uses allowed on M-1 to continue until redevelopment occurs, for 10 years.
- September 12, 1992 Approved PDSP Amendment to permit operation of temporary uses accessory to construction (i.e., eating facilities for construction workers, subject to original conditions and a review in three (3) years.
- December 15, 1992 Approved the abandonment, conveyance, and relocation of South Joyce Street at 15th Street South subject to conditions and authorize the Chairman to execute the deed conveying the abandoned right of way.
- March 10, 1993 Approved Use Permit (U-2764-93-1) for a comprehensive sign plan for 17 signs at River House I, II, and III.
- June 5, 1993 Approved PDSP Amendment (SP #105) to permit the 200 parking spaces required to be constructed in the former South Joyce Street right of way be converted to a landscaped open space and bus stop subject to conditions and a one (1) year review.
- January 8, 1994 Approved Site Plan Amendment (SP-7) to amend Condition #43 to allow a brick and EIFS treatment to hotel façade in Parcel 1D.
- April 9, 1994 Approved PDSP Amendment to permit the uses allowed on M-1 to continue until redevelopment occurs, subject to no new floor space being created outside the existing building envelop for a period ending on July 31, 2004.
- June 10, 1995 Continued PDSP Amendment (SP #105) to permit the 200 parking spaces required to be constructed in the former South Joyce Street right of way be converted to a landscaped open space and bus stop subject to conditions and a one (1) year review.
- September 9, 1995 Approved PDSP Amendment to permit operation of temporary uses accessory to construction (i.e., eating facilities for construction workers, subject to original conditions and administrative review in five years (September 2000).

June 4, 1996	Continued PDSP Amendment (SP #105) to permit the 200 parking spaces required to be constructed in the former South Joyce Street right of way be converted to a landscaped open space and bus stop subject to conditions and no further review.
February 8, 1997	Approved Site Plan Amendment (SP-2 and SP-3) to permit extension of the building entrance lobbies by 900 square feet each.
September 6, 1997	Took no action on General Land Use Plan Amendment to change the striping pattern in the Pentagon City PDSP.
October 4, 1997	Deferred a PDSP Amendment (SP #105) to amend Condition #2 of the PDSP and Final Site Plan (SP-8) for mixed use residential and retail development and associated parking to recessed meeting of December 18, 1977.
December 18, 1997	Approved PDSP Amendment (SP #105) to amend Condition #2 thereby adding 300,000 square feet of retail gross floor area to Parcel 1A/2A, reducing the number of residential units in Parcel 1A/2A from 2, 176 to 830 units, and reallocating 249 residential units from Parcel 1A/2A to Parcel 3. Deferred Final Site Plan (SP-8).
February 7, 1998	Approved Final Site Plan (SP-8) for a mixed use development that includes up to 300,000 square feet of retail, 830 residential units, and associated parking.
May 20, 2000	Accepted withdrawal of Site Plan Amendment (SP #105) to permit an urgent care center, hospital storage facility and print shop, including signage, at 1311 South Fern Street.
October 19, 2002	Deferred PDSP Amendment to permit the continuation of "M-1" uses to November 16, 2002.
November 16, 2002	Deferred PDSP Amendment to permit the continuation of "M-1" uses to December 7, 2002.
December 7, 2002	Approved PDSP Amendment to permit the continuation of "M-1" uses to expiration dates from December 31, 2005 through December 31, 2015.
February 10, 2004	Approved a Final Site Plan (SP-9) for 399 dwelling units and 11,300 square feet of ground floor retail in Parcel 3

- (Metropolitan Park Phase 1).
- March 14, 2006 Approved Final Site Plan (SP-9) for 300 dwelling units and 8,119 square feet of ground floor retail in Parcel 3 (Metropolitan Park Phase 2).
- February 21, 2009 Approved Final Site Plan (SP-9) for 411 dwelling units and 16,350 square feet of ground floor retail in Parcel 3 (Metropolitan Park Phase 3). Approved PDSP Amendment (SP #105) to permit up to 100,000 square feet of ground floor retail density on Parcel 3, known as Metropolitan Park residential development.
- July 14, 2009 Approved PDSP Amendment to change Condition #2 to permit the reallocation of density between Parcel 1D and Parcel 3 (to permit 930 residential units allocated for Parcel 1D to be used either on that parcel or on Parcel 3, and to permit 300 hotel units now allocated for Parcel 3 to be used either on that parcel or on Parcel 1D).
- September 26, 2009 Approved site plan amendment for a comprehensive sign plan for Metropolitan Park Phase 2 and modified Condition #47.
- Approved site plan amendment to Metropolitan Park Three to modify Condition #79 and defer consideration of the site plan amendment request to modify Condition #50 to the October 24, 2009 County Board meeting.
- Approved site plan amendment to the PDSP for a temporary special event circus and horse show expiring on November 15, 2009, including modification of zoning ordinance requirements, and subject to the conditions of the staff report, applicable to the special events use only.
- October 24, 2009 Approved site plan amendment to Metropolitan Park One to amend Condition #59 and approve a temporary leasing office, subject to all previous conditions and amended Condition #59, and one new condition, #73. Site Plan Amendment for Comprehensive Sign Plan for Metropolitan Park Phase 3 was withdrawn.



