



## ARLINGTON COUNTY, VIRGINIA

### County Board Agenda Item Meeting of July 9, 2011

**DATE:** June 21, 2011

**SUBJECT:** SP# 51 SITE PLAN AMENDMENT of ML Jefferson, LLC to increase GFA, renovate the facade, modify landscape and streetscape, and modify Zoning Ordinance requirements for parking at Jefferson Plaza I located at 1411 and 1421 Jefferson Davis Highway, and 1480 Crystal Drive (RPC# 34-024-339, -340, and -341).

**Applicant:**

ML Jefferson LLC c/o Lowe Enterprises

**By:**

Walsh Colucci Lubely Emrich & Walsh, PC  
2200 Clarendon Boulevard, Ste. 1300  
Arlington, Virginia 22201

**C. M. RECOMMENDATION:**

Adopt the attached ordinance to approve a site plan amendment to SP#51 to increase GFA, to renovate the façade, and to modify the landscape and streetscape for the Jefferson Plaza I office building, with a modification of Zoning Ordinance regulations to allow off-site parking and modify the commercial/office use parking ratio, subject to the conditions of the ordinance applicable only to the Jefferson Plaza 1 office building.

**ISSUES:** A site plan amendment is requested to provide additional density with renovation of the façade and interior space reconfiguration, landscape and streetscape for the Jefferson Plaza I office building in Crystal City. No issues have been identified with the subject site plan amendment request.

**SUMMARY:** A site plan amendment is requested for SP #51, Jefferson Plaza to add approximately 26,956 square feet of commercial gross floor area, re-skin the façade, and modify the landscaping and streetscape of Jefferson Plaza I, a 1960s office building located at 1411 Jefferson Davis Highway. In addition, a modification to Zoning Ordinance requirements for

County Manager:

*BMD/GA*

County Attorney:

*[Signature]*

*[Signature]*

Staff: Samia Byrd, CPHD – Planning  
Robert Gibson, DES – Transportation

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parking would be required. The relocation of the building's sole tenant under BRAC provides the opportunity to renovate the office building to an updated and more attractive Class A office space in Crystal City. The request proposes an updated façade for the building, as well as improved landscaping and streetscape along Crystal Drive. The landscape and streetscape improvements provide for a better pedestrian experience and improved circulation. In addition, there would be coordination between the developer and the County in the redesign of Crystal Drive to make it two-way, a goal of the *Crystal City Sector Plan*. This additional density would not add height to the building and would have minimal impact on the building's mass and bulk. The proposed amendment was reviewed by the Site Plan Review Committee (SPRC) which included representatives of the Crystal City Citizen Review Council and no adverse impacts were identified (A memo from the SPRC is attached to this report). The proposed amendment is generally consistent with the Zoning Ordinance requirements and the recently adopted *Crystal City Sector Plan*, facilitating re-development that was otherwise unanticipated. Therefore, staff recommends that the County Board adopt the attached ordinance with conditions to approve the subject site plan amendment.

**BACKGROUND:** Site Plan #51, Jefferson Plaza, was approved by the County Board in November 1966 as a multi-phased site plan. The project is comprised of two (2), 13-story office buildings and a 308-room hotel, the Crowne Plaza. The office buildings are owned by the applicant, independent of the owner of the hotel. The buildings are connected by a plaza and a three-level below grade parking garage with a total of 765 parking spaces plus an additional 260 spaces provided in the adjacent office building by a private easement. The Jefferson Plaza site plan is Phase I of III of the site plan approved in 1966. Phases II and III as amended and approved by the County Board over time were built and now exist as a separate site plan, Crystal Gateway (SP #135). The subject office building has been in place for more than 40 years.

**The following provides additional information about the site and location:**

Site: The 257,449 square foot site is located in Crystal City on the block generally bounded by 12<sup>th</sup> Street South to the north, Crystal Drive to the east, 15<sup>th</sup> Street South to the south and Jefferson Davis Highway to the west. The site's immediate vicinity and adjacent land uses include:

- To the north: 12<sup>th</sup> Street South; Crystal Gateway complex (SP #135) developed with four (4), 15-story office buildings and two (2), 15-story residential buildings.
- To the east: Crystal Drive; 11-story Water Park Towers North and South residential buildings. (SP #167)
- To the south: 14<sup>th</sup> Road South; Crystal Square apartments and office buildings (SP #90), 11-stories.
- To the west: 14<sup>th</sup> Road South and S. Clark Street; four-story by-right Americana Hotel, The Hampton, 16-story residential building (SP #115), and 11-story Embassy Suites hotel (SP #168).

Zoning: "C-O" Commercial Office Building, Hotel and Multiple-Family Dwelling.

General Land Use Plan Designation: High Office-Apartment-Hotel (Up to 3.8 FAR Office Density, Up to 4.8 FAR Residential Density, and up to 3.8 FAR Hotel Density).

Neighborhood: Adjacent to the Aurora Highlands and the Arlington Ridge Civic Associations. The Crystal City Citizen Review Council (CCCRC) participated in the SPRC meeting on the proposed redevelopment. To date, the civic associations have not provided comments.

**Proposed Development:** The following table sets forth the preliminary statistical summary for the proposed site plan amendment as compared to the approved development.

	Existing <sup>1</sup>	Proposed
<b>Site Area</b>	257,449 sq ft	257,449 sq ft
<b>Site Density</b>	2.8 FAR	2.9 FAR
Office (Plaza Building 1)	275,809 sq ft	302,765 sq ft
Office (Plaza Building 2)	270,910 sq ft	270,910 sq ft
Hotel	175,263 sq ft	175,263 sq ft
<b>“C-O” Max. Permitted Density (Office/Hotel)</b>		<b>3.8 FAR</b>
<b>Height</b>		
Office (Plaza Building 1)	167 ft	167 ft
Office (Plaza Building 2)	167 ft	167 ft
Hotel	143 ft	143 ft
<b>“C-O” Max. Permitted Height Office/Commercial Bldgs (Site Plan)</b>		<b>153 ft<sup>2</sup></b>
<b>“C-O” Max. Permitted Height Multifamily/Hotel Bldgs (Site Plan)</b>		<b>180 ft<sup>3</sup></b>
<b>Parking</b>		
Total Parking Spaces	1,025	1,025
Commercial/Office Parking Spaces <sup>4</sup>	840	840
Commercial/Office Parking Ratio	1/651 sq ft	1/ 683 sq ft
Hotel Parking Spaces	185	185
Hotel Parking Ratio	.60 Sp/Unit	.60 Sp/Unit
<b>“C-O” Office Req’d Parking (Site Plan)</b>		<b>1 /530 sq ft</b>
<b>“C-O” Hotel Req’d Parking (Site Plan)</b>		<b>.70 Sp/Unit</b>
<b>Site Plan Approved Office Parking Ratio</b>		<b>1 /572 sq ft</b>
<b>Site Plan Approved Hotel Parking Ratio</b>		<b>.60 Sp/Unit</b>
<b>LEED Score</b>		
LEED NC – Certified Silver	NA	54 Points

**Approved Policies and Plans:** The *Crystal City Sector Plan*, adopted in September 2010, provides guidance for the redevelopment of the subject site. The site is located within the two (2) blocks of Crystal City that the Plan defines as the area’s “Northeast Gateway”. Some of the proposed features set forth in the Sector Plan impacting the subject site include:

- Gateway park to provide active and passive recreational opportunities including a trail to connect Long Bridge Park and Crystal City near Crystal Drive and 12<sup>th</sup> Street South;
- Introduction of a new 15<sup>th</sup> Street Garden Park, to provide a passive park at 15<sup>th</sup> Street between Clark-Bell and Crystal Drive;
- Replacement of the Crowne Plaza Hotel building;

<sup>1</sup> Data represent existing conditions as documented in current County development tracking and real estate data systems; variations from the original approval of 1966 are the result of site plan amendments that have been approved for the project over time.

<sup>2</sup> This includes the penthouse and parapet walls measured from the average site elevation at the perimeter of the site.

<sup>3</sup> This includes the penthouse and parapet walls measured from the average site elevation at the perimeter of the site.

<sup>4</sup> This includes a total of 260 parking spaces located at the adjacent Crystal Gateway I office building that through private easement and County Board approval over time provide parking for the Jefferson Plaza I office building.

- Reconfiguration of Clark-Bell Street and 15<sup>th</sup> Street to permit north-south, two-way vehicular travel through the intersection; and
- Introduction of a two-way traffic flow on Crystal Drive north of 15<sup>th</sup> Street.

While the Sector Plan provides that the existing hotel building (Crowne Plaza) would be a “potential” redevelopment site, the two (2) Jefferson Plaza Office buildings are noted as buildings that would remain unchanged with the implementation of the *Crystal City Sector Plan*.

## **DISCUSSION:**

Land Use and Zoning: It is proposed that 26,956 square feet of office density be added to the existing Jefferson Plaza I office building. The density would result from the reconfiguration of space in the building’s interior and enclosing openings in the façade between columns as well as arcade space at the plaza level. The existing density for the project is 2.8 FAR office/commercial and hotel uses. The maximum permitted density under the “C-O” zoning district is 3.8 FAR office/commercial and hotel uses, and thus there is potentially a 1.0 FAR remaining for the project for these uses if a site plan amendment were approved. The proposed density would result in a net increase of 0.1 FAR for a total of 2.9 FAR. With the increase in density there are no requests for bonus density, and there would be no changes to building height and minimal impact on the building’s bulk and massing.

Building Design and Architecture: The site plan amendment proposes to enclose and recapture space throughout the interior and exterior with the expansion of the building at the plaza level, extended floor plates with additional structural columns and a reconfigured and updated building core. It is also proposed that the main building lobby would be reconfigured and expanded with the entrance relocated and continuous tenant space provided with flexible connections to the main lobby, elevators, plaza motor court and plaza entrance lobby currently non-existent. With the proposed improvements to the building, the infrastructure and systems would also be modernized to be more efficient in terms of energy and sustainability. As such, it is proposed that the building would be certified under LEED at the silver level rating.

The building’s 1960s brick and precast, dark glass façade would be re-skinned. The applicant proposes to renovate the existing façade with a curtain wall of spandrel/vision glass and metal banding. At the ground level, garage and loading doors would be provided of a design compatible to the proposed glass curtain wall system. The lobby/commercial level would be accented by a metal panel overhang. The recessed lobby entrance set in the building’s arcade would be updated to provide for a continuous glass front where currently there are only columns. At the second level, space along the façade currently recessed would be enclosed. To break the massing of the building along the Crystal Drive façade, a vertical platform element is proposed. At the roof level, a terrace is proposed with outdoor seating. In addition, the current penthouse which is unscreened would be enclosed and screened with a metal screen wall at the same height as the existing penthouse.

Landscaping and Streetscape Modifications: Landscaping for Jefferson Plaza I currently is comprised primarily of concrete and asphalt with some green space provided in planting beds and pots. With the site plan amendment it is proposed that a more pedestrian friendly and

accessible landscape and streetscape design would be provided primarily along Crystal Drive and the building's main entrance, wrapping around to the plaza between Jefferson Plaza I and Jefferson Plaza II. With the proposed removal of the motor court drop off mid-block and the relocation of the entrance to the building's southeast corner at Crystal Drive, the area would be redesigned to incorporate hardscape pavers and more landscaping in the form of larger pervious green space areas and tree boxes. The space would be further defined with a plinth, stairs and ramps.

The streetscape and landscaping along Crystal Drive would be improved consistent with the *Crystal City Sector Plan*. The Plan provides that vehicular traffic on Crystal Drive north of 15<sup>th</sup> Street would be two-way. In coordination with the Crystal Drive Two-Way project being planned by the County, the applicant would construct appropriate and consistent landscape and streetscape improvements on the site's Crystal Drive frontage as part of the subject site plan amendment.

Parking, Garage and Loading Access: The applicant proposes with the site plan amendment to eliminate the existing motor court and consolidate the existing parking and loading access to provide for a single curb cut and give unused area back to the pedestrian on Crystal Drive. Currently three (3) garage ramps are provided at the building's northeast corner on the Crystal Drive frontage and the loading dock entrance is located at the building's southeast corner on the Crystal Drive frontage. Under the proposed amendment both the garage and loading access would be located at the site's northeast corner on Crystal Drive with the building's office lobby being relocated from the mid-block of the site's Crystal Drive frontage, above the existing motor court, to the southeast corner of the building at Crystal Drive.

There is no proposed increase to the number of existing parking spaces with the subject site plan amendment. A recent inspection and survey of the parking garage finds that there are currently 765 spaces provided for the three (3) Jefferson Plaza buildings in one garage and 260 spaces provided by private easement in the adjacent Crystal Gateway I office building garage for a total of 1,205 parking spaces for the project. These two garages are physically connected. These spaces are allocated among the hotel, with 185 spaces, and the Jefferson Plaza office buildings, with 840 spaces. The current parking for the hotel use is .60 spaces per room and the office/commercial is parked at a rate of one (1) space per 651 square feet of gross floor area. The most recent County Board approved parking ratio for the Jefferson Plaza site plan, based on a 1997 site plan amendment, is .60 spaces per unit for hotel parking (185 spaces) and 1 space per 572 square feet of gross floor area for office/commercial use (955 spaces). With the proposed increase in commercial density of 26,956 square feet in Jefferson Plaza I, a total of 1,002 parking spaces (an addition of 47 spaces) would be required to meet the current approved parking ratio for office/commercial use. Without increasing the current number of spaces for office/commercial use and based on the number of existing spaces in the garage today, the parking ratio would be 1 space per 683 square feet of gross floor area for office/commercial use. Therefore, a modification of use is requested for parking as further detailed below.

**Modification of Zoning Ordinance Requirements:** Both a modification to the approved parking ratio and a modification to Zoning Ordinance requirements are necessary to reconcile the inconsistency of the commercial/office parking ratio for Jefferson Plaza. At the time the site

plan was approved, parking was not provided on a space per gross floor area ratio, but on a square foot per floor area basis for sites over 30,000 square feet in the “C-O” Zoning district. The first phase of the Jefferson Plaza site plan, which is the project as it exists today, was originally approved and built with less parking than required by the Zoning Ordinance. It was intended that future phases of the project would build parking to make up the deficiency in parking for the Phase I buildings. Site Plan condition language originally approved and amended by the County Board over time has continued to provide that parking area for the Jefferson Plaza office buildings would be made available in the adjacent buildings. However, future phases of the project as amended were constructed and are now identified as a separate site plan (Crystal Gateway SP #135), which means that the deficiency in the parking for Jefferson Plaza is provided for within another site plan project. A private easement established in 1982 between the Jefferson Plaza owner and the owner of Crystal Gateway provides that up to 260 spaces in Crystal Gateway office building I be made available for office parking for Jefferson Plaza. However, it is unclear whether or not these spaces were included in the site plan amendment of 1997 which modified the parking ratio for office/commercial gross floor area. Further, with review of the subject amendment, it has been determined that the 260 spaces available for office parking at Crystal Gateway for the Jefferson Plaza office buildings do not meet the requirements for parking for the subject site plan as the spaces cannot be counted for purposes of fulfilling the Zoning Ordinance requirement for parking. Therefore a modification of use regulations is recommended to allow the use of these 260 spaces to meet the recommended parking ratio and to further modify the parking ratio from 1 space per 572 square feet of gross commercial/office use approved in 1997 to 1 space per 683 square feet of gross commercial/office use.

While these spaces do not meet the established regulations of Section 33 of the Zoning Ordinance, Arlington’s Master Transportation Plan, Parking and Curb Space Management Element (approved November 19, 2009) encourages property owners to share parking to meet the off-street parking requirements of a project.

*Policy 8: Allow reduced parking space requirements for new development in close proximity to frequent transit service and exemplary access by non-motorized travel modes and car-sharing vehicles. Require enhanced TDM measures for developments with reduced quantities of parking. Allow site plan and use permit developments to cooperate with each other to meet off-street parking requirements.*

Finally, parking has been less than that required since the project was originally approved in 1966 with the intent that there would be cooperation between buildings in meeting off-street parking requirements, and the site is conveniently located to transit and other modes of transportation, which is consistent with the County’s current policy indicated above. Staff does not find that there will be an adverse impact in documenting the proposed ratio of 1 space per 683 square feet of gross floor area for commercial/office use inclusive of the 260 shared parking spaces at Crystal Gateway as has always been intended. This effective parking ratio is consistent with recently approved site plan projects where the applicant has agreed to provide appropriate transportation demand management measures as is the case for the subject site plan amendment (Condition #26).

**Community Process:** The site plan amendment was the subject of an April 25, 2011 Site Plan Review Committee meeting. There were no issues identified by the members of the SPRC and Crystal City Citizen Review Council who were invited to participate in the discussion (SPRC Letter Attached).

**CONCLUSION:** The subject request to modernize and renovate the 1960s Jefferson Plaza I office building would facilitate and provide some level of redevelopment in Crystal City that was not intended or anticipated at this time. The subject site plan amendment is generally consistent with the Zoning Ordinance and *Crystal City Sector Plan*. Further the developer agrees to conditions to mitigate the impact of any adverse impacts on the surrounding community and adjacent buildings. Therefore, staff recommends that the County Board adopt the attached ordinance with conditions to approve the subject site plan amendment.

## Site Plan Amendment Ordinance

WHEREAS, an application for a Site Plan Amendment dated February 18, 2011 for Site Plan # 51, was filed with the Office of the Zoning Administrator; and

WHEREAS, as indicated in Staff Report[s] provided to the County Board for its July 9, 2011 meeting, and through comments made at the public hearing before the County Board, the County Manager recommends that the County Board approve the Site Plan Amendment subject to numerous conditions as set forth in the Staff Report[s]; and

WHEREAS, the County Board held a duly-advertised public hearing on that Site Plan Amendment on July 9, 2011 and finds, based on thorough consideration of the public testimony and all materials presented to it and/or on file in the Office of the Zoning Administrator, that the improvements and/or development proposed by the Site Plan as amended:

- Substantially complies with the character of master plans, officially approved neighborhood or area development plans, and with the uses permitted and use regulations of the district as set forth in the Zoning Ordinance and modified as follows:

**Allow 260 off-site parking spaces to be counted as meeting Zoning Ordinance required parking;**

**Modify the parking ratio to 1 space per 683 square feet of gross floor area commercial/office use;**

- Functionally relates to other structures permitted in the district and will not be injurious or detrimental to the property or improvements in the neighborhood; and
- Is so designed and located that the public health, safety and welfare will be promoted and protected.

NOW THEREFORE, BE IT ORDAINED that, as originally requested by an application dated February 18, 2011 for Site Plan # 51 approved November 21, 1966, and as such application has been modified, revised, or amended to include the drawings, documents, conditions and other elements designated in Condition 1 below and dated February 18, 2011 (which drawings, etc... are hereafter collectively referred to as "Revised Site Plan Application"), for a Site Plan Amendment for Jefferson Plaza I to increase GFA, renovate the façade and modify the landscape and streetscape, for the parcel of real property known as RPC# 34-024-339, -340, and -341 and address 1411 and 1421 Jefferson Davis Hwy., and 1480 Crystal Dr., approval is granted and the parcel so described shall be used according to the Revised Site Plan Application, subject to all previously approved conditions numbers 1 through 14, and with the following new conditions numbered 1 through 43 which new conditions are applicable to the Jefferson Plaza I office building located at 1411 Jefferson Davis Highway as follows:

Note: Where a particular County office is specified in these conditions, the specified office includes any functional successor to that office. Where the County Manager is

specified in these conditions, “County Manager” includes the County Manager’s designee. Whenever, under these conditions, anything is required to be done or approved by the County Manager, the language is understood to include the County Manager or his or her designee.

**Site Plan Amendment Approval**

1. The developer (as used in these conditions, the term “developer” shall mean the owner, the applicant and all successors and assigns) agrees to comply with the standard conditions set forth below, the original plans dated October 13, 1966, and the revised plans dated June 20, 2011 and reviewed and approved by the County Board and made a part of the public record on July 9, 2011, including all renderings, drawings, and presentation boards presented during public hearings, together with any modifications proposed by the developer and accepted by the County Board or vice versa.

The developer further agrees that the total amount of density to be added to the Jefferson Plaza I office building located at 1411 Jefferson Davis Highway shall not exceed 27,000 square feet of gross floor area and that façade modifications, landscape and streetscape improvements shall be as shown on the plans dated June 20, 2011 and titled “Jefferson Plaza One | Minor Site Plan Amendment” prepared by Fox Architects | Lowe Enterprises, and reviewed and approved by the County Board on July 9, 2011.

**Pre-Construction Meeting**

2. The developer agrees to coordinate and conduct a pre-construction meeting in a County office building prior to the issuance of any permits for the site plan amendment. The meeting participants shall include the developer and its construction team, and relevant County staff. Relevant County staff will include the following personnel and division representatives: DCPHD Site Planner, Arlington County Police, Code Enforcement, Department of Environmental Services (DES) Transportation Planner, Department of Parks, Recreation and Community Resources (DPRCR) site plan liaison, Landscape Plan team, Arlington Economic Development (AED), green building staff contact, WalkArlington staff, Housing Division, and other departments as determined by the County Manager. The developer agrees to notify the above meeting participants of the meeting time and location at least two weeks in advance. The purpose of the pre-construction meeting is to discuss the requirements of the site plan amendment conditions.

**Plan for Temporary Circulation During Construction**

3. The developer agrees to develop and implement (after approval) a plan for temporary pedestrian and vehicular circulation during construction. This plan shall identify temporary sidewalks, interim lighting, fencing around the site, construction vehicle routes, and any other feature necessary to ensure safe pedestrian and vehicular travel around the site during construction. Exceptions may be made only during an emergency as defined below, during actual demolition, and for such limited periods as are unavoidable for utility upgrades. The developer agrees to submit this plan to, and obtain approval of the plan from, the County Manager as meeting these standards, before the issuance of the Demolition Permit. The developer agrees to provide a copy of the

approved plan to the appropriate civic associations and the Crystal City Citizen Review Council. The County Manager may approve subsequent amendments to the plan, if consistent with this approval.

The developer agrees, during the hours of construction, to provide “flagmen” to assist in the direction of traffic along or around a street any time that any driving lane of such a street is partially or fully blocked due to temporary construction activities. In addition, the developer agrees to notify the appropriate civic associations and all abutting property owners in writing (or, by mutual agreement, by e-mail) at least seven calendar days in advance of any street closure, except in the case of an emergency, of more than one hour duration on any street. “Emergency” street closures may include, but not be limited to, those relating to rupture or potential rupture of a water or gas main, insecure building façade, or similar unforeseeable public danger. “Emergency” street closures shall not include closures for setting up or dismantling of a crane, exterior building construction, materials deliveries, or utilities work, or similar situations.

Where county street lighting has been removed or disconnected due to construction and not yet replaced or reconnected, the developer agrees to maintain lighting around the perimeter of the site between the start of construction and completion of the project. The lighting shall be designed to illuminate the temporary pedestrian walkways and roads around the perimeter of the site. The developer may do this by means of overhead lights (e.g. “cobra head” lights) that meet the lighting standards for Arlington County streets, or by stringing lamps of the kind used in “used car” lots or similar along sidewalks and streets along the perimeter of the site. If lighting is accomplished by the latter, such lighting shall be with 75 watt bulbs (or approximate equivalent) placed no more than 25 feet apart and 6 to 10 feet high. Lighting shall be turned on between dusk and dawn 7 days a week. Any high-intensity overhead lighting, such as lighting placed on construction cranes, shall be used only during construction hours (except lower levels after hours for safety and security reasons), and shall be placed so as not to directly illuminate residential dwellings or be a nuisance to neighboring property owners. For purposes of this condition, “completion of the project” shall mean the time when the County standard lighting fixtures are in place and operational around the perimeter of the site.