DATE: 11/20/09
SCALE: AS SHOWN



W. S. SANCHEZ
ARCHITECTURE
1000 W. 10TH STREET, SUITE 200
Arlington, VA 22202
703.243.1232



DORRIS
YODER
ARCHITECTS
1011 SOUTH 19TH
ARLINGTON, VA 22204
703.243.1232

YUSEF
ARCHITECTS
1011 SOUTH 19TH
ARLINGTON, VA 22204
703.243.1232

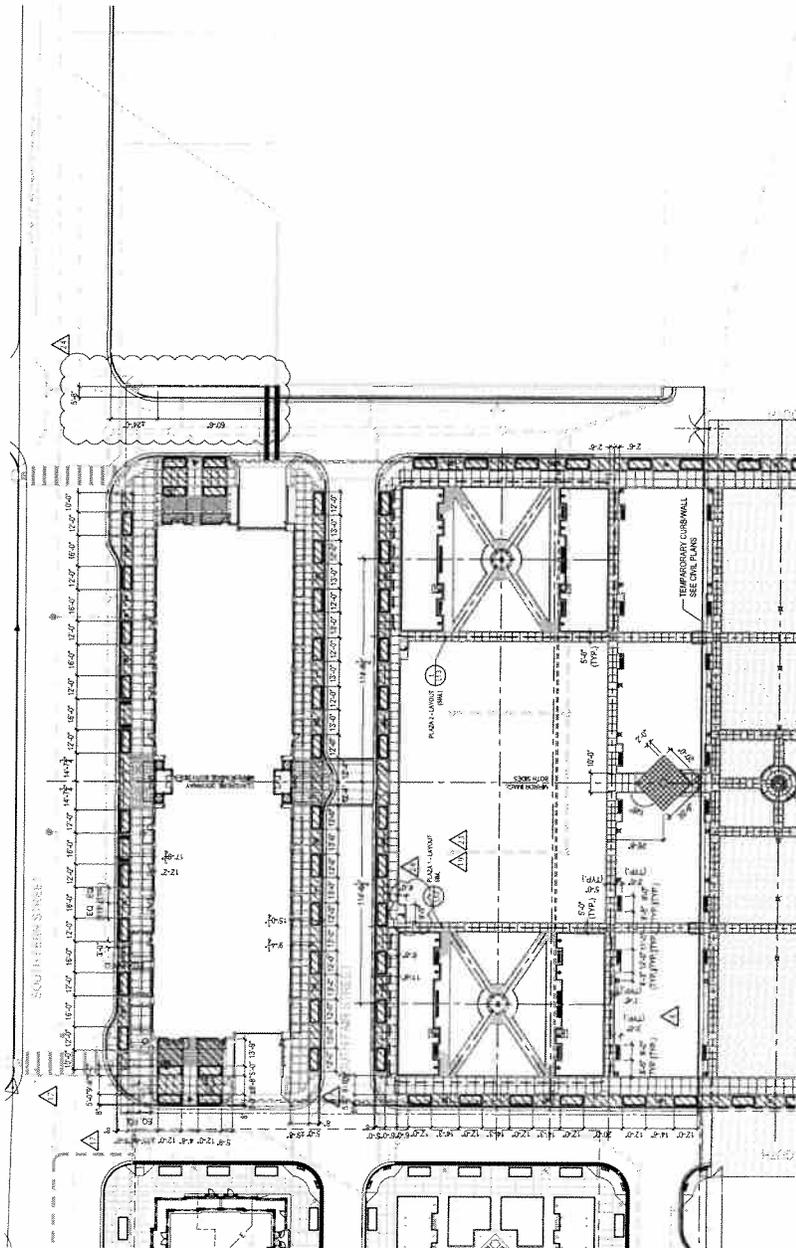
PROJECT: METROPOLITAN
1751 PLAZA DRIVE
ALEXANDRIA, VA 22304

METROPOLITAN PARK TWO

Keller

LAYOUT PLAN
JOB NO. 20023
DATE: 03-04
1751 PLAZA DRIVE
ALEXANDRIA, VIRGINIA

L1.2



NOTE:
1. REPAIR/REINFORCE CURB WALL LOCATIONS WITH CURB
RAMP DETAILS, SEE CURB PLANS.