The developer agrees to maintain street surfaces adjacent to the site in a clean, smooth condition devoid of potholes at all times during the construction period. Whenever a significant portion of an adjacent road surface is disturbed for reasons relating to the construction, including utility work, the developer agrees to repair promptly the disturbed portion(s) of pavement with hot patching to return the road surface to a clean, smooth condition. The developer agrees to insure that the road surface is promptly repaired regardless of whether the excavation work or other damage to the road surface was done by the developer, the developer’s contractors, or private utility companies. The developer agrees to make reasonable efforts to schedule construction work so that digging in the street surfaces will not occur during the winter months. However, if the road surface is disturbed during the winter months, the developer may temporarily restore the road surface using cold patching and then hot patch the disturbed surface at the earliest

opportunity when weather conditions permit. If cold patching is used, it shall be properly maintained and resurfaced as necessary to maintain a clean, smooth road condition. The term “significant portion of a road” is understood to include, but not be limited to, a cut in the road surface that exceeds 10 feet in length or 100 square feet in size. This condition is in addition to any other conditions in this site plan and any County requirements relating to reconstruction and repaving of streets at the completion of construction.

**Post-County Board Filing**

4. The developer agrees to file four (4) copies of a site plan as amended with tabular information, and digital copies on compact disc in JPEG, PDF, and DXF formats, which complies with the final approval of the County Board, with the Zoning Administrator within 90 days of the County Board approval of July 9, 2011 and before the issuance of the Demolition Permit.

The developer agrees to include on the post-amendment plans details regarding existing traffic signal system infrastructure, e.g., poles, meters, controller cabinets, and to indicate on the plans if any part of the system will be moved and to where it is proposed to be moved.

The developer agrees to convene and participate in a meeting with pertinent County staff to address requirements of the site plan approval.

The developer also agrees that no changes to the approved post- amendment plans can take place in the field. All post-amendment plan changes must be approved by the lead DCPHD contact for the site plan.

**Community Liaison and Activities During Construction**

5. The developer agrees to comply with the following before issuance of the Demolition Permit and to remain in compliance with this condition until the Master Certificate of Occupancy is issued.
  - a. The developer agrees to identify a person or persons who will serve as liaison to the community throughout the duration of construction. This individual shall be on the construction site throughout the hours of construction, including weekends. The name and telephone number of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site, and to the Zoning Administrator, and shall be posted at the entrance of the project.
  - b. Before commencing any facade demolition/construction or landscape or streetscape improvements on the site, the developer shall hold a community meeting with those whose property abuts the project to review the construction hauling route, location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Zoning Administrator and the Arlington County Police representative must be notified once the community meeting dates/times are established. The developer agrees to provide documentation to the Zoning

Administrator of the date, location and attendance of the meeting before a Demolition Permit is issued. The developer agrees to submit to the Zoning Administrator two (2) sets of plans or maps showing the construction hauling route, construction worker parking and temporary pedestrian and vehicular circulation (one set of which will be forwarded to the Police). Copies of plans or maps showing the construction hauling route, construction worker parking and temporary pedestrian and vehicular circulation shall be posted in the construction trailer and given to each subcontractor and construction vehicle operator before they commence work on the project. The location of all construction trailers shall be approved by Administrative Change approval. All trailers shall require approval by DES staff, and the site plan's Arlington County Police representative shall receive a copy of the aforementioned map.

- c. Throughout construction of the project, the developer agrees to advise abutting property owners in writing of the general timing of utility work in abutting streets or on-site that may affect their services or access to their property.
- d. At the end of each work day during construction of the project, the developer agrees to ensure that any streets used for hauling construction materials and entrance to the construction site are free of mud, dirt, trash, allaying dust, and debris and that all streets and sidewalks adjacent to the construction site are free of trash and debris.
- e. The developer agrees that construction activity, except for construction worker arrival to the construction site and indoor construction activity, will commence no earlier than 7:00 a.m. and end by 6:30 p.m. on weekdays and will commence no earlier than 10:00 a.m. and end by 6:30 p.m. on Saturdays, Sundays, and holidays. "Holidays" are defined as New Year's Day, Martin Luther King Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Columbus Day, Veterans' Day, Thanksgiving, and Christmas. Indoor construction activity defined as activity occurring entirely within a structure fully enclosed on all sides by installed exterior walls, windows, and/or doors shall end at midnight each day. The developer agrees to place a minimum of one sign per street front around the construction site, indicating the permissible hours of construction, to place one additional sign within the construction trailer containing the same information, to provide a written copy of the permissible hours of construction to all subcontractors, and to require its subcontractors to observe such hours.
- f. Storage of construction materials, equipment and vehicles shall occur on the site or an approved off-site location, or as approved by the County Manager.

#### **C & D Waste**

- 6. The developer agrees to provide a plan for diverting from landfill disposal the demolition, construction, and land clearing debris generated by the project. The plan should outline recycling and/or reuse of waste generated during demolition and/or construction. The plan should outline specific waste streams and identify the means by which waste will be

managed (reused, reprocessed on site, removed by licensed haulers for reuse/recycling, etc.). The developer agrees to obtain the County Manager's approval of this plan prior to the issuance of the Demolition Permit, and to implement the plan throughout demolition and construction of the project. Compliance with this condition may contribute to achieving LEED credits MR 2.1 and 2.2 (Construction Waste Management.)

7. **Coordination of these plans: final site development, landscape and site engineering**  
The developer agrees to attach the County Board meeting minutes outlining the approved conditions and the conditions themselves for the site plan amendment to each set of Building Permit drawings that they submit to the County. The developer agrees to submit to the Zoning Administrator and obtain approval from the County Manager a detailed final landscape plan prior to issuance of the first Building Permit. The final landscape plan shall be submitted at a scale of 1 inch = 25 feet, in conjunction with the final civil engineering plan as required in Condition #10 below, as well as a vicinity map with major streets labeled. The final landscape plan shall be developed by, and display the professional seal of, a landscape architect certified to practice in the Commonwealth of Virginia. The developer further agrees that the final landscape plan and the final civil engineering plan shall verify, by means of survey, that there are no conflicts between the street trees and utilities. The developer shall obtain approval by the County Manager for both plans as meeting all requirements of the County Board's site plan approval and all applicable county laws and plans before the issuance of the first Building Permit. The plan shall be consistent with the conceptual landscape plan approved as a part of the site plan amendment, and, at a minimum, shall conform to: the landscaping requirements in Conditions #8 and 12 below; the Arlington County Streetscape Standards if applicable; the Sector Plans if applicable; the County's landscaping, planting, and sidewalk and driveway construction specifications; and/or other applicable urban design standards approved by the County Board. In order to facilitate comparison with the final civil engineering plan, the landscape plan shall be at a scale of 1 inch = 25 feet; the County may require more detailed plans appropriate to landscape installation at a larger scale to also be submitted. The County may permit minor changes in building, street and driveway locations and other details of design as necessitated by more detailed planning and engineering studies if such changes are consistent with the provisions of the Zoning Ordinance governing administrative approval and with the intent of the site plan amendment approval. The landscape plan shall include a Street Tree Plan which shall be reviewed by DPRCR and DCPHD, and shall be accompanied by the civil engineering plan. All hardscape features shown on the approved landscape plan shall be completed prior to the issuance of the first Partial Certificate of Occupancy. All plant materials shown on the final landscape plan shall be installed before the issuance of the first Partial Certificate of Occupancy. The Zoning Administrator may, for good cause shown and through the administrative change process, allow modifications to the timing of this condition based on the planting season, availability of plant materials, weather, or other construction-related issues, which may not permit installation of plant materials or construction of hardscape features by the required timing.

Upon approval of the final landscape plan and prior to the issuance of the first Certificate of Occupancy, the developer agrees to submit to the Department of Community Planning,

Housing, and Development (DCPHD) a copy of the contract for construction and installation of all landscape materials. The final landscape plan shall include the following details:

- a. The location and dimensions of traffic signal poles and control cabinets, utility meters, utility vaults and boxes, transformers, mechanical equipment, fire hydrants, standpipes, storm water detention facilities, bus stops, the location of all existing and proposed utility lines and of all easements. The location of traffic control cabinets shall be shown on the final civil engineering plan and placed so they do not obstruct pedestrian travel or be visually obtrusive. Traffic control cabinets (existing or proposed) shall not be located in the pedestrian clear zone of the public sidewalk, including but not limited to access areas to ADA ramps, crosswalks, building entrances, and interior walkways. Transformers shall not be placed above grade in the setback area between the building and the street.

The developer agrees to relocate existing traffic signal poles, traffic signal cabinets, and any other existing traffic-related items and equipment located on, or in the public right-of-way contiguous to, the development site as described below. The improvements shall conform to the DES Construction Standards and Specifications, and shall be shown on the final engineering plan. Installation of the improvements shall be completed prior to issuance of the first certificate of occupancy for the development.

- b. New intake and exhaust garage ventilation grates may not be located within public sidewalks or streets, or within areas between the street curb and any building which is used as a walkway. The developer agrees to provide drawings showing how the garage will be ventilated as part of the post-County Board site plan amendment drawings required in Condition #4 above. Ventilation grates shall be located and/or screened so as not to be visible from public rights-of-way. The developer shall obtain approval from the County Manager of the location and screening of all ventilation grates as part of the review of the final civil engineering plan and the final landscape plan before issuance of the first Building Permit.
- c. The location, dimensions, materials, and pavement pattern, where applicable, for driveways and access drives, automobile drop-off areas, ADA ramps, driveway aprons, service drives, parking areas, interior walkways and roadways, plaza areas and sidewalks, as well as for address indicator signs. Interior walkways shall have a minimum width of four (4) feet. All plaza areas, access drives, automobile drop-off areas, interior walkways and roadways shall contain special treatments that coordinate in design, color and materials with the treatment of the public sidewalk. The materials and colors used are subject to approval by the County Manager according to adopted Sector Plans or other urban design standards approved by the County Board as a part of review and approval of the final landscape plan.

- d. The location and types of light fixtures for streets, parking, walkway and plaza areas, and associated utilities, as contained in the lighting plan required in Condition #30 below.
- e. Topography at two (2) foot intervals, and the finished first floor elevation of all structures, and top-of-slab elevation for any proposed underground structures.
- f. Landscaping for open space areas, plaza areas, courtyards, raised planters (including cross-sections of raised planters), surface parking areas, and service drives, including a listing of plant materials; details of planting, irrigation and drainage; and details of proposed furnishings for all areas, including but not limited to dimensions, size, style(s), materials(s), finish(s) and manufacturer(s) of seating, bollards, trash receptacles, bike racks, arbors, trellises, and water features, and other landscape elements or structures.
- g. The location and planting details for street trees in accordance with Department of Environmental Services Standards and Specifications for planting in public rights-of-way and as shown on the final civil engineering plan.
- h. The limits of demolition and construction.

The developer agrees that once approved, the final landscape plan shall govern construction and/or installations of elements and features shown thereon, except as amendments may be specifically approved through an Administrative Change request.

### **Landscape Standards**

- 8. The developer agrees that all landscaping shall conform to Department of Environmental Services Standards and Specifications and to at least the following requirements:
  - a. Plant materials and landscaping shall meet the then-current American Standard for Nursery Stock, and shall also meet the following standards:
    - (1) Major deciduous trees (shade or canopy trees such as Oaks, Maples, London Plane Trees, Japanese Zelkovas, etc.) other than street trees—a minimum caliper of 4 to 4 1/2 inches, except as indicated in Condition #11 below.
    - (2) Evergreen trees (such as Scotch Pines, White Pines, Hemlocks, etc.)—a minimum height of 7 to 8 feet.
    - (3) Ornamental deciduous trees (such as Cherries, Dogwoods, Serviceberries, Hornbeams, etc.)—a minimum caliper of 3 to 3 1/2 inches. Multi-stem trees shall not be less than 10 feet in height.
    - (4) Shrubs—a minimum spread of 18 to 24 inches.

- (5) Groundcover—in 2 inch pots.
- b. The developer agrees to plant all street trees prior to issuance of the first Partial Certificate of Occupancy for occupancy of any space above grade, unless otherwise approved by the Zoning Administrator, based on the planting season, the availability of street trees, and the weather. The developer also agrees to fulfill the Public Improvement Bond requirements (Condition #20). The developer agrees to notify the DPRCR Urban Forester at least 72 hours in advance of the scheduled planting of any street trees in the public right-of-way and to be available at the time of planting to meet with staff of DPRCR to inspect the plant material, the tree pit and the technique of planting. Soil used in the tree pit must meet the specifications for street tree planting available from the DPRCR Urban Forester.
- c. All new lawn areas shall be sodded; however, if judged appropriate by the County Manager, based on accepted landscaping standards and approved in writing, seeding may be substituted for sod. All sod and seed shall be state certified.
- d. Exposed earth not to be sodded or seeded shall be well-mulched or planted in ground cover. Areas to be mulched may not exceed the normal limits of a planting bed.
- e. Soil depth shall be a minimum of four (4) feet plus 12 inches minimum of drainage material or other material commonly used in the industry as reviewed and approved by the County Manager on the landscape plan for trees and tall shrubs and three (3) feet for other shrubs. This requirement shall also apply to those trees and tall shrubs in raised planters. Soil depth for raised planters shall be measured from the bottom of the planter to the top of the planter wall. The walls of raised planters shall be no higher than seat-wall height (2 1/2 feet, maximum) above the adjacent finished grade.
- f. The developer agrees to maintain the site in a clean and well-maintained condition before the issuance of the Demolition Permit and agrees to secure and maintain the site throughout the construction process. Further, the developer agrees to submit a maintenance agreement which shall ensure that all plaza areas and other landscaped areas located on private property are kept in a clean and well-maintained condition for the life of the site plan and to follow the terms of that maintenance agreement approved for that purpose by the Zoning Administrator, as required in Section 32A of the Zoning Ordinance.

#### **Utility Company Contacts**

9. The developer agrees to contact all utility companies, including the electric, telephone and cable television companies, and offer them access to the site at the time of utility installation to install their underground cables, if applicable. In order to comply with this condition the developer agrees to submit to the Zoning Administrator copies of letters from the developer to the utility companies offering them access as stated above. The

developer agrees to also contact the Development Services Bureau Chief, Transportation Division of the Department of Environmental Services in Arlington County not less than two (2) months prior to its planned commencement of utility undergrounding if applicable to offer the County, at no cost to the County, access to the locations where the developer plans to excavate trenches or similar areas to install underground utilities so the County may install its fiber optic cable and/or conduit in those places concurrently with the developer's utility installation. Such access, and the terms and conditions under which access to the site will be provided and the undergrounding activities of the County and the developer will be coordinated, shall be set forth in an agreement approved by the County Manager and the County Attorney.

**Final Site Engineering Plan approval by DES**

10. The developer agrees to submit final site engineering plans, including Crystal Drive build out alternatives identified in Conditions 11.a and 11.b as appropriate, to the Department of Environmental Services. The plans shall include a receipt from the Zoning Office that the landscape plan has been submitted. Staff comments on the final engineering plans will not be provided to the developer without submission of the landscape plan to the Zoning Office. The plans shall be drawn at the scale of 1 inch = 25 feet and be 24 inches by 36 inches in size. The developer agrees to obtain the approval of the County's Department of Environmental Services and the CPHD Site/Landscape Planner, of such plans as being consistent with all site plan amendment approval requirements and all County laws, all prior to issuance of the first Building Permit allowing construction above grade. To ensure final sign-off, the plans shall include CPHD Landscape Planner review and signature blocks. Upon completion of the construction of a project, the developer agrees to submit one (1) set of as-built mylar plans for sanitary, storm sewer and water main construction to the Department of Environmental Services for recording.

**Pavement, Curb and Gutter Along All Frontages**

11. The developer agrees to show, on the final engineering plans, pavement, curb and gutter along all frontages of this site in accordance with the then-current Arlington County Standard for concrete curb and gutter and the then-current standards for pavement and according to the following dimensions. The pavement, curb and gutter approved as part of the final engineering plans approval, shall be constructed prior to issuance of the first Certificate of Occupancy. The Zoning Administrator may, through the administrative change process, allow modifications to the timing of this condition based on the season, weather, or other construction-related issues, which may not permit installation of these features by the required timing, provided that the Zoning Administrator shall place such conditions on the administrative change approval, that the County has reasonable assurances that the construction will be completed in a timely way..
  - a. In the event that Arlington County has commenced construction of the "*Crystal Drive Two-Way Conversion Project*" or permits the developer to close the loop ramp connection from 14<sup>th</sup> Street South to northbound Crystal Drive within three (3) months following the developer being issued any demolition permit, the developer agrees to construct new curb and gutter along its Crystal Drive frontage consistent with Arlington County's design for this portion of Crystal Drive as

generally identified in the attached “*Crystal Drive Two-Way Conversion Project*” cross-section exhibit dated May 11, 2010 (Providing an approximate 49-foot face of curb to face of curb street width that may change as the plans are finalized) and as approved in the final Site Engineering Plans; or

- b. Alternatively, in the event that Arlington County has not commenced construction of the “*Crystal Drive Two-Way Conversion Project*” or has not permitted the closure of the loop ramp connection from 14<sup>th</sup> Street South to north Bound Crystal Drive within three (3) months following the developer being issued any demolition permit, the developer shall construct new curb and gutter along its Crystal Drive frontage generally consistent with the Alternative Plan prepared by Vika dated June 20, 2011 and as approved in the final Site Engineering Plan. Such construction shall constitute full compliance with Condition 11.a. or 11.b.
- c. Upon the date of issuance of any demolition permit, the developer shall notify, by certified or registered mail, Arlington County Department of Environmental Services’ Deputy Director of Transportation and Development of the date of issuance of the demolition permit and the three (3) month window for the County to commence construction of the “*Crystal Drive Two-Way Conversion Project*” improvements or permit the closure of the ramp from 14<sup>th</sup> Street South to northbound Crystal Drive that would trigger either 11.a and 11.b.

The developer agrees that all new improvements to curb, gutter, sidewalks and streets for pedestrian and/or vehicular access or circulation shall be in full compliance with the Americans with Disabilities Act (ADA) and any regulations adopted thereunder, as well as any other applicable laws and regulations. The developer further agrees that all improvements to curb, gutter, sidewalks, crosswalks, and streets for pedestrian and/or vehicular access or circulation shall be as determined by the County Manager on the final Site Development and Landscape Plan and on the final Site Engineering Plan, in accordance with the Rosslyn-Ballston Corridor Streetscape Standards or other applicable urban design standards in effect at the time of final Site Engineering Plan approval; provided, however, that the provision of such improvements shall not increase the projected cost anticipated for such improvements as shown on the site plan amendment drawings dated June 20, 2011 unless the County provides additional funding to offset such increased cost.

## 12. **Sidewalk Design and Improvements**

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 Landscape Plan and final Site Engineering Plan, in accordance with the Rosslyn-Ballston Corridor Streetscape Standards or other applicable urban design standards in effect at the time of the final landscape plan approval. The clear pedestrian zone of all public sidewalks shall also be indicated.

The developer further agrees that the sidewalk clear zones along the street frontages of this development shall be consistent with the Arlington County Streetscape Standards and shall be placed on a properly-engineered base approved as such by the Department of

Environmental Services. The developer agrees that the clear pedestrian zone sidewalk shall:

- a. Continue across all driveway aprons for loading and garage entrances along all frontages of the site plan, and there shall be no barriers to impede the flow of pedestrian traffic;
- b. Not be less than six feet wide at any point;
- c. Allow pinch-points only under the provisions of the Rosslyn-Ballston Corridor Streetscape Standards;
- d. Use plain, un-tinted concrete or, subject to approval, an integral tint that harmonizes with its setting. Non-standard materials or surface treatments may be used subject to approval and under the provisions of the Rosslyn-Ballston Corridor Streetscape Standards; and
- e. Not contain joints or use patterns that create gaps of ¼-in depth or greater at spacings of less than 30-feet.

The developer further agrees to construct the sidewalk improvements detailed below prior to the issuance of the first Certificate of Occupancy for tenant occupancy.

The developer agrees that the sidewalks shall contain street trees placed in either tree pits, tree grates or planting strips, consistent with Arlington County Landscape Standards, and as specified below. Placement, planting and root enhancement options shall be consistent with the Arlington County Landscape Standards, 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 also 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:

**Crystal Drive** –in the event that construction in Condition 11.a applies, the developer agrees to construct a minimum 13-foot, 8-inch wide sidewalk measured from the back of curb consistent with Arlington’s sidewalk design for the "*Crystal Drive Two-Way Conversion Project*", including 4 ½ inch caliper street trees, in tree pits or a landscaping strip as approved in the final engineering plans. Alternatively, in the event that construction in Condition 11.b. applies, the developer shall construct the sidewalk along its Crystal Drive frontage consistent with the existing curb location as approved in the final engineering plans and as generally shown on the *Alternative Plot & Location Plan* prepared by Vika dated June 20, 2011. If directed by Arlington County the developer agrees to construct new off-site sidewalk to close the loop ramp from the 14<sup>th</sup> Street South ramp to northbound Crystal Drive. Following completion and acceptance by the County of the off-site sidewalk improvements, the developer is not responsible for the maintenance of the improvements.

**Subsurface Structure-free Zone for Utilities and Streetscape**

13. The developer agrees that the final design of the project shall provide a structure-free zone under the public sidewalk along the Crystal Drive frontage, as required in the *Standards for Planting and Preservation of Trees in Site Plan Projects*. This zone shall be a minimum of five (5) feet deep and shall extend from the back of the street curb to

the far edge of the public sidewalk. No subterranean structures (such as parking garages) shall intrude into this five foot deep zone. Within the zone, underground utilities and utility vaults shall not be located in a manner that interferes with the appropriate spacing and replacement of street trees, consistent with the approved final site and development and landscape plan. Utility lines shall not be located beneath street trees. The location of all existing and proposed utility lines shall be shown on both the final landscape plan and the final site engineering plan. Notwithstanding any language in these conditions to the contrary, the developer shall not be required to relocate any existing utilities including but not limited to sanitary sewer mains and tie-ins, water mains and tie-ins, and gas mains and tie-ins that may conflict with the two-way renovation of Crystal Drive.

**Existing Water Main or Fire Hydrant Service**

14. The developer agrees that no existing water main or fire hydrant shall be taken out of service or made inaccessible without the prior approval of the Department of Environmental Services. This approval shall be obtained before the issuance of the first Building Permit.

**Replacement of Damaged Existing Curb, Gutter and Sidewalk**

15. The developer agrees to remove and replace, according to the Arlington County Department of Environmental Services Construction Standards and Specifications Manual, any existing curb, gutter and sidewalk along the street frontages of this site which is in poor condition or damaged by the developer, prior to the issuance of the first Certificate of Occupancy. The Zoning Administrator may, for good cause shown and through the administrative change process, allow modifications to the timing of this condition based on the season, weather, or other construction-related issues, which may not permit installation of these features by the required timing.

**Street Lighting Requirements**

16. The developer agrees to show on the final engineering plans street lighting along the Crystal Drive frontage of the site prior to the issuance of the first Building Permit. The plans shall include the height and color of the street light poles.

The developer agrees to purchase and install "Carlyle" standard street lights along all frontages of the site in accordance with adopted County Street Lighting Policy. The developer agrees to remove all standard thoroughfare lights from the site, unless the County decides that one or more are required to provide adequate lighting for street safety purposes at intersections. The developer agrees to pay the cost of moving existing or installing additional standard thoroughfare lights if required above.

**Off-street Parking for Construction Workers**

17. The developer agrees to provide off-street parking for all construction workers without charge to the workers. In lieu of providing parking, the developer may provide a subsidy for the construction workers in order that they may use Metro, provide a van for van pooling, or use another established method of transportation to provide for construction workers to arrive at the site. Compliance with this condition shall be determined based on a plan which shall be submitted to the Zoning Administrator, and for which the

developer has obtained the Zoning Administrator's approval, before the issuance of the first Building Permit. This plan shall set forth the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of Metro, carpooling, vanpooling, and other similar efforts. The plan shall also provide for a location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes, and carpooling and vanpooling information. If the plan is found to be either not implemented or violated during the course of construction, a correction notice will be forwarded to the developer. If the violation is not corrected within ten (10) days, a "stop work order" will be issued, and construction halted until the violation has been corrected.

### **Façade Treatment of Buildings**

18. The developer agrees that the design of the facade treatment for the buildings and the materials to be used on the facades shall be as specified and shown on the submitted drawings identified in Condition #1 and as presented to the County Board and made a part of the public record on the County Board date identified in Condition #1, including all renderings, drawings, and presentation boards presented during public hearings. The developer agrees to submit to the Zoning Administrator colored drawings and renderings which label the materials and colors for each elevation of the building, including interior elevations (e.g. elevations adjacent to interior courtyards, plazas and access drives), and material samples, for review by the County Manager for consistency with this site plan approval prior to the issuance of the first Building Permit. The developer further agrees to obtain the approval of the County Manager of the façade treatment as being consistent with the County Board approval before the issuance of the Final Building Permit.

### **Recordation of Deeds of Public Easements and Deeds of Dedications**

19. The developer agrees that all required plats, deeds of conveyance, deeds of dedication, and deeds of easement associated with, and/or required by the final approved site engineering plans, for the construction of any public street, public infrastructure, public utility, public facility or public improvement (jointly "Public Improvements"), shall be: a) submitted by the developer to the Department of Environmental Services for review and approval prior to the issuance of any Building Permit; and b) approved by the County and recorded by the developer, among the land records of the Circuit Court of Arlington County, before the issuance of the first Certificate of Occupancy for the building or any portion thereof. Real estate interests conveyed by the developer to the County for public street or public right-of-way purposes shall be conveyed in fee simple, free and clear of all liens and encumbrances. Real estate interests conveyed by the developer to the County for Public Improvements or public uses, including, but not limited to, sidewalk, street trees, other streetscape planting, water mains, storm sewers, sanitary sewers, and other public utilities and facilities, which other Public Improvements are not located, or to be located, in the public street or public right-of-way may be granted to the County by deed(s) of easement, provided, however, that in the deed(s) conveying such real estate interests to the County, all liens and encumbrances shall be subordinated to the easement rights of the County.

### **Public Improvements Bond**

20. Upon approval of the final site engineering plan the developer agrees to submit a performance bond estimate for the construction or installation of all facilities (to include street trees and all landscape materials) within the public rights-of-way or easements to the Department of Environmental Services for review and approval. Upon approval of the performance bond estimate by the Department of Environmental Services, the developer agrees to submit to the Department of Environmental Services a performance bond, in the approved amount of the estimate, and an agreement for the construction or installation of all these facilities (to include street trees and all landscape materials) within the public rights-of-way or easements, which shall be executed by the developer in favor of the County before the issuance of the Final Building Permit.

Prior to the release of the public improvement bond, the developer agrees to submit as-built drawings showing the location and facilities for all underground utilities (water, sanitary sewer, and storm sewer) that will be maintained by Arlington County.

### **Underground Electrical Transformers**

21. The developer agrees if applicable, to install all new electric transformers, and all associated appurtenances, in underground utility vaults that shall meet both Dominion Virginia Power and County design and construction standards and specifications. The developer agrees to install all other underground utility vaults in conformance with the County design and construction standards and specifications, and all applicable construction standards and specifications of the owner of the utilities. Such underground utility vaults (“Utility Vaults”) may be placed, in whole or in part, within the County right-of-way or public easement, only after the developer applies for, and there is enacted by the County Board, an encroachment ordinance, or other County Board approval, permitting use of the County right-of-way or public easement for such purpose. Upon enactment of the ordinance or approval, the developer agrees to comply with all the conditions of such ordinance and any other conditions prescribed in the site plan condition addressing vacations and encroachments, including, but not limited to, recordation of any deeds, plats, or ordinances, the payment of compensation and required fees. Any associated ventilation grates for such vaults shall not be permitted, located or constructed within any portion of the County right-of-way or public easement area for sidewalks or public streets, or within any areas that provide pedestrian access to any buildings, street, and public or private open spaces. The location and placement of the Utility Vaults shall not conflict with the physical operation or placement of other existing or proposed public or private utility facilities. The Utility Vaults shall have a minimum horizontal clearance of five (5) feet to conduits and manholes and a minimum horizontal clearance of ten (10) feet to public water mains and public sanitary sewers, unless a greater or lesser clearance is specifically shown on the site engineering plans and approved by the Department of Environmental Services. The developer shall obtain approval from the County Manager, or his designee, for the location of all Utility Vaults, ventilation grates, and associated appurtenances, as part of the review and approval of the final site engineering plans by the Department of Environmental Services.

### **Interior Trash Collection and Recycling Areas**

22. The developer agrees that interior space shall be provided and used for the collection, storage, compaction, and removal of trash, as well as appropriate facilities for the recycling of reusable materials as defined by the County. The collection, storage, compaction, and removal of trash shall not occur outside the interior loading space. This space may not conflict with the use of a loading berth. The developer agrees to obtain approval from the Zoning Administrator of drawings showing compliance with this condition before the issuance of the first Building Permit.

**Interior Loading Spaces**

23. The developer agrees that all loading spaces shall be in the interior of the building and shall also comply with the following requirements: minimum 12-foot clear width (including entrances), 30 foot-length and 14-foot height clearance. Any loading dock to be used for trash removal shall have a minimum interior height clearance of 14 feet. All loading docks shall contain roll-down doors. Use of the loading dock for deliveries or trash pick-ups, excluding moving vans, shall be limited to the hours from 8:00 a.m. to 6:00 p.m., seven (7) days a week. The loading dock door shall also be closed when the loading dock is in use, except when necessary for entry or exit of vehicles, venting of vehicle exhaust, or when required for similar operational or safety measures.

**Parking Space Compliance with Zoning Ordinance**

24. The developer agrees to ensure that all parking spaces comply with the requirements of Section 33 of the Zoning Ordinance as amended for this site plan amendment by the County Board, provided that existing spaces are to remain. Unless otherwise approved by the County Board, the number of compact spaces may not exceed the Zoning Ordinance requirement. The developer shall submit drawings showing that these requirements are met, and shall obtain approval by the Zoning Administrator before the issuance of the first Building Permit.

**Bicycle Storage Facilities**

25. The developer agrees to provide, at no charge to the user, secure bicycle storage facilities in locations convenient to office, residential and retail areas on the following basis at a minimum:

**Office Bicycle Storage Facilities:**

One (1) employee bicycle parking space for every 7,500 square feet, or portion thereof, of office floor area and one (1) additional such visitor space for every 20,000 square feet, or portion thereof, of office floor area. The developer will be allowed to use a portion of the furniture zone in the sidewalk for bicycle parking if approved as part of the engineering plans. If the provision of bicycle parking in the garage results in a reduction in the number of automobile parking spaces that can be provided, the Zoning Administrator shall reduce the required vehicle parking to the extent necessary to allow for the required number of bicycle parking spaces.

Employee bicycle parking facilities shall be highly visible to the intended users and protected from rain and snow within a structure shown on the site plan. The facilities shall not encroach on any area in the public right-of-way intended for use by pedestrians

or any required fire egress. The facilities for office users bicycle parking must meet the acceptable standards for Class I storage space as contained in the Arlington Bicycle Transportation Plan, dated April 1994 with Amendments through March 2003, and be highly visible from an elevator entrance, a full-time parking attendant, a full-time security guard or a visitor/customer entrance. Visitor parking must be located within 50 feet of the primary building entrance. Any bicycle parking racks used on the site must conform to the Arlington County Standard or be approved by the County Manager or designee. Drawings showing that these requirements have been met shall be approved by the Zoning Administrator before the issuance of the first Building Permit. .

In addition, the developer agrees that for every 50,000 square feet or fraction thereof of office Gross Floor Area (GFA), one (1) shower per gender shall be installed, up to a maximum of three (3) showers per gender. Also, a minimum of one (1) clothes storage locker per gender shall be installed for every required employee bicycle parking space. The lockers shall be installed adjacent to the showers in a safe and secured area and both showers and lockers shall be accessible to all tenants of the building. The location, layout and security of the showers and lockers shall be reviewed by the Arlington County Police Department before issuance of the first Building Permit. The developer agrees that an exercise/health facility containing a maximum of 1,000 square feet shall not count as density (FAR) but shall count as GFA if this facility meets all of the following criteria: 1) The facility shall be located in the interior of the building and shall not add to the bulk or height of the project; 2) Showers and clothes lockers shall be provided as required above; 3) The lockers shall be installed adjacent to the showers in a safe and secured area within the exercise facility and both showers and lockers shall be accessible to all tenants of the project; 4) The exercise facility shall be open only to tenants of the project and shall not accept or solicit memberships from outside of the project. The exercise facility, including the showers and lockers, shall be open during normal working hours.

**Retail Bicycle Storage Facilities:**

Two (2) retail visitor/customer bicycle parking spaces for every 10,000 square feet, or portion thereof, of the first 50,000 square feet of retail floor area; one (1) additional retail visitor/customer space for every 12,500 square feet, or portion thereof, of additional retail floor area; and one (1) additional retail employee space for every 25,000 square feet, or portion thereof, of retail floor area. The retail visitor/customer bicycle spaces shall be installed at exterior locations that are convenient to the retail visitors/customers, and such locations shall be reviewed by the Department of Environmental Services. The developer agrees to obtain approval of the location, design and details of the retail visitor/customer bicycle spaces as part of the final site development and landscape plan. Facilities for retail visitors/customers must meet the County standards for bicycle racks, and be located close to retail visitor/customer entrances.

**Transportation Management Plan**

26. The developer agrees to develop and implement a Transportation Management Plan (TMP) in order to achieve the desired results of the Arlington County Transportation Demand Management (TDM) program. The developer agrees to obtain the approval of

the County Manager for such plan before the issuance of the first Certificate of Occupancy for the building.

Annual contribution rates and Metro fare values will be adjusted for inflation by the U.S. Department of Labor, Bureau of Labor Statistics Consumer Price Index (CPI) Inflation Calculator from the date of site plan amendment approval. The Transportation Management Plan shall include a schedule and details of implementation and continued operation of the elements in the plan. The Transportation Management Plan shall include, but not be limited to, the following strategies:

**A. Program Participation and Funding**

1. Maintain an active, ongoing relationship with Arlington Transportation Partners (ATP), or successor entity, at no cost to the developer, on behalf of the property management company.
2. Designate a member(s) of building management as Property Transportation Coordinator (PTC) to be a primary point of contact with the County and undertake the responsibility for coordinating and completing all Transportation Management Plan (TMP) obligations. The applicant and /or building management will provide, and keep current, the name and contact information of the PTC to Arlington County Commuter Services (ACCS) or successor entity. The Property Transportation Coordinator shall be appropriately trained, to the satisfaction of ACCS, to provide rideshare, transit, and other information provided by Arlington County intended to assist with transportation to and from the site.
3. In addition to supporting the ongoing activities of the Property Transportation Coordinator and other commitments of this TMP, the developer agrees to make a one-time contribution of \$45,000 to the Arlington County Commuter Services (ACCS) or successor entity to sustain direct and indirect on-site and off-site services in support of TMP activities. Payment on this commitment will be made as a condition of issuance of the first partial Certificate of Occupancy for the first tenant.
4. Promote the formation of Employer Transportation Benefit Programs with each tenant of the commercial building.

**B. Physical Facilities and Improvements**

1. Comply with requirements of Site Plan conditions to provide bicycle parking/storage facilities, van access to the garage, showers and lockers, and construction worker parking. Bicycle clothing lockers will be a minimum size of 12” wide, 18” deep and 36” high and shall be available for use on a 24 hour basis in office buildings.

2. During construction, maintain or coordinate relocation of existing bus stops at the developer's cost. Bus stops and shelters within 50 feet of the property shall be maintained free of snow, ice, trash, and debris. A 6-foot wide path, clear of snow and ice, to the main entrance of the building shall be maintained to bus stops. The developer agrees to comply with all other requirements of Site Plan conditions related to bus stops and shelters.

### **C. Coordinated Parking Management**

1. Depict, as part of the parking management plan, an area parking plan encompassing all block faces around the site. This plan will include a schematic drawing regarding proposed locations for a taxi stand, an accessible paratransit pick-up/drop-off location, bus stops, loading zones for delivery vehicles, visitor bicycle rack locations, car sharing spaces, and on-street parking spaces. Additionally, this plan will note any restrictions as to times that various activities (such as deliveries and parking) are permitted in the respective spaces.
2. For the office buildings, provide reserved spaces for carpools and vanpools that are conveniently located with respect to the elevators serving the building.
3. Establish monthly parking rates for single occupant vehicles (SOV) consistent with comparable office buildings located in the Arlington County development corridors.
4. Provide registered vanpools with free parking.
5. Oversee program to provide carpools with a parking subsidy. Subsidies will be:
  - (a) Two-person car pool equal to one third the single-occupant vehicle monthly parking rate.
  - (b) Three-person (or more carpool) equal to two thirds the single-occupant vehicle monthly parking rate.
6. No on-street loading will be permitted between the hours of 7 and 9 AM and 4 to 6 PM.

### **D. Promotions, Services and Policies**

1. Provide website hotlinks to [CommuterPage.com](http://CommuterPage.com)<sup>TM</sup> under a "transportation information" heading from the developer and property manager's websites regarding this development.
2. Provide Transportation Information Center Displays, the number, content, design, and location of which shall be approved by ACCS / ATP, to provide transportation related information and maintain a stock of information materials at all times.

3. Provide access to building or grounds, upon request, to allow ATP and Metropolitan Washington Council of Governments' (MWCOG) Commuter Connections to promote group riding among tenants of the building.
4. Encourage new tenants and employers to inform all new employees of the existence of the nearby Crystal City Metro station and VRE Station, and encourage all employees to use Metrorail, Metrobus, Arlington Transit, or other services through the following means:
  - (a) Distribute in a new-tenant package, materials provided by Arlington County including site-specific transit-related information and SmarTrip cards to all employees consistent with this TDM Sections A(1) through A(8). Packages will be distributed to each of the tenants' employees no later than their first full day of work at the building.
  - (b) Provide information to tenant office and retail managers for their use as part of recruiting and employment materials regarding available commute options and assistance services.
  - (c) Distribute transit services information and promotional materials provided by Arlington County, Four (4) times per year to persons employed at or visiting the site. Information regarding transit route, schedules, fares, etc. shall be distributed to all tenant and owner employees and shall be displayed in common work areas.
  - (d) Participate in Ozone Action Days and other regionally sponsored clean air and traffic mitigation promotions by posting notice of such promotions in locations within the buildings.
5. Encourage each of the building tenants to offer variable/flexible work hours to their employees in order to spread peak period transportation demands.

#### **E. Monitoring and Performance**

1. Upon approval of the TMP by the County, the developer agrees to implement all elements of the plan with assistance when appropriate by agencies of the County.

#### **Parking Management Plan**

27. The developer agrees to submit to the Zoning Administrator a parking management plan which outlines how guest and visitor parking for the office building, and parking for retail tenants' employees and customers for retail located in the office building, will be provided, where the parking will be located and how guests and visitors, and retail employees and customers, will be directed to the parking spaces. The parking management plan shall be submitted to the Zoning Administrator, and reviewed and approved by the County Manager, prior to the issuance of the first Certificate of

Occupancy. The developer agrees to implement the Parking Management Plan for the life of the site plan.

**Emergency Vehicle Access/support on Parking and Plaza Areas**

- 28. Architecturally designed bollards or curbs shall be used on pedestrian plazas to separate the areas intended for emergency vehicle use from areas intended for pedestrian use. No above-grade structure shall be allowed to obstruct fire lanes. The requirements of this condition shall be incorporated in the drawings submitted for the first Building Permit.

**Screening of Mechanical Equipment**

- 29. Mechanical equipment shall be screened so as not to be visible from public rights-of-way.

**Use of Penthouse**

- 30. The use of any penthouse shall be limited to mechanical equipment and equipment maintenance space or telecommunication transmitter and/or receiver equipment as required in Condition #32 below. However, the developer may construct certain improvements within the existing penthouse structure, for purposes of supporting the rooftop terrace. Such improvements may include but are not limited to, an elevator, restrooms and food preparation area.

**Lighting Plan for Public Areas**

- 31. The developer agrees to include a lighting plan for all internal and external public areas, including parking areas, as part of the final civil engineering plan and the final landscape plan. This lighting plan shall be subject to review by the County Manager, including street lighting as described in Condition #16 above. The developer shall include in the final civil engineering plan and in the final landscape plan certification that the lighting plan meets the minimum standards of the Zoning Ordinance, Section 2, Subsection H, and the Illumination Engineering Society of North America Standards. The developer agrees to obtain the approval of all lighting from the County Manager, and to install approved lighting, before the issuance of the First Certificate of Occupancy for tenant occupancy.

**County Installation of Telecommunications Transmitter and/or Receiver Equipment**

- 32. In order to maintain the effectiveness of the County's public safety systems, the developer/applicant hereby agrees to grant to the County in perpetuity the right to install telecommunications transmitter and/or receiver equipment and conducting wire in or on the penthouse or top floor, and antennae and traffic monitoring systems on the roof of the proposed buildings in a location and design that is acceptable to the County and the building owner based on a reasonable exercise of judgment by both upon request by the County. The developer agrees to provide, upon request by the County, access to electrical service separately metered, including auxiliary electrical power, and telephone radio control lines to the penthouse in the defined area. The developer is not required to pay for design and installation costs for such equipment. Any radio transmitter or receiver equipment and antenna to be installed or used by others must not interfere with the emergency communication system of the County.

In addition, to enhance the reach of the County's public emergency communications system-of-systems, the developer/applicant agrees to grant to the County in perpetuity the right to install tie-ins from the County's outdoor emergency warning system to the interior building fire/emergency warning annunciator systems using either land lines or emergency relay transceivers in or on the penthouse or top floor, antennae systems and along with hazardous material detection sensors on the roof of the proposed buildings in a location and design that is acceptable to the County and the building owner based on a reasonable exercise of judgment by both upon request by the County. The developer agrees to provide, upon request by the County, access to electrical service separately metered, including auxiliary electrical power, and telephone radio control lines to the penthouse in the defined area. Any radio transmitter or receiver equipment and antenna to be installed or used by others must not interfere with the emergency communication system of the County.

### **Structural Additions**

33. The developer agrees that any structural addition or changes to the facades or materials shall be subject to the approval of the County Manager. If the County Manager, in consultation with the Zoning Administrator determines that any proposed improvements or changes to the facades or materials have a significant impact on the site plan, or otherwise meet Zoning Ordinance requirements for site plan amendments that go to the County Board, a site plan amendment shall be required.

### **Snow Removal**

34. The developer or owner agrees to remove snow from all interior streets and interior and exterior sidewalks, including accessibility ramps and gutter areas within crosswalks, within a reasonable time after snow has stopped falling but in no case later than snow removal provided for vehicular access to the site.

### **Retention of Approved Parking Ratio over Subdivided Site**

35. The developer agrees to provide parking for the Jefferson Plaza I office building according to the approved site plan amendment parking ratio; when this parking is not located within the parcel designation of the building but located within the overall project, it shall continue to be committed to the entire project for purposes of administering the Zoning Ordinance.

### **Retention of Approved Density over Subdivided Site**

36. The density allocated for any new construction pursuant to the site plan amendment on any subdivided parcel of the site shall be the same as the approved density for the entire site. No additional density shall be allowed on any individual parcel formed by subdivision of the site.

### **37. Building Security Requirements**

- a. The developer agrees to coordinate with County staff on the design of exterior building security measures in order to limit or mitigate any adverse impacts that

these measures may have on the project's urban design (including street and retail base) and streetscape. All exterior building security measures shall be shown on, and approved as part of, the final site development and landscape plan and the approved façade treatment plan.

- b. The developer agrees that it is the policy of the County to maintain the maximum number of on-street parking spaces around the perimeter of a site, and that it will not remove or reduce the number of on-street parking spaces around the perimeter of a site whether at the request of the developer or a tenant or otherwise. Accordingly, the developer agrees that it shall notify tenants of the aforesaid policy prior to execution of any lease with a tenant.

### **Enclosure of Balconies**

- 38. The developer agrees that no balconies, other than those identified in the approved site plan amendment drawings, shall be enclosed. Enclosure of any additional balconies shall constitute additional gross floor area and shall require a site plan amendment.

### **39. LEED Credits and Sustainable Design Elements**

- a. The developer agrees to include a LEED® Accredited Professional (LEED-AP) as a member of the design and construction team. The team will incorporate sustainable design elements and innovative technologies into the project so that numerous project components will earn the developer points under the U.S. Green Building Council's LEED green building rating system. Specifically, the developer agrees to meet the requirements for all LEED Prerequisites and achieve at least the number of LEED credits necessary to achieve LEED certification at the Silver level using the LEED CS Version 3 (or more recent version) green building rating system.

The developer agrees to fulfill the following before issuance of the indicated permit:

- b. **First Partial CO** - The developer agrees to submit documentation to the County Manager (or his/her designee) verifying that the prerequisites and credits needed to earn the above specified LEED certification have been included in the project. A site visit to verify LEED components will be accommodated as requested by staff.
- c. **Report Submittals** - The developer further agrees to submit to the Department of Environmental Services (DES) (with notification of submission to the Zoning Office), reports prepared by the LEED-AP and documentation upon request to substantiate the report. Such reports will be submitted prior to the issuance of the following permits or certificates of occupancy for construction of the project and will summarize the efforts to date of the inclusion of the sustainable elements within the project:
  - 1. Demolition Permit
  - 2. Above-Grade Building Permit
  - 3. Partial Certificate of Occupancy for occupancy of the last floor of space
  - 4. Master Certificate of Occupancy

- d. Prior to the issuance of the first certificate of occupancy, the developer agrees to provide to the County financial security (in the form of a bond or letter of credit or other form approved by the County Attorney) in the amount of \$164,860 (\$1 per s.f. for 26,956 s.f. of new building s.f.; \$0.50 per s.f. for 275,809 s.f. of existing building s.f.) guaranteeing that, within twenty-four (24) months from the date of the issuance of the first certificate of occupancy of any part of the last floor of the building (unless due to delay related solely to the USGBC), the developer will have received from the U.S. Green Building Council its LEED certification at the Silver level using the LEED CS Version 3 (or a more recent version) green building rating system. If the total number of LEED points earned during certification is less than the number of points required to achieve the agreed upon LEED certification level, the developer shall automatically forfeit a percentage of the financial security as follows:

LEED CS Version 3

<u>Points missed</u>	<u>Percentage of financial security forfeited</u>
<u>1-2</u>	<u>25%</u>
<u>3-4</u>	<u>50%</u>
<u>5-6</u>	<u>75%</u>
<u>7+</u>	<u>100%</u>

The forfeited amount shall be paid to the County within 30 days of the date of notification from the USGBC. The developer agrees that the County may take any amounts due under the condition out of the financial security as deposited with the County.

- e. The developer agrees to provide certification by a LEED-AP within ninety (90) days after the issuance of the first certificate of occupancy for any part of the last floor of building. The certification shall state that all the prerequisites and the minimum number of LEED credits, as set forth above in the reporting mechanisms, have been incorporated into the respective building and that, in the professional’s opinion, the project will qualify for at least LEED certification at the Silver level using the LEED CS Version 3 (or more recent version) green building rating system. The developer also agrees to submit all appropriate documentation to the USGBC (or their designee) for review and evaluation for LEED certification.
- f. The developer agrees that the LEED points referenced in this condition refer to the version of LEED in use on the date of site plan acceptance. Any changes to the point valuations incorporated into future updates to the LEED Green Building Rating System must equal or exceed the requirements outlined in version of LEED in use on the date of site plan acceptance.

The developer agrees to permit the County Manager or his/her designee to access the USGBC records for the project, and to provide the County Manager with such authorization as may be necessary to allow such access. Should there be a dispute

between the County and the developer as to whether any sustainable element has properly been included in the development so as to qualify for the applicable number of LEED rating system points, the County and the developer will select a mutually agreeable third-party LEED-accredited individual, or other person with substantial experience in the LEED system as approved by the County Manager, and accept the determination of that individual as to whether the developer has qualified for those points. If the third-party person determines that the sustainable element has properly been included, the County will issue the permit. Such a determination shall in no way relieve the developer of the obligation to achieve the level of certification called for in this condition.

**Refuse Delivery to County Disposal Facility**

40. The developer agrees to deliver all refuse, as defined by the Arlington County Code, to an operating refuse disposal facility designated by the County Manager. Any facility designated by the County Manager will have competitive rates at or below other facilities in the region otherwise available to the developer. The developer agrees that if it intends to deliver its refuse from this project to a facility other than the disposal facility designated by the County Manager, then the developer will submit that decision in writing to the DES Solid Waste Bureau along with a comprehensive cost analysis justifying the developer's decision. The developer further agrees to stipulate in any future lease or property sale agreements and deeds that all tenants or property owners shall also comply with this requirement for the life of the site plan.