DATE: 11/20/09
 DRAWN BY: AW/BA



LSC LANDSCAPE ARCHITECTURE
 100 EAST LENOX AVENUE, SUITE 200
 RALEIGH, NORTH CAROLINA 27601
 (919) 873-2200



DORSKY HODGSON PARRISH YEE
 ARCHITECTS
 100 EAST LENOX AVENUE, SUITE 200
 RALEIGH, NORTH CAROLINA 27601
 (919) 873-2200

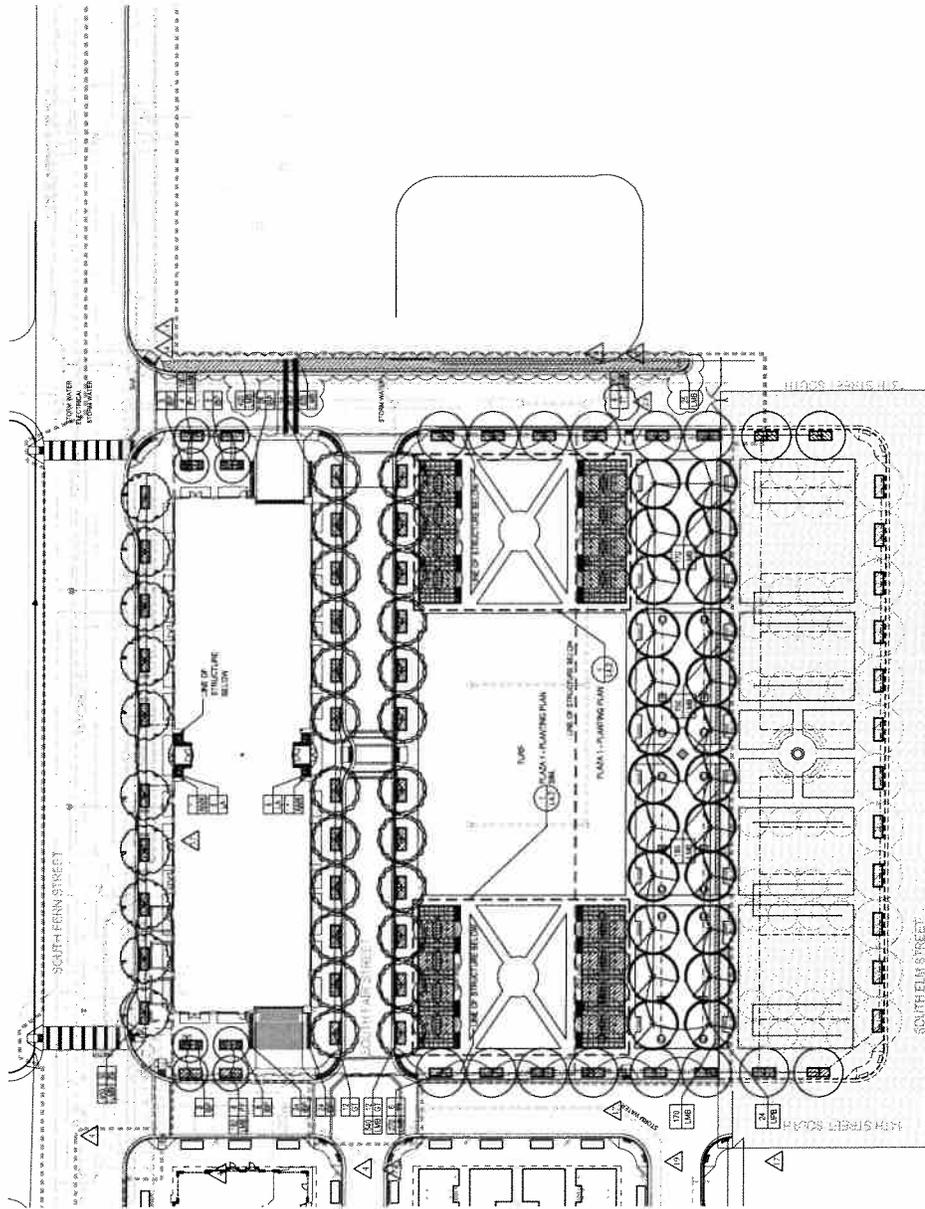
PROJECT: METROPOLITAN PARK TWO
 LOCATION: 1251 PONDWATER DRIVE, MEKEON, VIRGINIA
 ARCHITECT: KELLER
 DATE: 11/20/09

SCALE: 1" = 10'-0"
 DRAWN BY: AW/BA
 CHECKED BY: [Signature]

METROPOLITAN PARK TWO
 KELLER
 1251 PONDWATER DRIVE
 MEKEON, VIRGINIA

PLANTING PLAN
 JOB NO. 200923

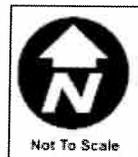
L4.1





SP #105 CLPF
1221, 1301, 1311, 1330 S. Fern St.
RPC #35-003-006, -007, and -008

Note: These maps are for property location assistance only.
 They may not represent the latest survey and other information.



Not To Scale