**Towing of Impermissibly Parked Vehicles**

41. The developer agrees to have, as a part of its parking management plan, provisions relating to the towing of impermissibly parked vehicles. Such provisions shall include, but not be limited to:
- a. Requirements for signage at the developer's parking lot(s) providing notice of all applicable parking restrictions enforced by towing, the location of the towing contractor(s)' impoundment yard, and the name and telephone number of the developer's on-site representative responsible for towing-related complaints, as well as the telephone number of the Arlington County Office of Citizen and Consumer Affairs;
  - b. Disclosure by the developer and its towing contractor(s), at the developer's parking lot(s), of all fees and charges for towing; and
  - c. Evidence that the developer has a contract with the towing contractor that requires the towing contractor to clearly display all fees and charges for towing.

**Speed Bumps at Garage Exit Ramps**

42. If a garage exit ramp is ever constructed on Crystal Drive, the developer agrees to install speed bumps adjacent to the top of garage exit ramps at locations where ramps abut the pedestrian sidewalk, in order to slow vehicular traffic prior to vehicles crossing the sidewalk. The locations of the speed bumps shall be shown on the site engineering and

building plans approved by the County Manager. The garage doors shall be setback from the sidewalk a minimum distance of six (6) inches. This condition shall not apply to the existing exit ramp located on Clark Street South.

**Public Safety Radio Communications**

43. The developer agrees to install and maintain in operable condition, in a manner acceptable to the County Manager, an internal antenna/amplifier system that permits public safety radio communications to transmit in the 806-825 MHz frequency and to receive in the 851-870 MHz frequency from all areas within the building. The developer agrees to provide documentation in the approved electrical engineering drawings that adequate accommodations have been made in the building to meet this requirement.

## Previous County Board Actions

(For Jefferson Plaza Z-1865-66-1 and SP #51 located at 1411, 1421 and 1489 Jefferson Plaza)

January 23, 1965	Deferred request of Jefferson Associates for to November 21, 1966.
November 21, 1966	Approved rezoning of from “M-2” to “C-O” and approved a site plan with an office building FAR of 2.17, an apartment building of 275 units and a motel of 300 units at 1215, 1223, 1239, 1401 and 1421 Jefferson Davis Highway.
June 17, 1967	Approved a site plan amendment to the Jefferson Plaza site plan to re-site buildings within the complex and redesign the parking garage structure.
October 7, 1967	Approved a site plan amendment of Jefferson Plaza for a sign.
December 16, 1967	Approved a site plan amendment to add 20,000 square feet of gross floor area to the first garage level, Office Building #1.
December 18, 1968	Approved a site plan amendment to the Jefferson Plaza Site Plan for a comprehensive sign plan for the Holiday Inn.
October 11, 1969	Approved a site plan amendment to the Jefferson Plaza Site Plan for temporary sign.
July 8, 1970	Approved a site plan amendment to permit a soffit hung sign for the First Virginia Bank.
September 16, 1970	Approved a site plan amendment for Jefferson Plaza for a Barbershop to occupy 750 square feet on the 11 <sup>th</sup> floor of Office Building #2.
October 12, 1974	Deferred a site plan amendment for 1411 Jefferson Davis Highway to the October 26, 1974 County Board meeting.

October 26, 1974	Approved a site plan amendment to delete three office building (Phase III) and replace with three apartment buildings for Jefferson Plaza site plan.
January 6, 1979	Deferred a site plan amendment for 1411 and 1421 Jefferson Davis Highway to April 7, 1979.
April 7, 1979	Approved a site plan amendment to enclose office space under the building overhang and increase commercial and office space by 1,981 square feet.
April 7, 1979	Approved a site plan amendment Jefferson Plaza – Crystal Gateway for 1231, 1241, 1251 Jefferson Davis Highway for an office apartment complex (Phase II).
January 5, 1983	Approved a site plan amendment for signs within Crystal Crystal bounded by Jefferson Davis Highway, 23 <sup>rd</sup> Street, Crystal Drive, 12 <sup>th</sup> Street.
February 7, 1987; February 28, 1987	Approved site plan amendment to relocate an existing building identification sign on the west elevation from the sixth floor level to the 12 <sup>th</sup> floor level at 1489 Jefferson Davis Highway.
July 11, 1989	Deferred a site plan amendment for a coordinated sign plan for Crystal City (includes 1421 Jefferson Davis Highway).
August 12, 1989	Approved a site plan amendment for a coordinated sign plan for Crystal City (includes 1421 Jefferson Davis Highway).
December 7, 1991	Approved a site plan amendment to modify the approved Crystal City Comprehensive Sign Plan (includes 1421 Jefferson Davis Highway).

August 8, 1992	Approved a site plan amendment for reconfiguration of the garage parking to allow tandem spaces and an increase in the percent of compact spaces 1411, 1421, and 1489 Jefferson Davis Highway.
March 10, 1993	Approved a site plan amendment for conversion of 5,000 square feet of retail space to office gross floor area for 1411 and 1421 Jefferson Davis Highway.
September 6, 1997	Approved a site plan amendment to add the subdivision conditions to permit administrative approval of a subdivision of the property and to reduce the hotel parking allocation for 1411, 1421 and 1489 Jefferson Davis Highway.
August 8, 1998	Approved a site plan amendment to enclose and use of 3,110 square feet to accommodate the United States Government in operating a health clinic and defense supply store for 1421 Jefferson Davis Highway.
June 11, 2011	Deferred a site plan amendment to increase office GFA, re-skin the façade and modify landscaping and streetscape for 1411 Jefferson Davis Highway.



Jefferson Plaza One

Minor Site Plan Amendment

## CONTENTS

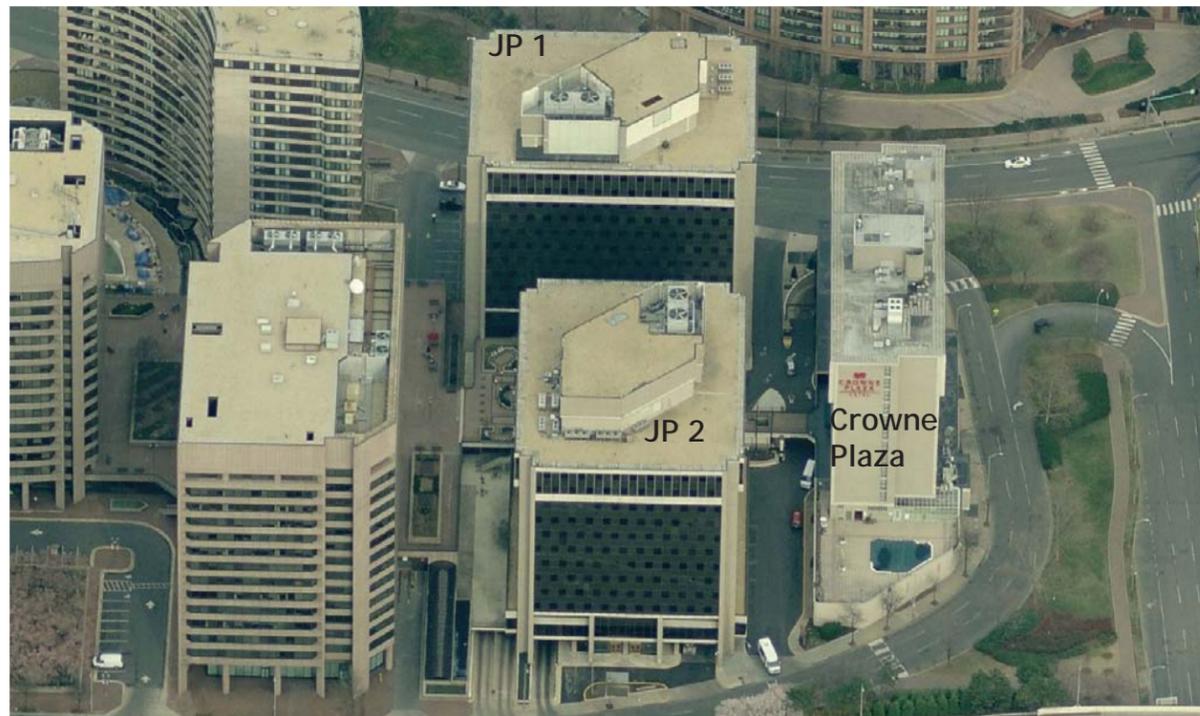
1. Existing Site Photographs
2. Existing Site Photographs
3. Proposed Building Transformation
4. Proposed Building Transformation
5. Existing Conditions Plan
6. Plot and Location Plan - Overall
7. Plot and Location - Detail
8. Alternative Plan: Existing Crystal Drive without the Two-Way Modification
9. Crystal City Pedestrian Concourse Map
  10. 3D Images
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  12. Landscape Plan
  13. Site Plan and Section
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  17. Existing Building Section
  18. Existing Commercial Level
  19. Existing Plaza Connection
  20. Garage Level 3 Plans
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    31. East Building Elevations
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    37. LEED Scorecard



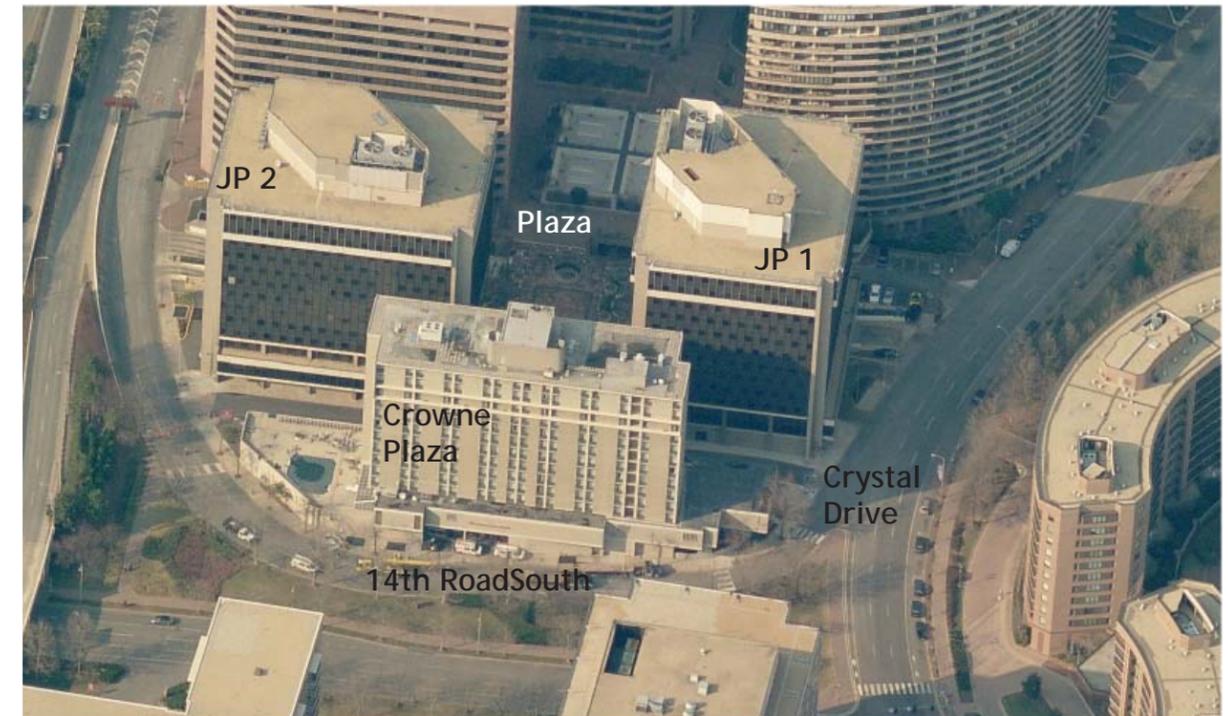
Aerial View of East Facade - Jefferson Plaza 1 Center



Aerial View from North - Jefferson Plaza 1 and Crystal drive (left)



Aerial View from West - Jefferson Plaza 2 in Foreground



Aerial View of South Facade - Jefferson Plaza 1 and Crystal Drive (right)



Street between Crowne Plaza Hotel (left) and Jefferson Plaza 1 (right)



Existing Jefferson Plaza 1 Entrance - East Facade



Plaza between Jefferson Plaza 2 (left) and Jefferson Plaza 1 (right)



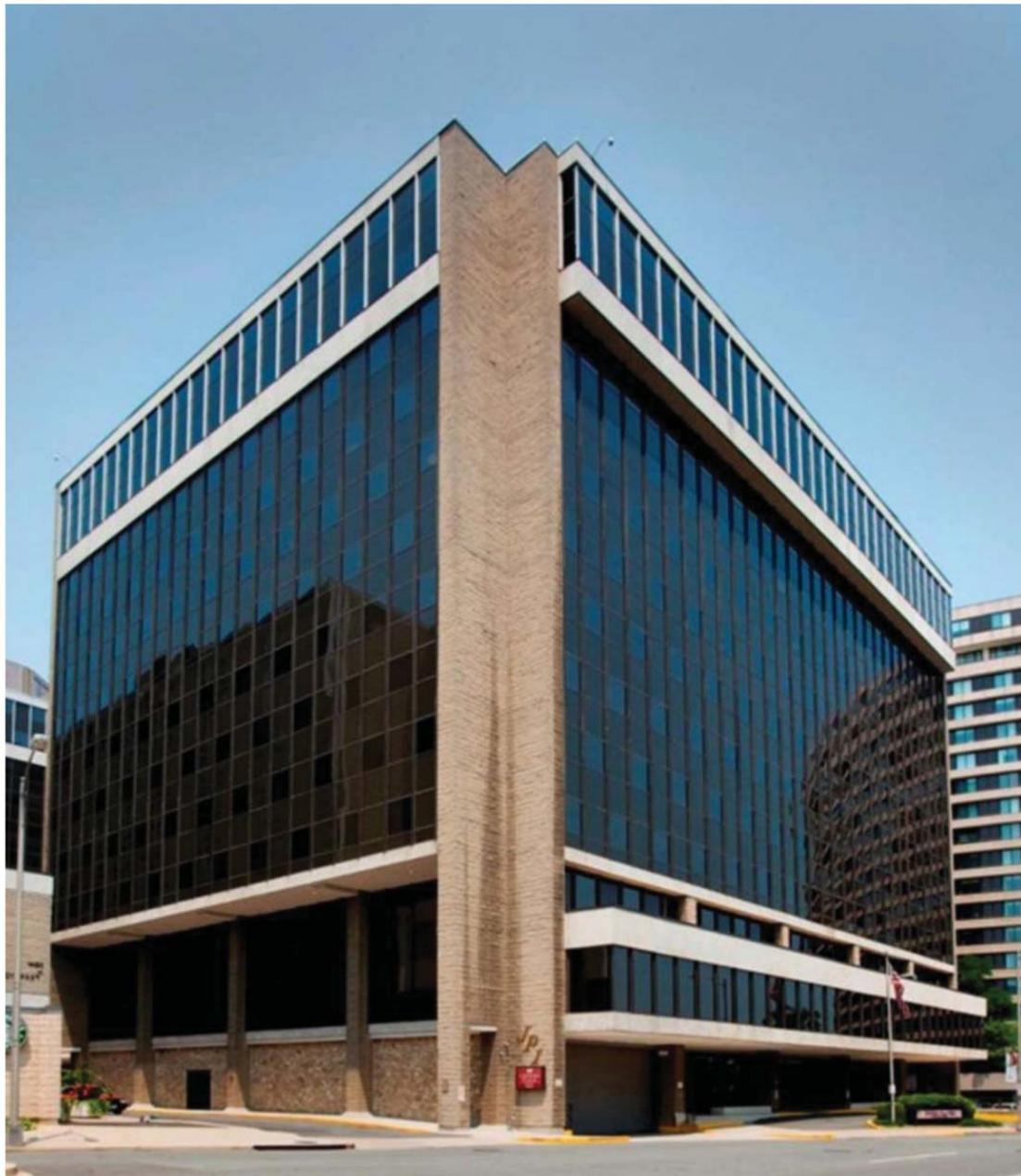
Existing Parking Garage Entrance



Photograph of Jefferson Plaza 1 Entrance and Motor Drop Off



Proposed Jefferson Plaza 1 Entrance

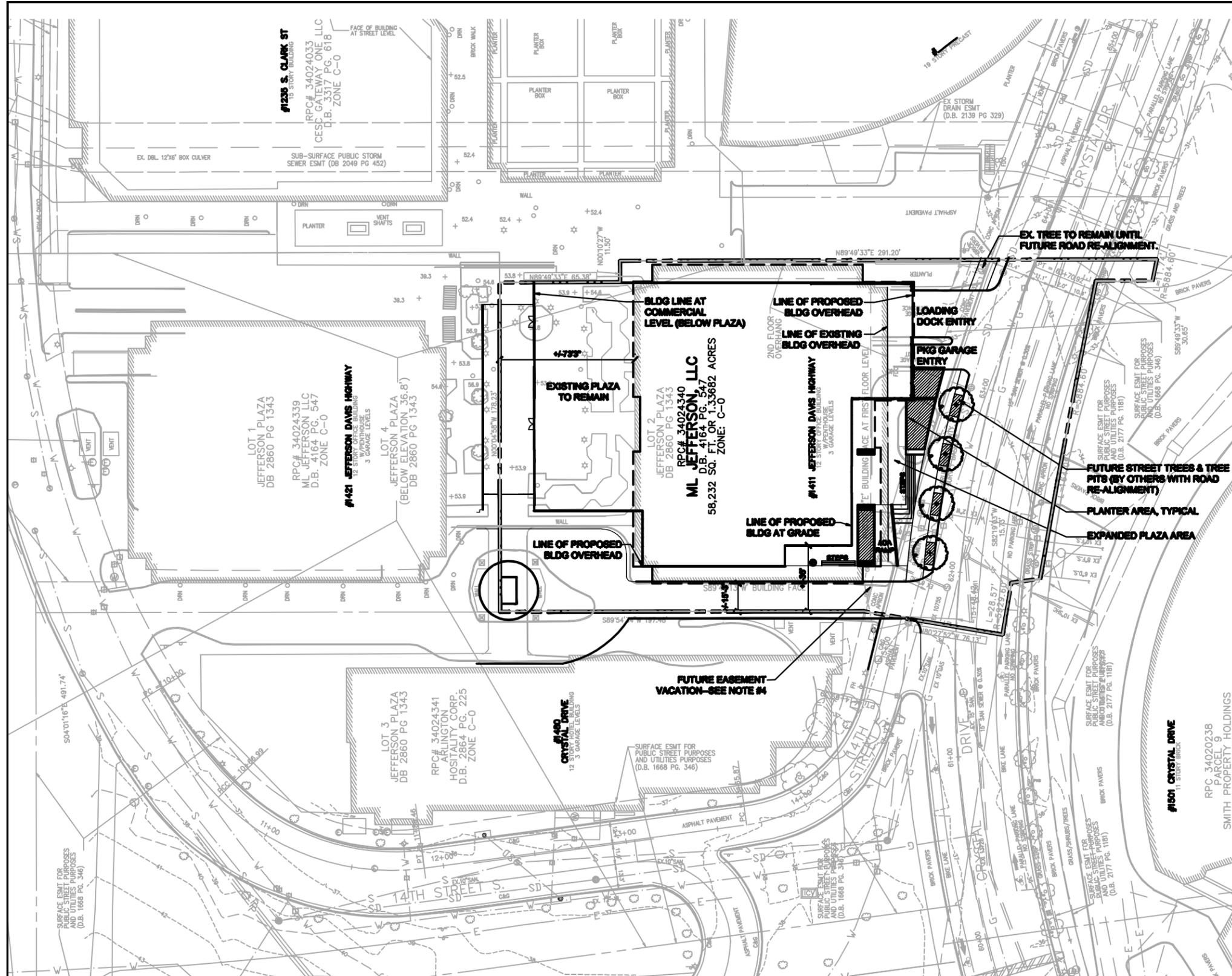


Existing Jefferson Plaza 1 Southeast Corner



Proposed Jefferson Plaza 1 Southeast Corner





**EXISTING ZONE: C-O**  
**PROPOSED ZONE: SAME**

**NOTES:**

1. DATUM: SEE EXISTING CONDITIONS PLAN, SHEET 1
2. CONTOUR INTERVAL: 2'
3. THE SUBJECT PROPERTY SHOWN HEREON IS IDENTIFIED ON ARLINGTON COUNTY, VIRGINIA TAX MAP BOOK PAGE 075-08 AS REAL PROPERTY CODE (RPC) NO. 34024340 AND IS ZONED C-O.
4. THERE ARE NO VACATIONS OR ENCROACHMENTS ASSOCIATED WITH THIS APPLICATION, ASSUMING THAT THE SURFACE EASEMENT AT DB. 1668, PG. 346 IS VACTED BY THE COUNTY WITH THE FUTURE RE-ALIGNMENT OF CRYSTAL DRIVE.
5. EXISTING UTILITY CONNECTIONS ARE TO REMAIN.
6. EXISTING STREETLIGHTS ARE TO REMAIN.
7. THERE IS ONE, 6" TREE ON CRYSTAL DRIVE--TO REMAIN.

**IMPERVIOUS AREA CALCULATION:**

**EXISTING IMPERVIOUS AREA: +1-57,875 (99.38%)**  
**PROPOSED IMPERVIOUS AREA: +1-57,677 (99.04%)**  
**INCREASE IN PERVIOUS AREA: +1-200 SF.**

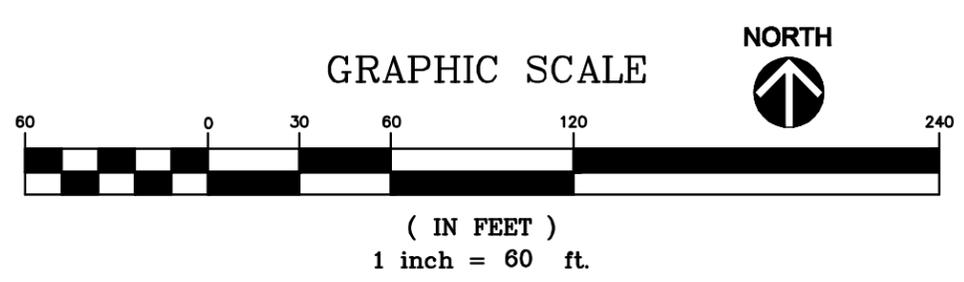
**UTILITY NOTE:**

THE UNDERGROUND UTILITY LOCATIONS GRAPHICALLY SHOWN HEREON HAVE BEEN LOCATED FROM A COMBINATION OF FIELD SURVEY INFORMATION, AERIAL SURVEY LOCATIONS, AND/OR EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE INDICATED FROM THE RECORD INFORMATION OBTAINED BY THE SURVEYOR. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES, UNLESS SPECIFICALLY NOTED ON THE DRAWING.

**STORMWATER MANAGEMENT NOTE:**

DUE TO THE NATURE AND SCOPE OF THIS PROJECT (I.E. KEEPING THE EXISTING BUILDING STRUCTURAL ELEMENTS AND PROVIDING A NEW FACADE), OPTIONS FOR THE ADDITION OF BMP/SWM FACILITIES ARE GREATLY RESTRICTED. HOWEVER, IN AN EFFORT TO REDUCE OVERALL ENVIRONMENTAL IMPACT, THE FOLLOWING IS PROPOSED WITH THIS PLAN:

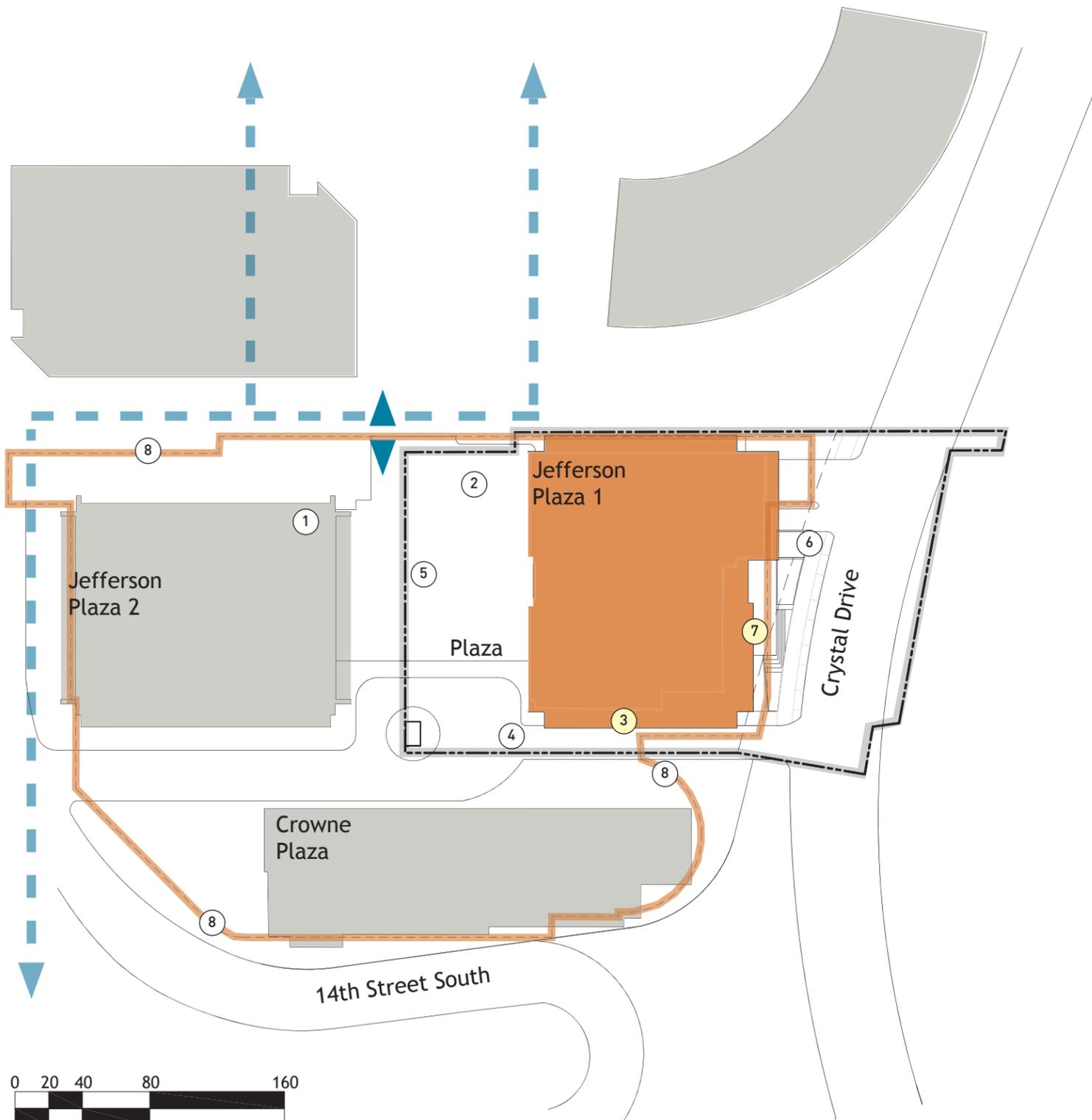
1. INCREASE PERVIOUS AREA ON SITE BY +/- 200 SF. THROUGH THE INTRODUCTION OF NEW PLANTERS.
  2. REDUCE VEHICULAR PAVING AREA BY +/-2,050 SF. THROUGH THE ELIMINATION OF THE LAY-BY ON CRYSTAL DRIVE.
- THEREFORE, IT IS ANTICIPATED THAT NO ADDITIONAL SWM/BMP FACILITIES WILL BE REQUIRED.



<b>VKA REVISIONS</b>  ENGINEERS ■ PLANNERS ■ LANDSCAPE ARCHITECTS ■ SURVEYORS ■ SUSTAINABLE DESIGN 8180 GREENSBORO DRIVE SUITE 200 ■ McLEAN, VIRGINIA 22102 (703)442-7800 ■ FAX (703)761-2787 McLEAN, VA ■ GERMANTOWN, MD		<b>ARLINGTON, VIRGINIA</b> <b>DEPARTMENT OF ENVIRONMENTAL SERVICES</b> <b>JEFFERSON PLAZA 1</b> MINOR SITE PLAN AMENDMENT <b>PLOT &amp; LOCATION PLAN - OVERALL</b>		
SCALE AS SHOWN	DESIGNED	VKA	CHECKED	VKA
SUBMITTED DATE:	APPROVED DATE:		APPROVED DATE:	
FEBRUARY 18, 2011	CHIEF PUBLIC WORKS PLANNING DIV.		CHIEF TRAFFIC ENGINEERING DIV.	
APPROVED DATE:	APPROVED DATE:		APPROVED DATE:	
CHIEF WATER, SEWER & STREETS DIV.	CHIEF ENGINEERING DIVISION		DIRECTOR OF PUBLIC WORKS	
PROJECT/FILE NO.	NO.	DATE	REVISIONS	
6965H	1	6/20/11	REVISED MSPA SUBMISSION	
			SHEET C-2 OF C-4	CONTRACT H- SHEET C-2 OF C-4

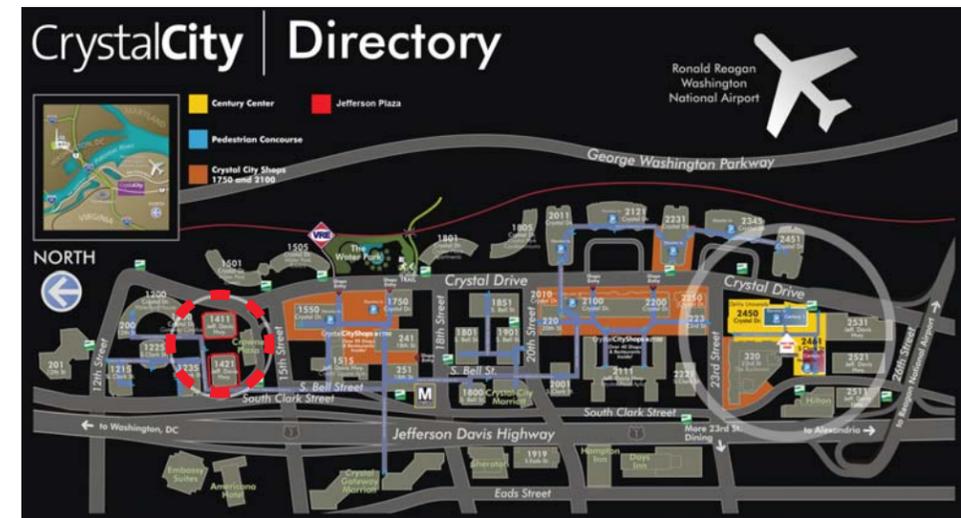
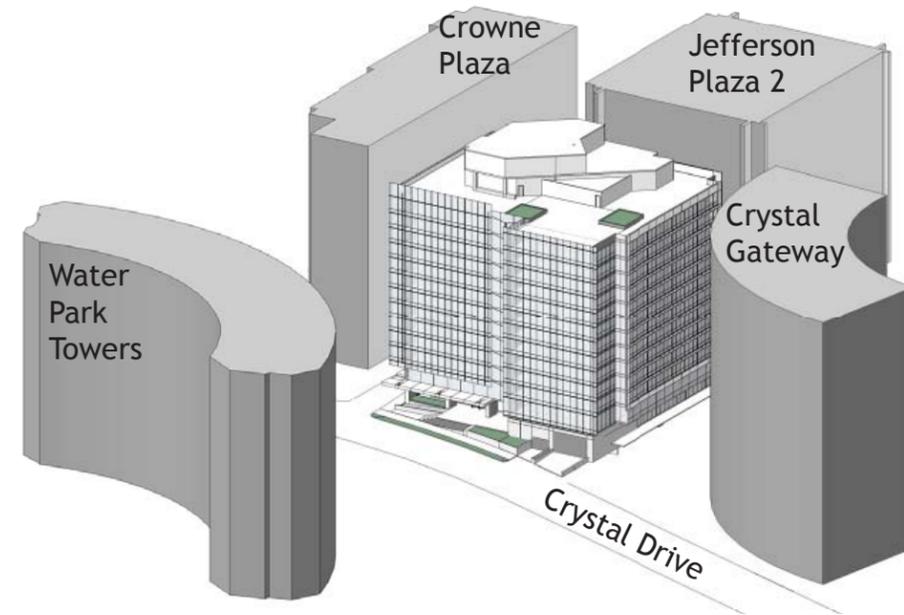






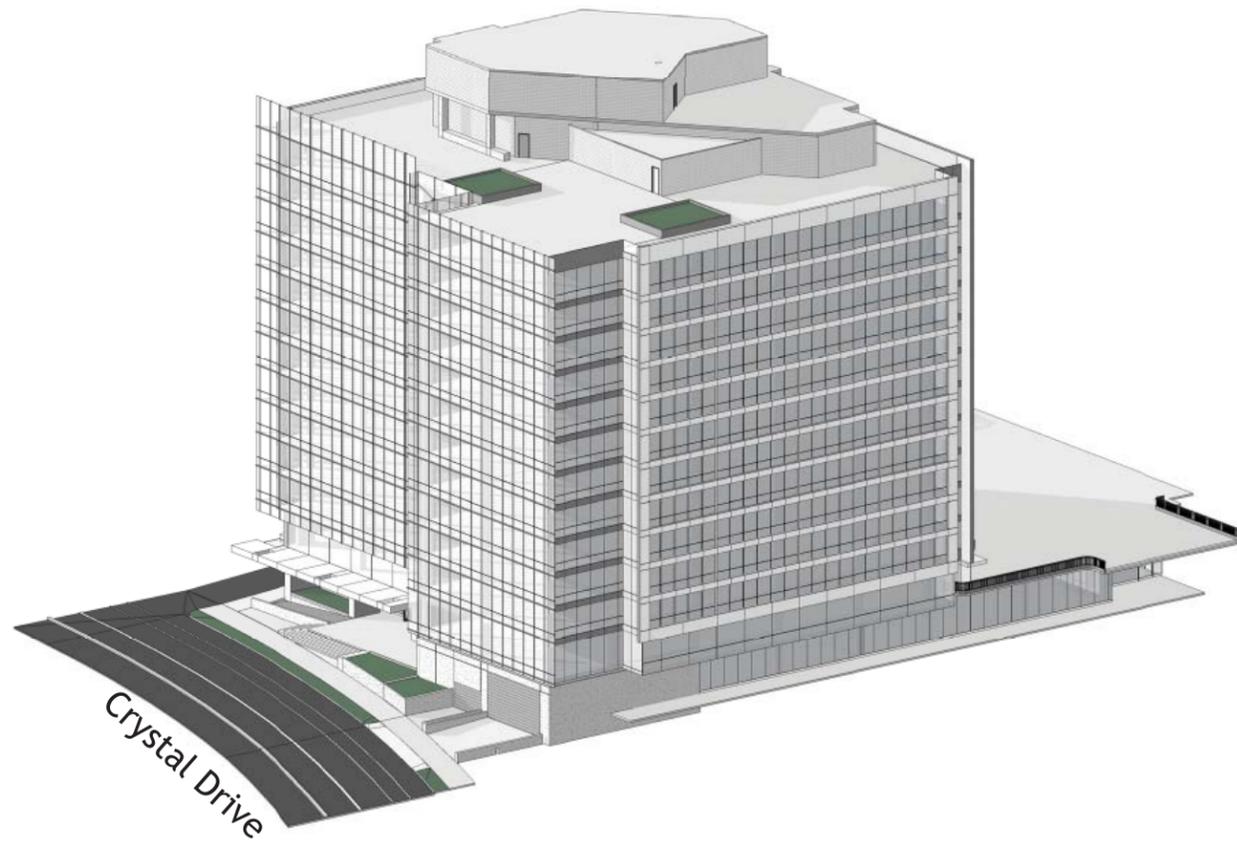
Scale: 1" = 80'

Jefferson Plaza I: 10371.01

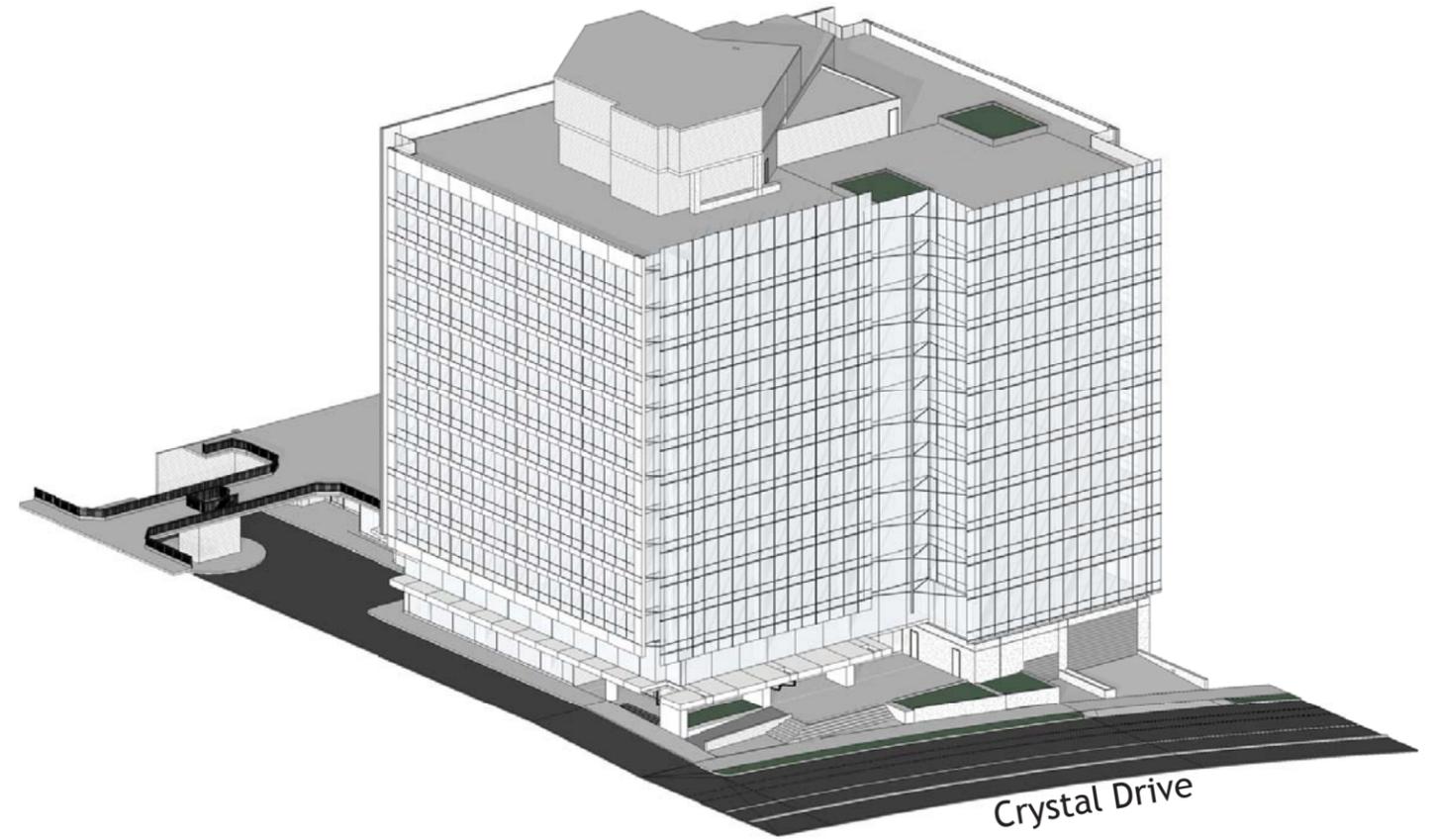


Proposed Jefferson Plaza 1 Site Plan

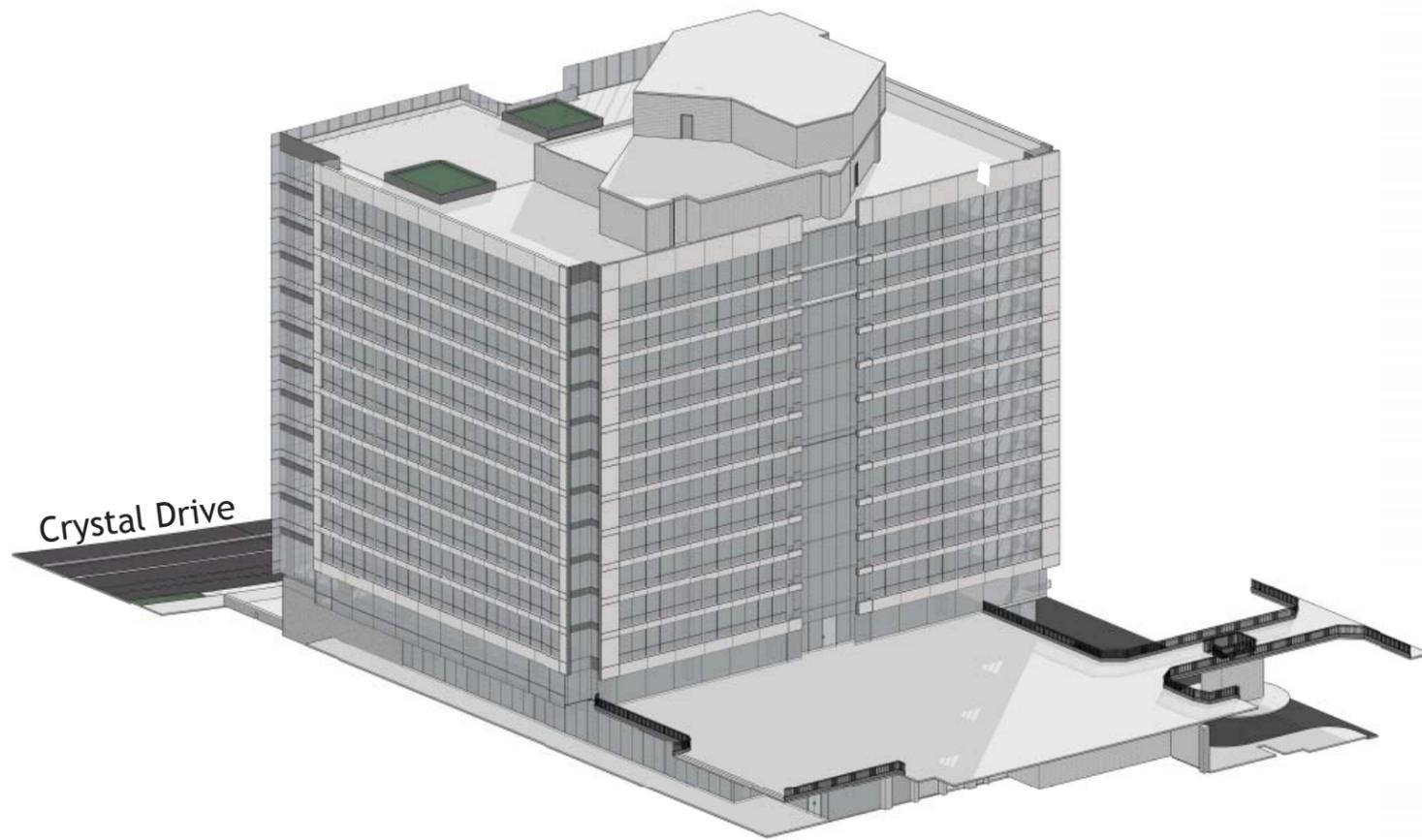
- |  |  |  |
|--|--|--|
| ① Jefferson Plaza Two                                    | ⑤ Property Line                              | Existing Buildings                             |
| ② Plaza Connection                                       | ⑥ Easement Line                              | Jefferson Plaza 1                              |
| ③ Covered Pedestrian Walk                                | ⑦ Main Building Entrance                     | Pedestrian Concourse                           |
| ④ Street between Crown Plaza Hotel and Jefferson Plaza 1 | ⑧ Garage Level Below (Highlighted in Orange) | Pedestrian Concourse Entry at Commercial Level |



View from North East



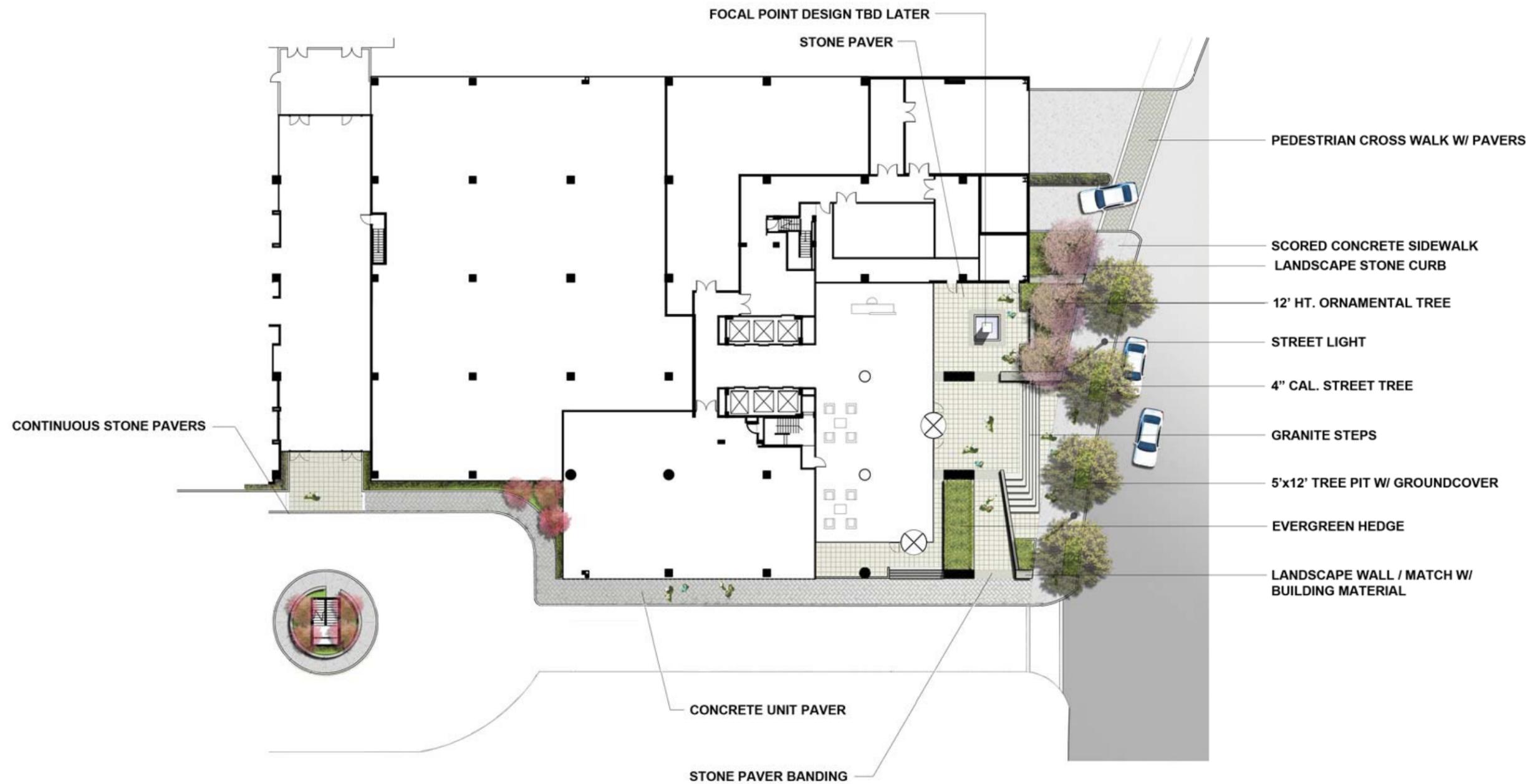
View from South East

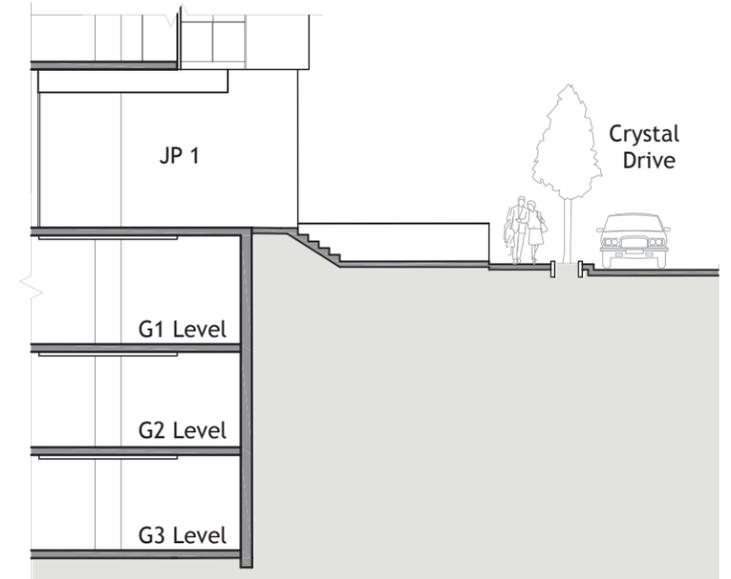
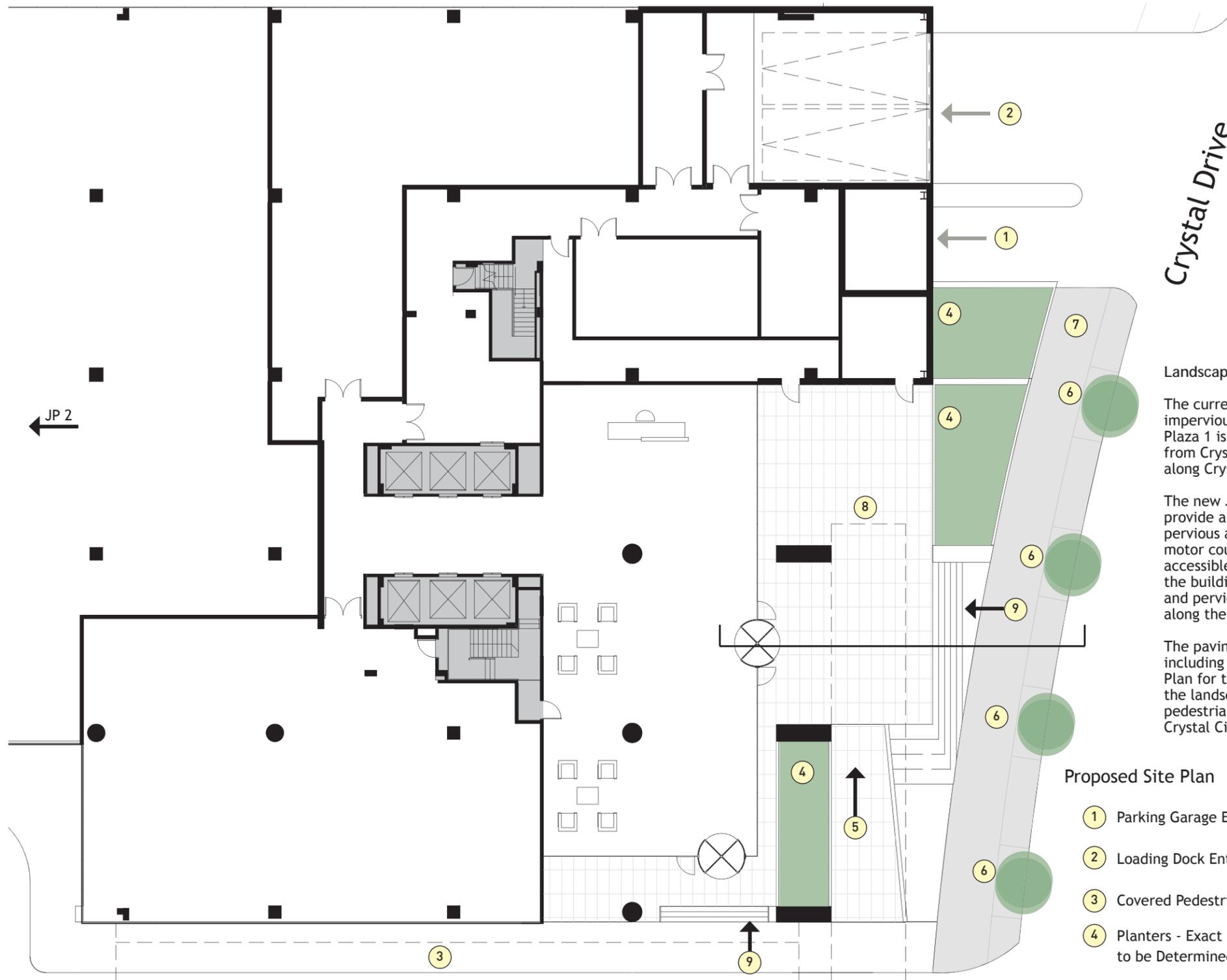


View from North West



View from South West





Proposed Section Scale: 1/16" = 1'

**Landscape Improvements to the Site:**

The current landscape, at the street level outside of Jefferson Plaza 1, is predominately an impervious area that consists of concrete and asphalt. The current lobby entry to Jefferson Plaza 1 is recessed and within a covered arcade with steps and asphalt motor court drop off from Crystal Drive. These current conditions do not provide for pedestrian friendly access along Crystal drive, to the main lobby entry at Jefferson Plaza 1.

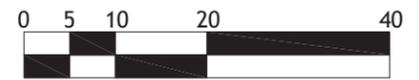
The new Jefferson Plaza 1 includes improvements along the Crystal Drive Streetscape that will provide a more pedestrian friendly circulation in front of the building while also increasing the pervious area. Some of the design strategies that achieve these goals includes; removing the motor court drop off in front of the building off of Crystal Drive, having the lobby entry accessible from the Southeast corner, reducing the number of vehicular curb cuts in front of the building, adding inviting and generously-sized landscape features that increase accessibility and pervious area: including a plinth, steps, ramps, pavers, greenscape areas and tree boxes along the pedestrian sidewalk at Crystal Drive.

The paving materials, for the plinth, steps, ramps, and pedestrian sidewalk, and greenscape, including the tree boxes at Crystal Drive, are intended to integrate into Crystal City's Master Plan for the Two-Way Street Circulation along Crystal Drive. These Design Improvements to the landscape in front of Jefferson Plaza 1, along Crystal Drive, are intended to facilitate the pedestrian circulation and add some pervious area along the building frontage as mapped out in Crystal City's master plan.

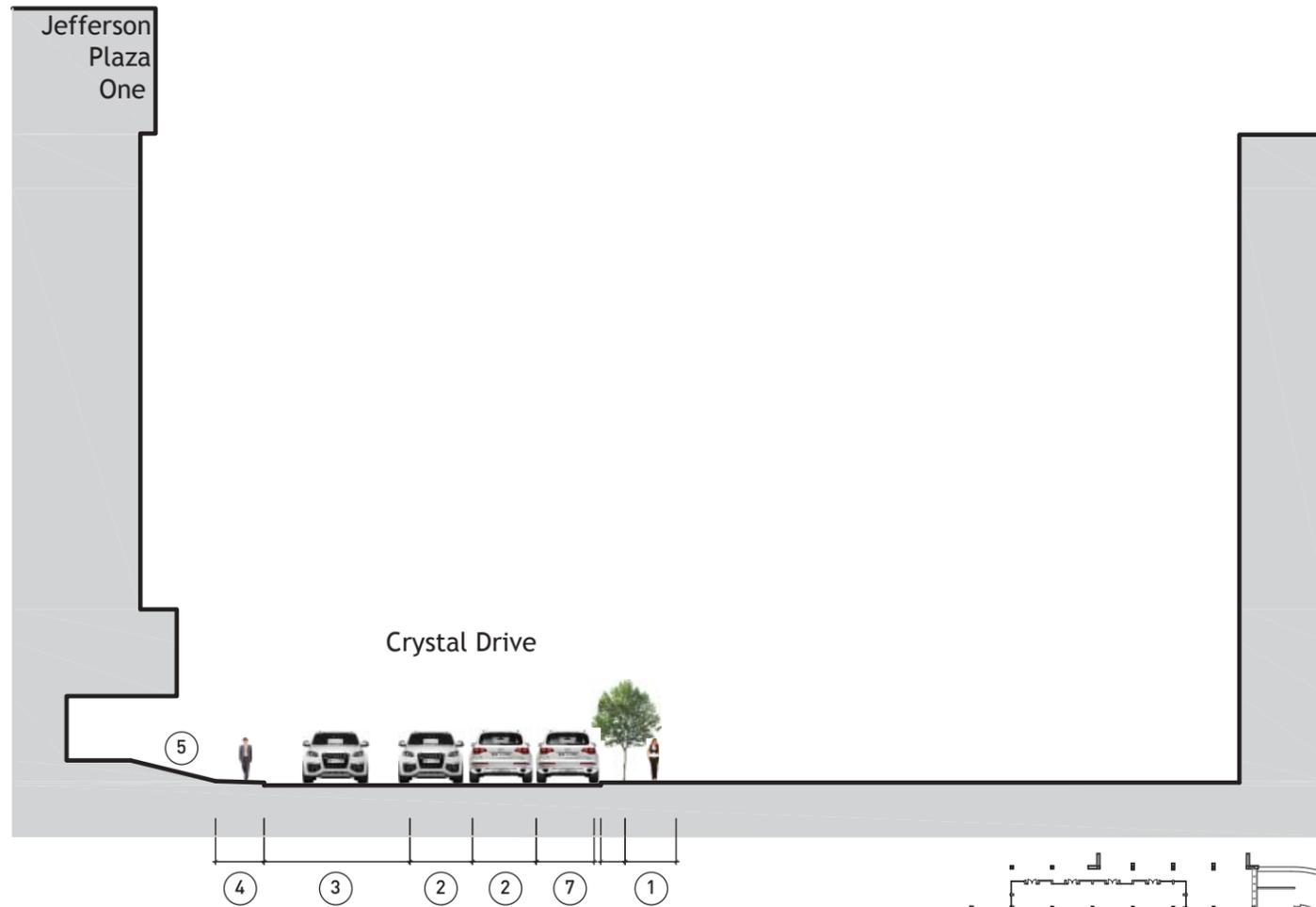
**Proposed Site Plan**

- ① Parking Garage Entrance
- ② Loading Dock Entrance
- ③ Covered Pedestrian Walk
- ④ Planters - Exact Landscaping to be Determined
- ⑤ Ramp Entry - Exact Hardscaping to be Determined
- ⑥ Proposed Tree Grate - Exact Landscaping to be Determined
- ⑦ Pedestrian Walk - Referenced from Crystal City Sector Plan, June 6, 2010
- ⑧ Hardscaping to be Determined in this Area
- ⑨ Stair Entry

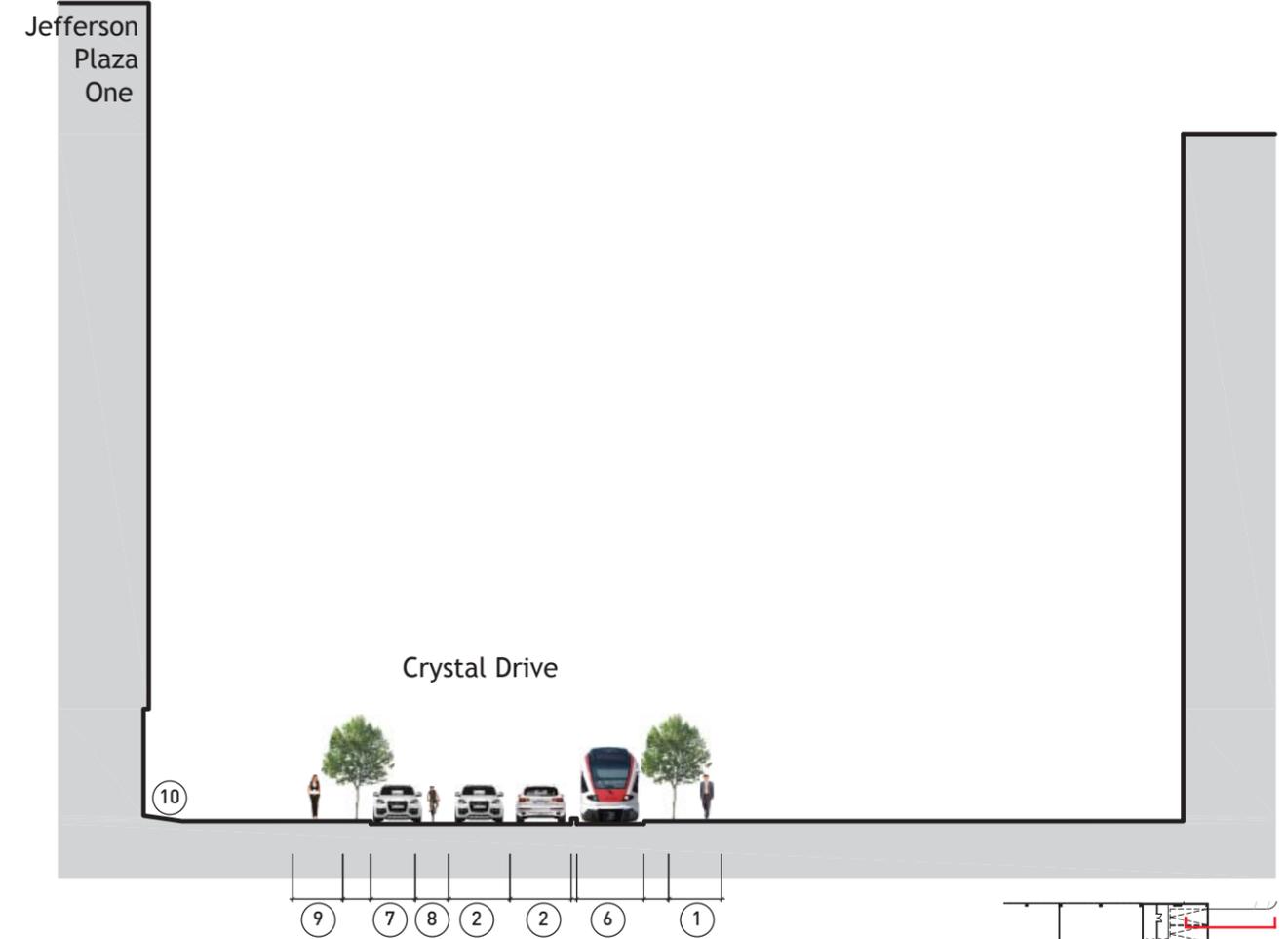
Scale: 1" = 20'



Note: Hatches are for Illustrative Purposes only and do not represent Actual Materials.



Existing Site Section

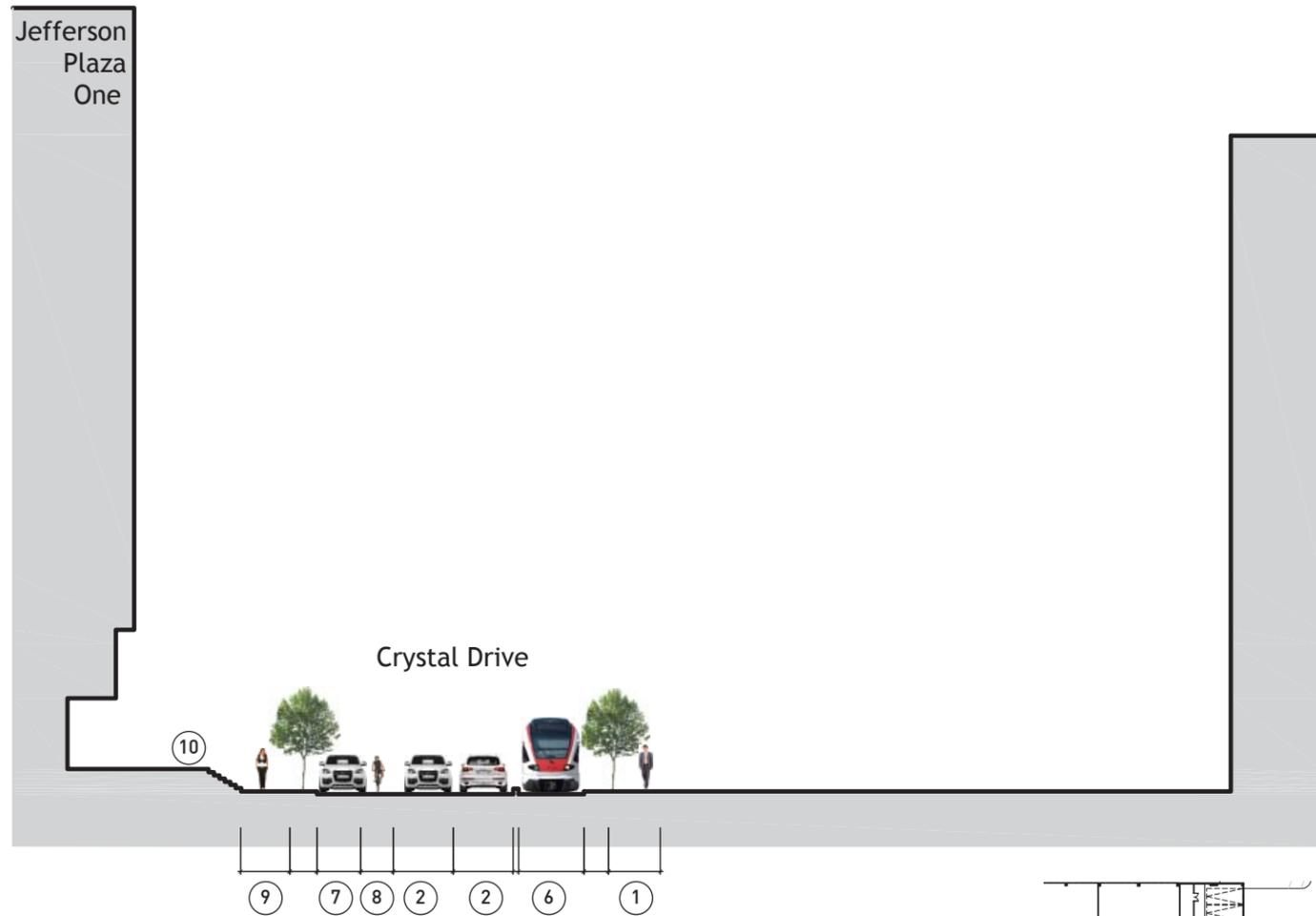


Section at Loading Dock

- ① Existing Sidewalk and Tree Grate
- ② 11' Travel Lane
- ③ 23' Travel Lane
- ④ Existing 9' Sidewalk
- ⑤ Existing Entry Drive
- ⑥ 12' Dedicated Transit Lane
- ⑦ 8' Parking Lane
- ⑧ 6' Bike Lane
- ⑨ 9' Sidewalk with 5' Wide Tree Grate
- ⑩ Loading Dock Entrance



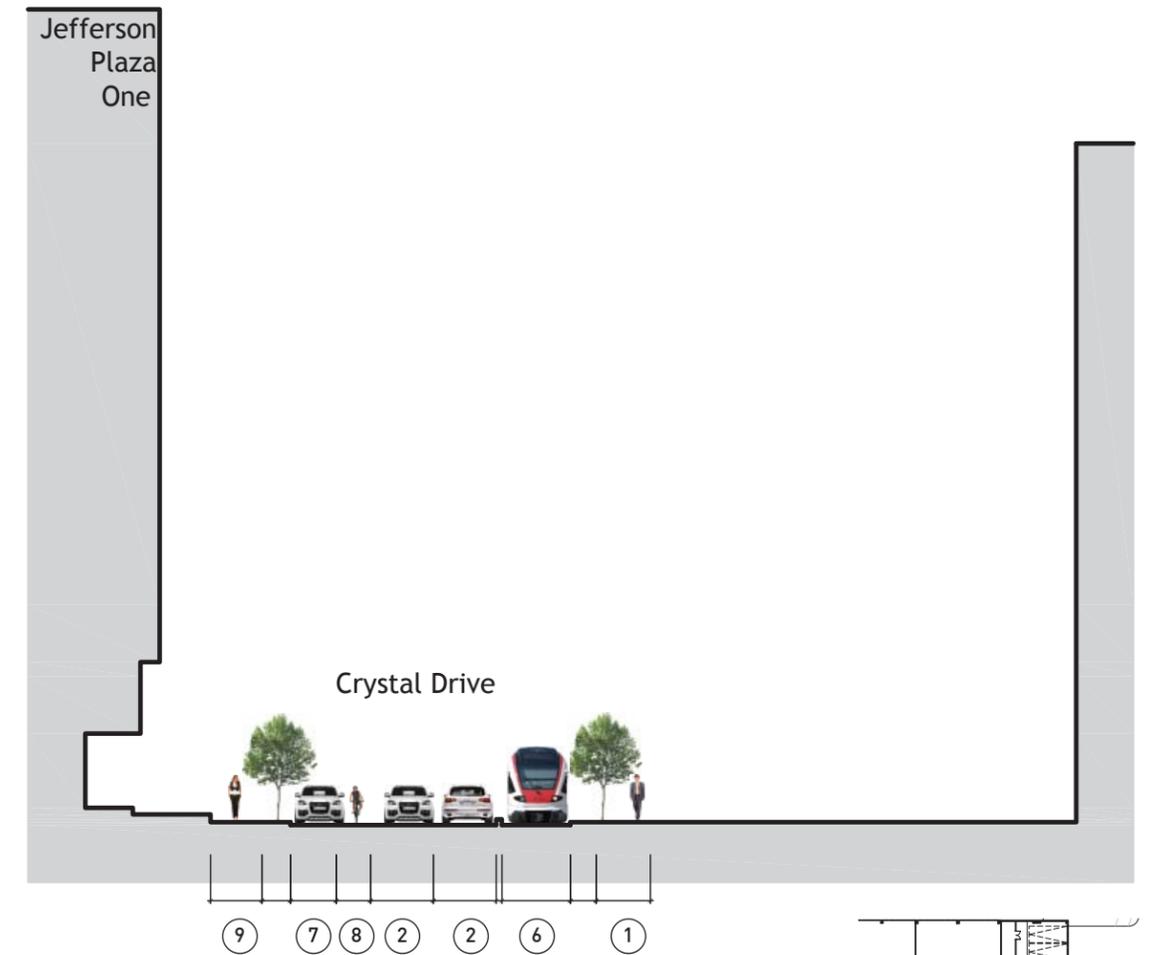
Scale: 1/32" = 1'



Section at Main Entrance

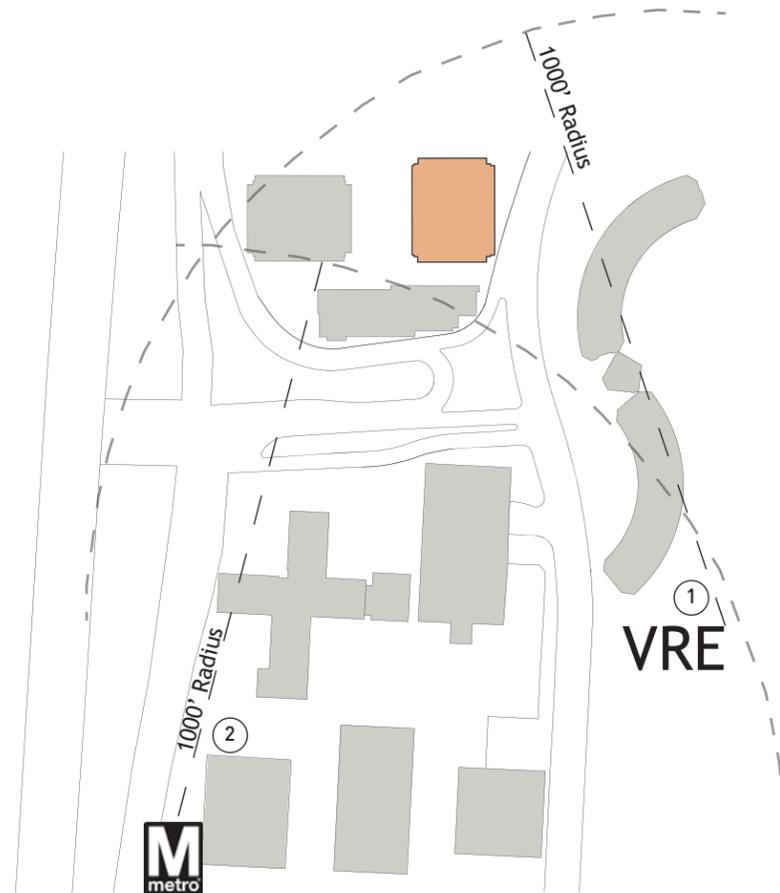


Scale: 1/32" = 1'



Section at South East Corner

- |                                    |                                       |
|------------------------------------|---------------------------------------|
| ① Existing Sidewalk and Tree Grate | ⑥ 12' Dedicated Transit Lane          |
| ② 11' Travel Lane                  | ⑦ 8' Parking Lane                     |
| ③ 23' Travel Lane                  | ⑧ 6' Bike Lane                        |
| ④ Existing 9' Sidewalk             | ⑨ 9' Sidewalk with 5' Wide Tree Grate |
| ⑤ Existing Entry Drive             | ⑩ Main Entry Stairs                   |



**Building Site Relationship to Public Transportation**

- ① Jefferson Plaza 1 Entrance within 633' of VRE Station.
- ② Jefferson Plaza 2 within 1000' of Metro Entrance

**Building Lot Area, FAR, GFA: Excess GFA & Excess FAR on Combined JP1, JP 2, and Hotel Lots**

	Site Area (SF)	Max FAR Permitted	Allowable GFA Site Area*Max FAR	Actual FAR	Existing GFA Site Area*Act FAR	Proposed FAR	Proposed GFA
JP1 Lot Area (GSF) - 1.34 Acres	58,232	3.8	221,282	4.74	275,809	5.20	302,765
JP2 Lot Area (GSF) - 2.33 Acres	101,391	3.8	385,286	2.67	270,910	2.67	270,910
Hotel	97,826	3.8	371,739	1.79	175,263	1.79	175,263
<b>Total</b>	<b>257,449</b>	<b>3.8</b>	<b>978,306</b>	<b>2.80</b>	<b>721,982</b>	<b>2.91</b>	<b>748,938</b>
						<b>Total Site FAR</b>	

**Arlington County Gross Floor Area Calculations:**

	Existing JP1	Existing JP2	Existing Hotel	Proposed JP1 Total	Proposed Site Plan
Totals	275,809	270,910	175,263	26,956	302,765
<b>TOTAL JP1 &amp; JP2 Existing</b>	<b>275,809</b>	<b>270,910</b>	<b>175,263</b>		<b>721,982</b>
<b>TOTAL JP1 (PROPOSED) &amp; JP2</b>	<b>275,809</b>	<b>270,910</b>	<b>175,263</b>	<b>26,956</b>	<b>748,938</b>

**Parking Calculations**

Building	Parking Required Per Approved Site	Parking Provided		Total
		Structured	Surface	
<b>Existing Building</b>				
Office	582	582	0	582
Gateway Bldg	260	260	0	260
Crowne Plaza Hotel	185	185	0	185
<b>Total</b>	<b>1,027</b>	<b>1,027</b>	<b>0</b>	<b>1,027</b>

Note: Current Parking Ratio for the Office Buildings Equals 1 Space Per 572 Square Feet (1/572)

Note: Jefferson Plaza 1 has currently been submitted for an address change. The new address will be 1400 Crystal Drive.

**Building Height Calculations : JP 1**

Jefferson Plaza One Existing Levels	1400 Crystal Drive Proposed Levels*	Elevation	Slab Existing
Parking G-3	Parking G-3	10.00'	-28'-8"
Parking G-2	Parking G-2	19.00'	-19'-8"
Parking G-1	Parking G-1	28.00'	-10'-8"
Commercial	First Floor	38.66'	0'-0"
Plaza Level	Second Floor	52.66'	14'-0"
Second Floor	Third Floor	65.16'	26'-6"
Third Floor	Fourth Floor	75.32'	36'-8"
Fourth Floor	Fifth Floor	85.48'	46'-10"
Fifth Floor	Sixth Floor	95.64'	57'-0"
Sixth Floor	Seventh Floor	105.96'	67'-2"
Seventh Floor	Eighth Floor	115.96'	77'-4"
Eighth Floor	Ninth Floor	126.12'	87'-6"
Ninth Floor	Tenth Floor	136.12'	97'-8"
Tenth Floor	Eleventh Floor	146.44'	107'-10"
Eleventh Floor	Twelfth Floor	156.44'	118'-0"
Twelfth Floor	Fourteenth Floor	166.76'	128'-0"
Roof Pavilion	Roof Pavilion	178.09'	139'-4"
Pavilion Parapet	Pavilion Parapet	191.75'	153'-0"
Main Roof	Main Roof	178.09'	139'-4"
Upper Penthouse	Upper Penthouse	191.75'	153'-0"
Penthouse Roof	Penthouse Roof	204.84'	165'-1"

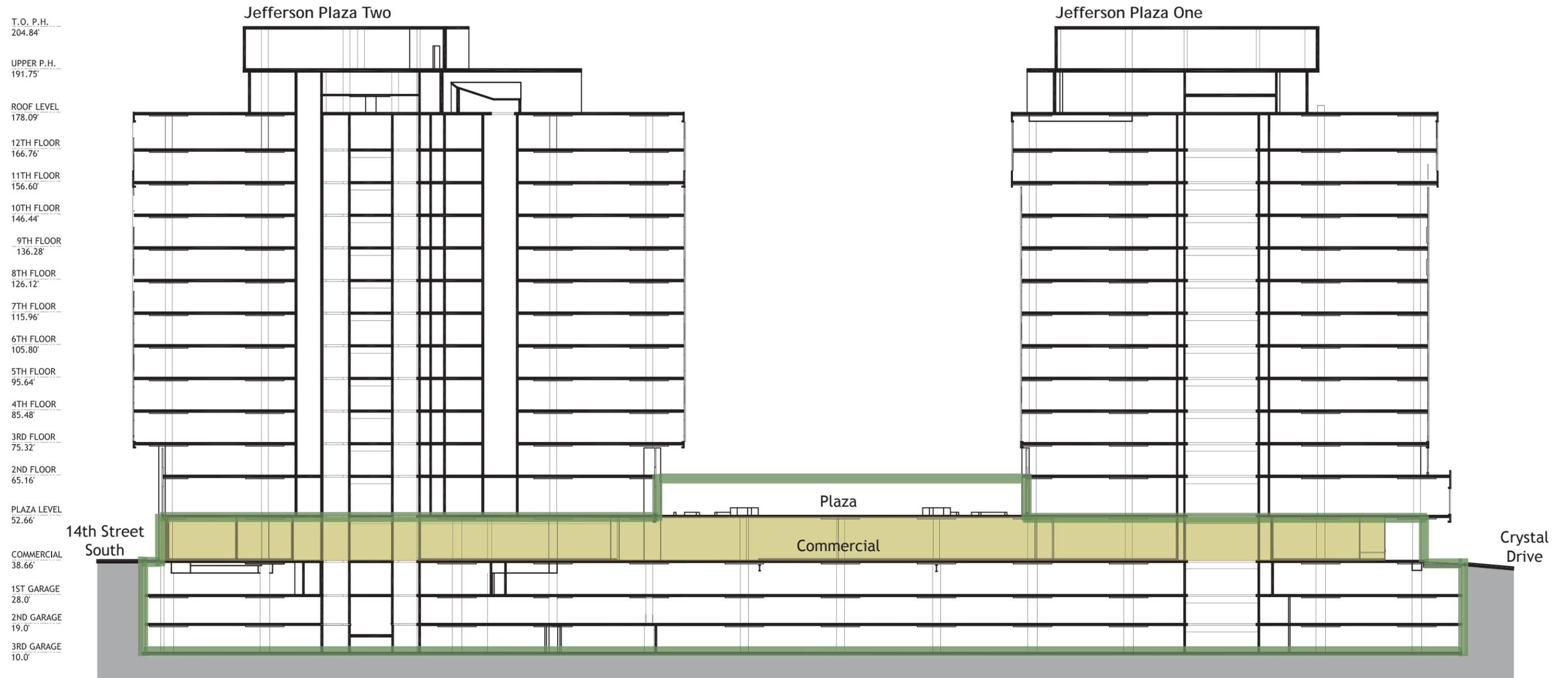
36.8 ft. is bldg. measuring pt.

**Note:**

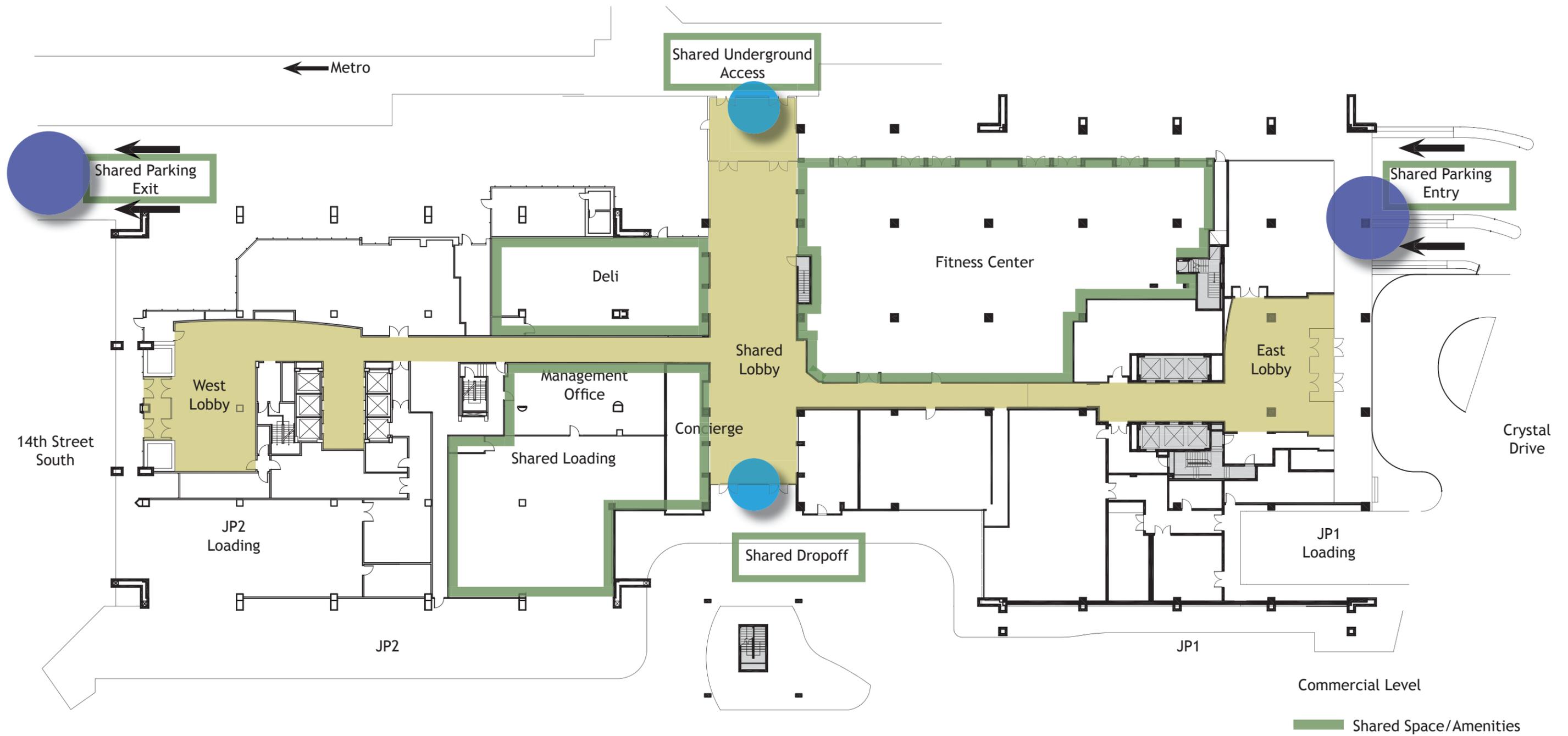
\*Floors have been renamed in proposed building. No vertical expansion is occurring.

Proposed Renovations Do Not Increase the Height of the Existing Building

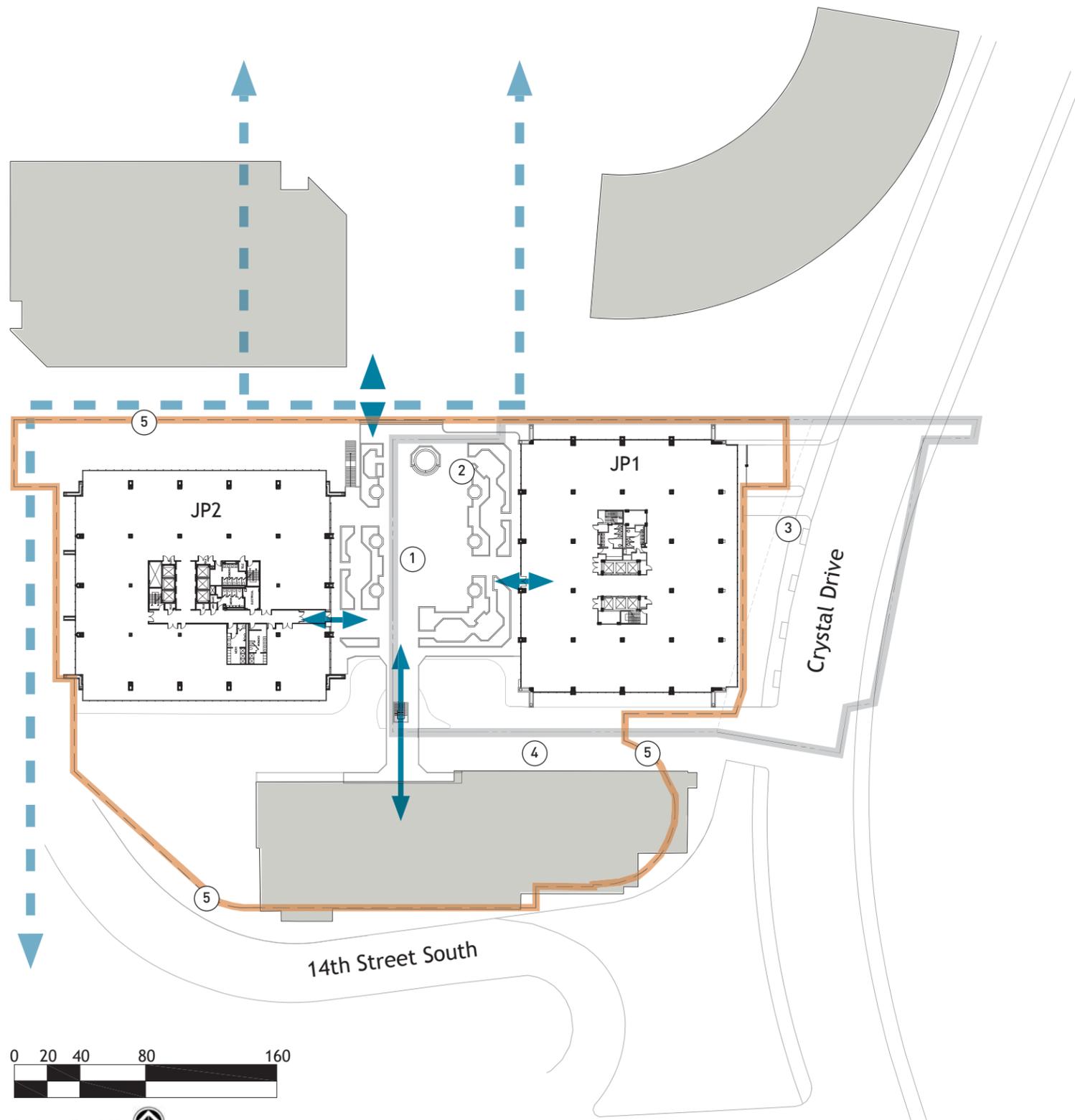
Jefferson Plaza 1 has currently been submitted for an address change. The new address will be 1400 Crystal Drive.



Scale: 1/32" = 1'



Scale: 1/32" = 1'



Plaza Connection to Crowne Plaza Hotel



Plaza Facing JP2 Tower

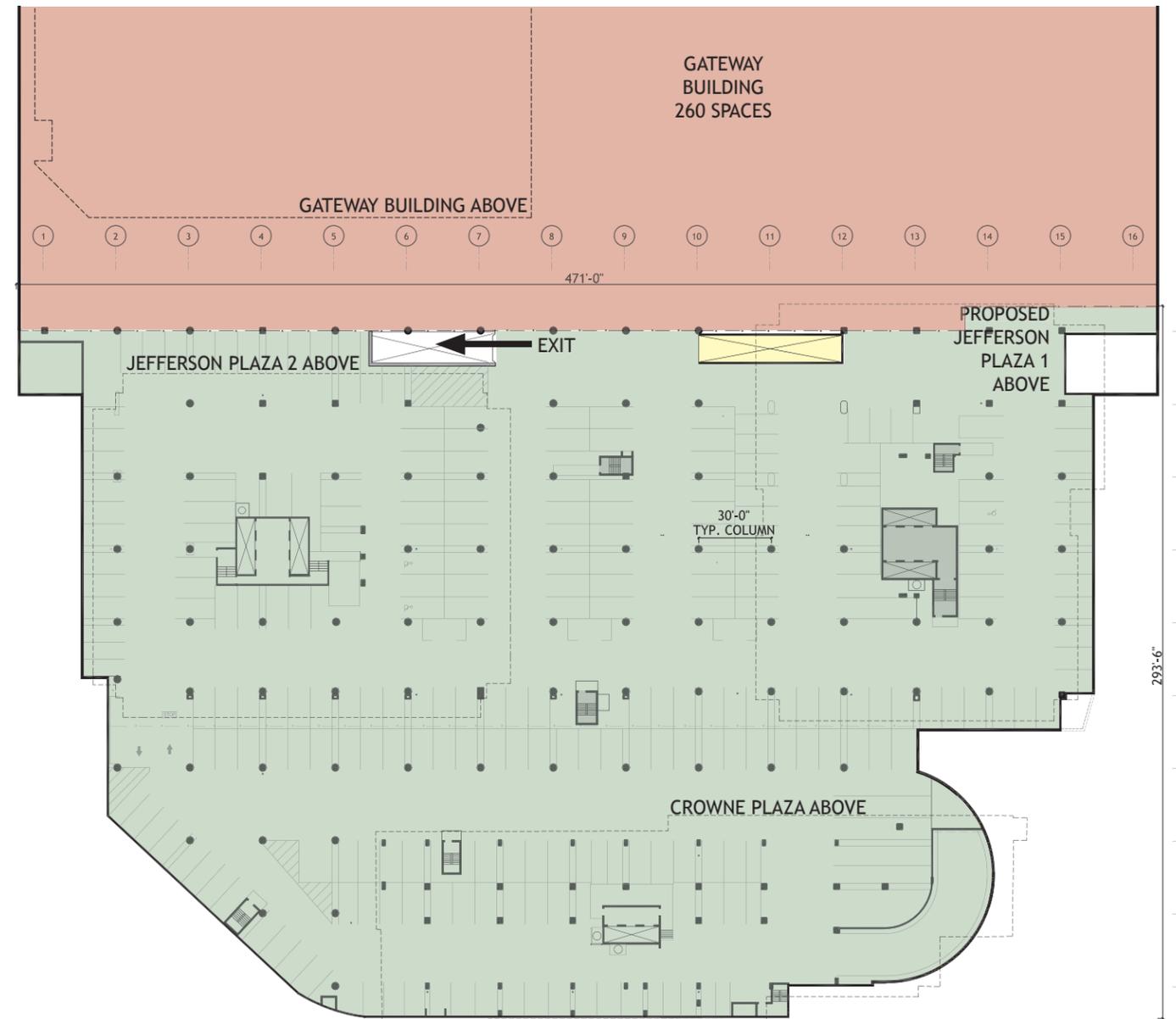
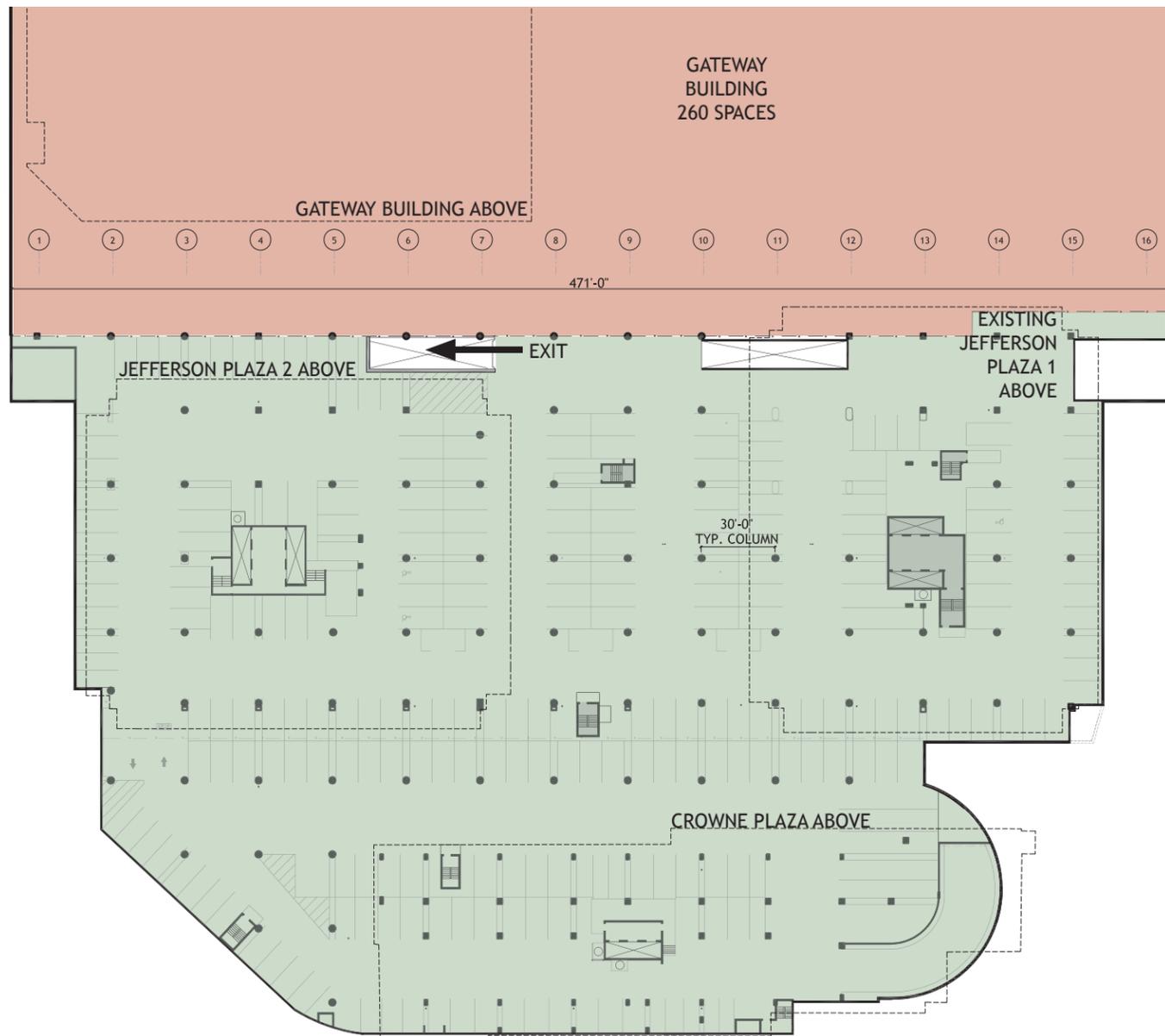
Proposed Site Plan

- ① Property Line
- ② Plaza Connection
- ③ Easement Line
- ④ Street between Crowne Plaza Hotel and Jefferson Plaza 1

- ⑤ Garage Level Below (Highlighted in Orange)
- Existing Buildings
- ◆ Pedestrian Concourse Entry at Commercial Level
- Pedestrian Concourse
- ↕ Plaza Connection
- ↕ Existing Plaza Connection



Scale: 1" = 80'



Existing Garage 3 Level

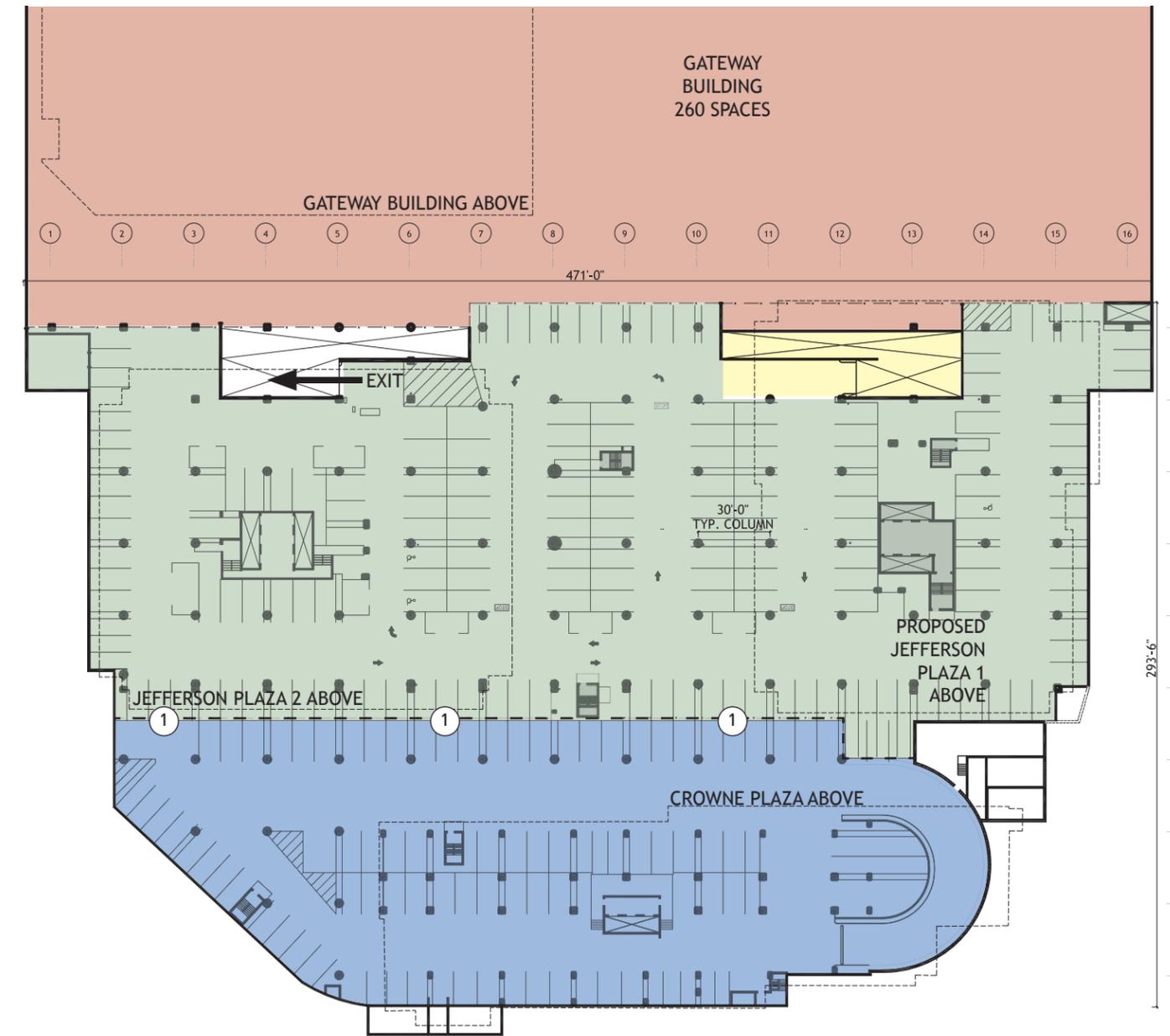
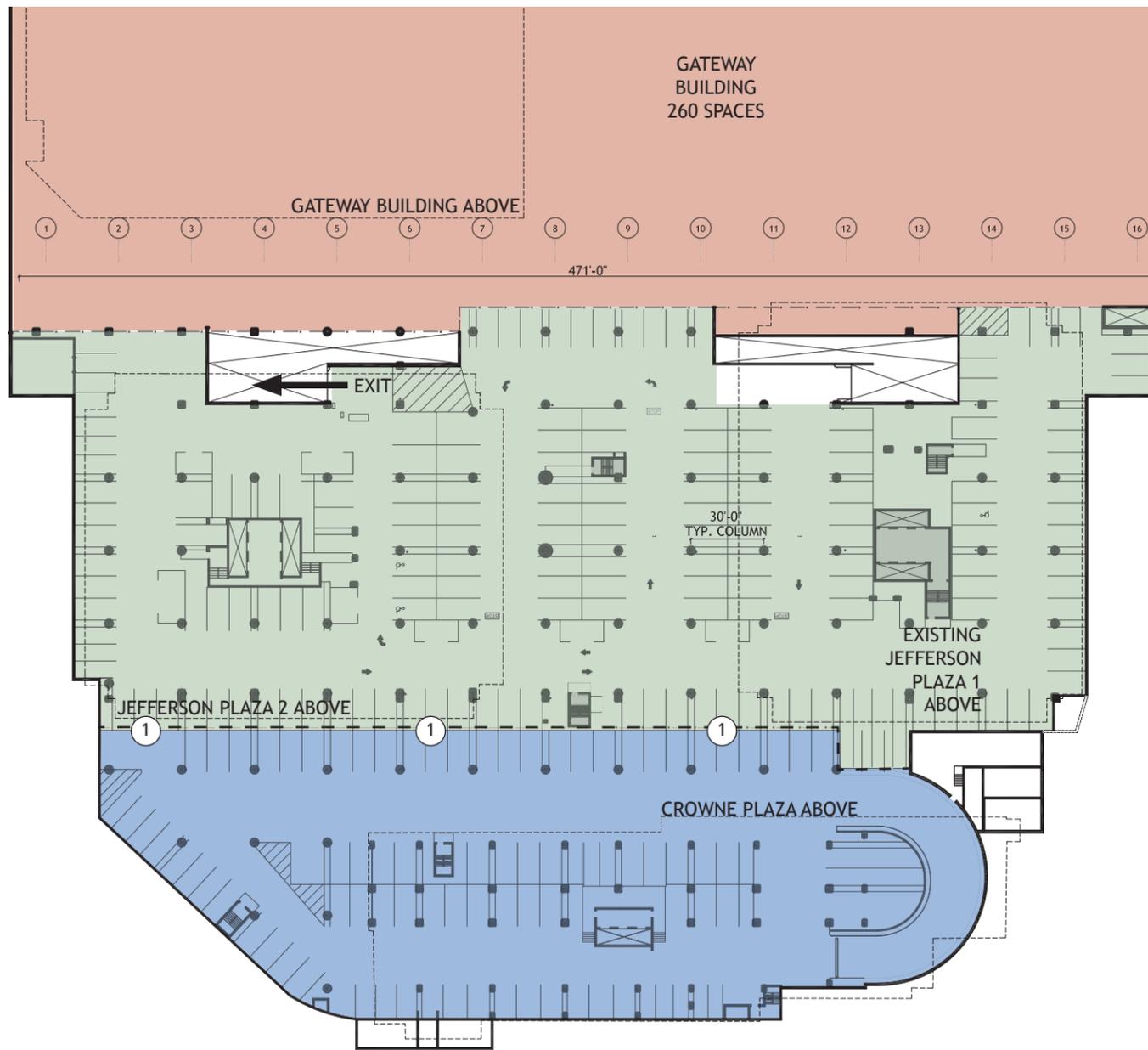
- Jefferson Plaza 1 and 2 Parking
- Gateway Parking Area



Scale: 1/64" = 1'

Proposed Garage 3 Level

- Jefferson Plaza 1 and 2 Parking
- Area of Work
- Gateway Parking Area



**Existing Garage 2 Level**

Jefferson Plaza 1 and 2 Parking

Hotel Parking

Gateway Parking Area



Scale: 1/64" = 1'

Jefferson Plaza I: 10371.01

**Proposed Garage 2 Level**

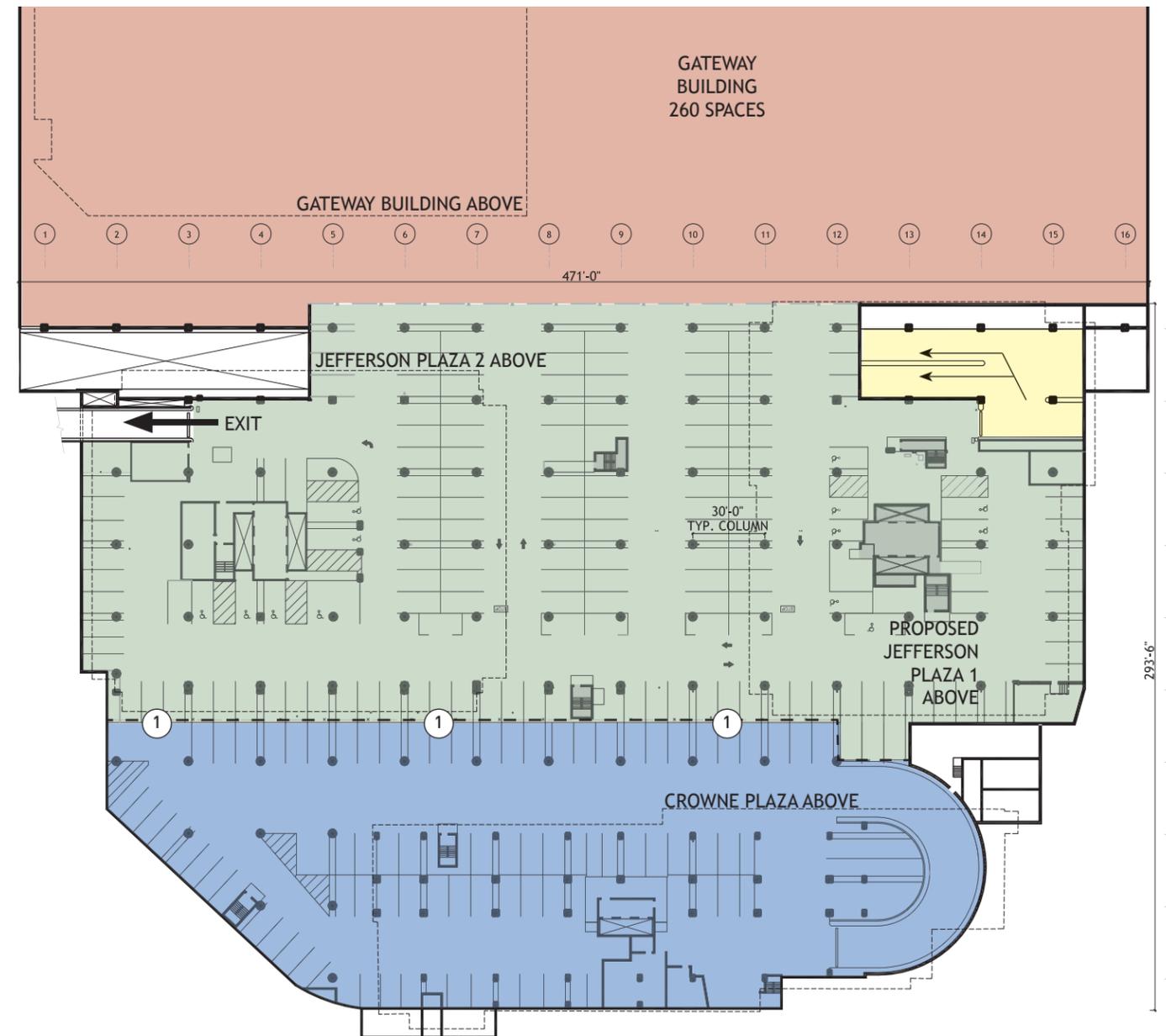
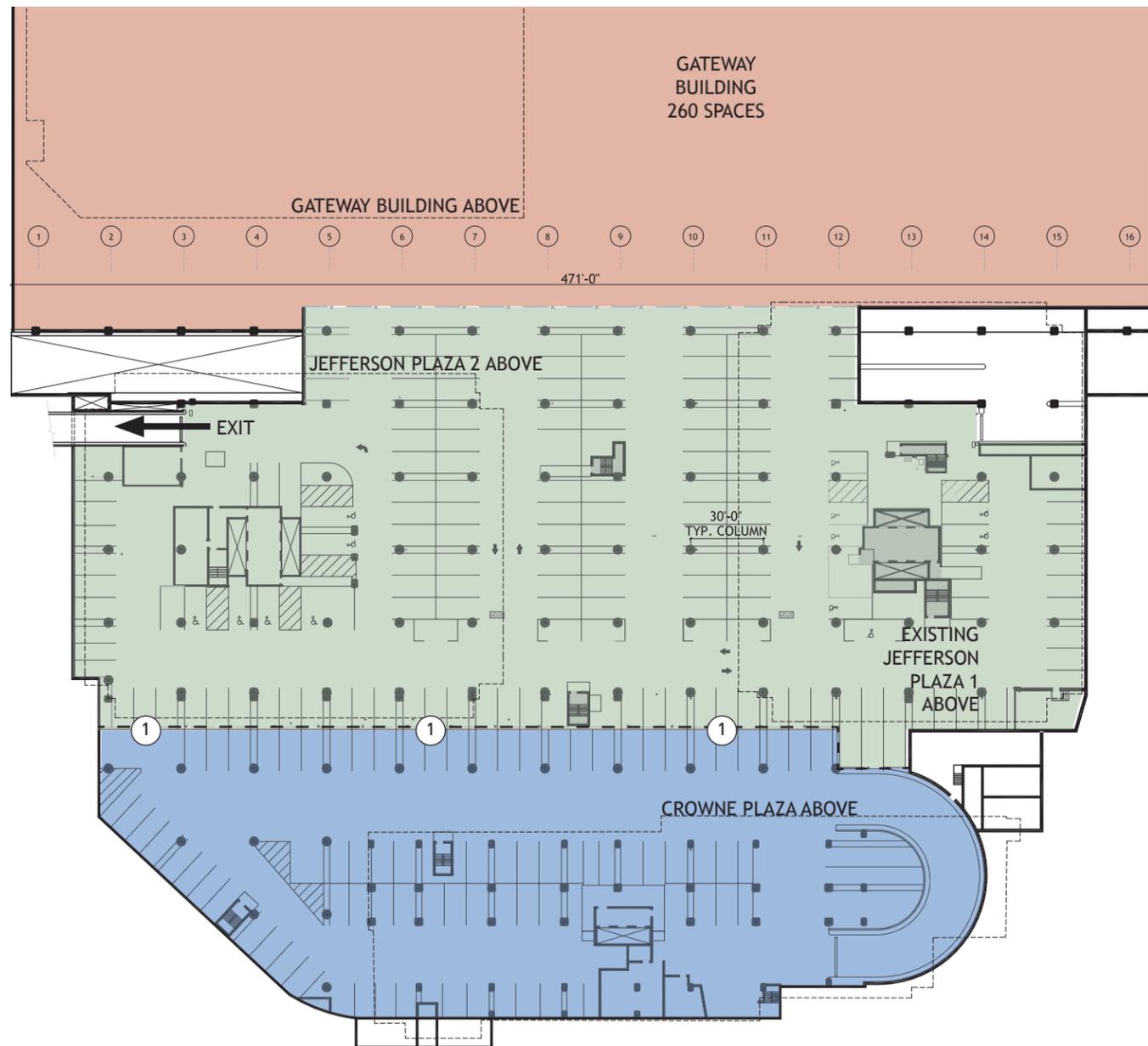
Jefferson Plaza 1 and 2 Parking

Hotel Parking

Gateway Parking Area

Area of Work

① Chain Link Fence Separating Parking Areas



Existing Garage 1 Level

Jefferson Plaza 1 and 2 Parking

Hotel Parking

Gateway Parking Area



Scale: 1/64" = 1'

Jefferson Plaza I: 10371.01

Proposed Garage 1 Level

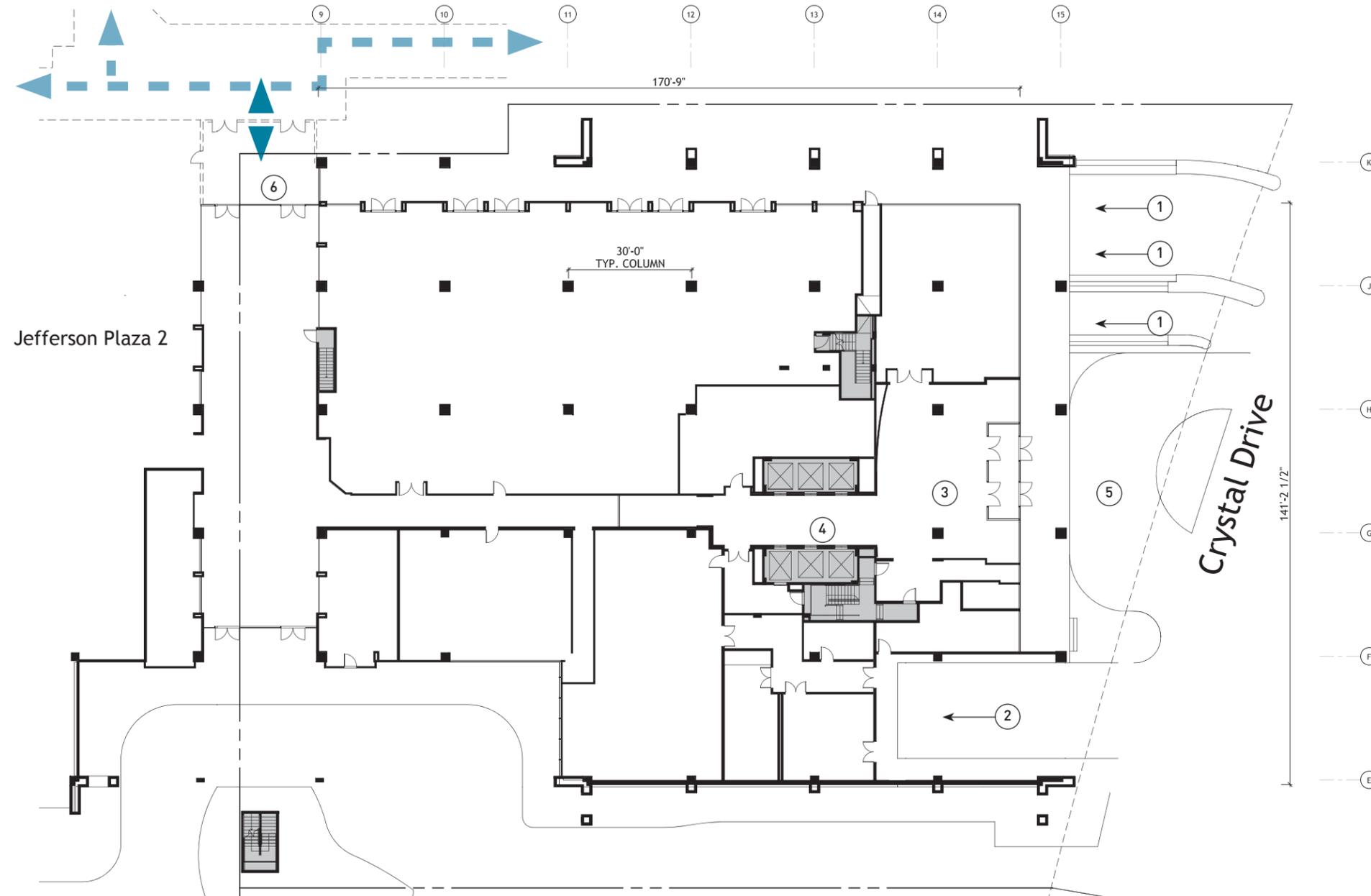
Jefferson Plaza 1 and 2 Parking

Hotel Parking

Gateway Parking Area

Area of Work

① Chain Link Fence Separating Parking Areas



Jefferson Plaza 2

Existing Commercial Level

- ① Parking Garage Entrance Ramp (Three Ramps)
    - ② Loading Dock Entrance
    - ③ Main Building Lobby
    - ④ Elevator Lobby
  - ⑤ Motorcourt Entrance
    - ⑥ Connection to Neighboring Building. Pedestrian Concourse Entrance is Located Inside Neighboring Building.
- Pedestrian Concourse  
 Pedestrian Concourse Entry

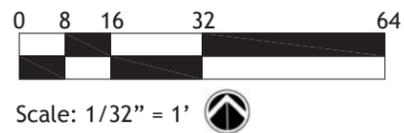


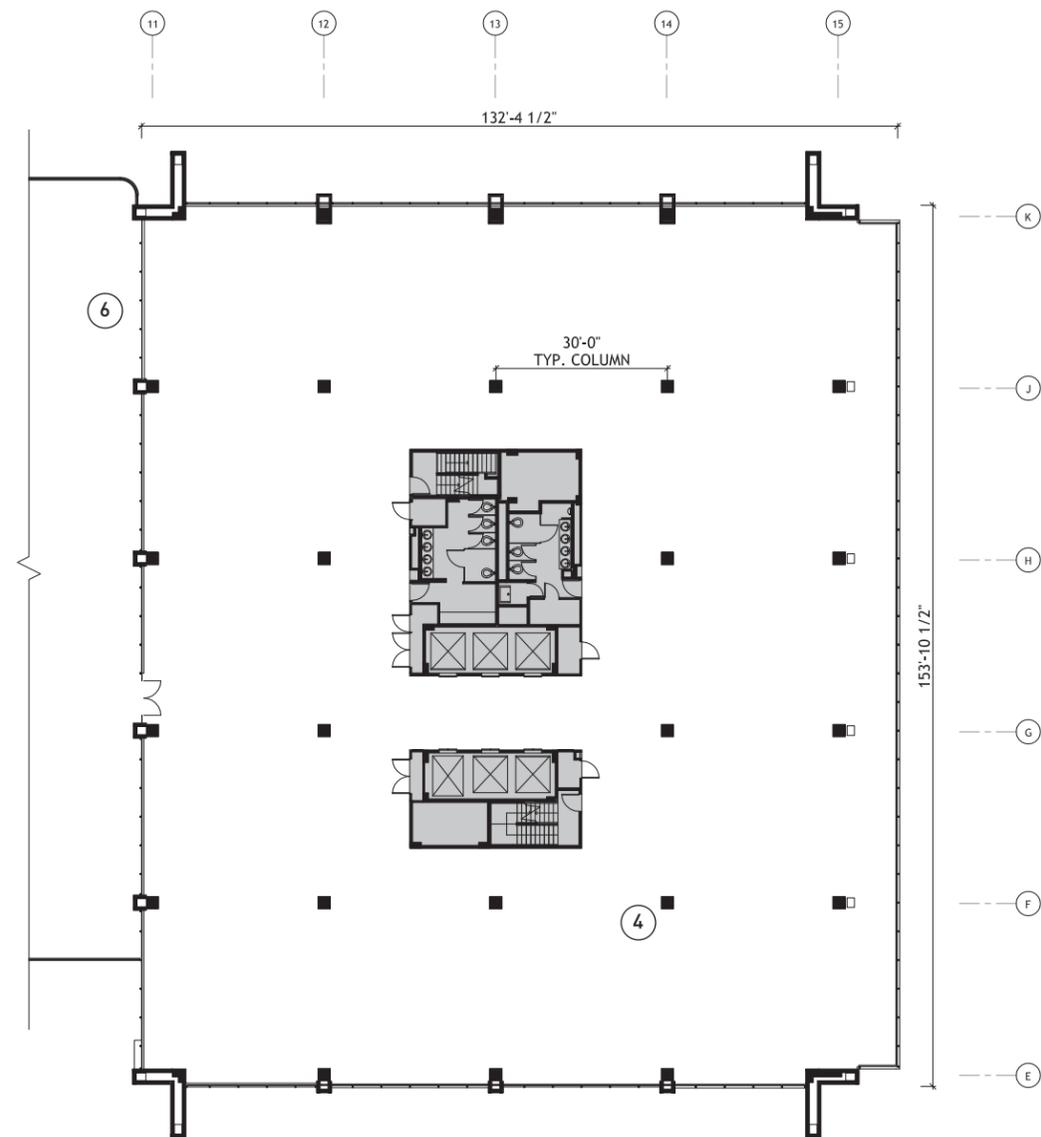
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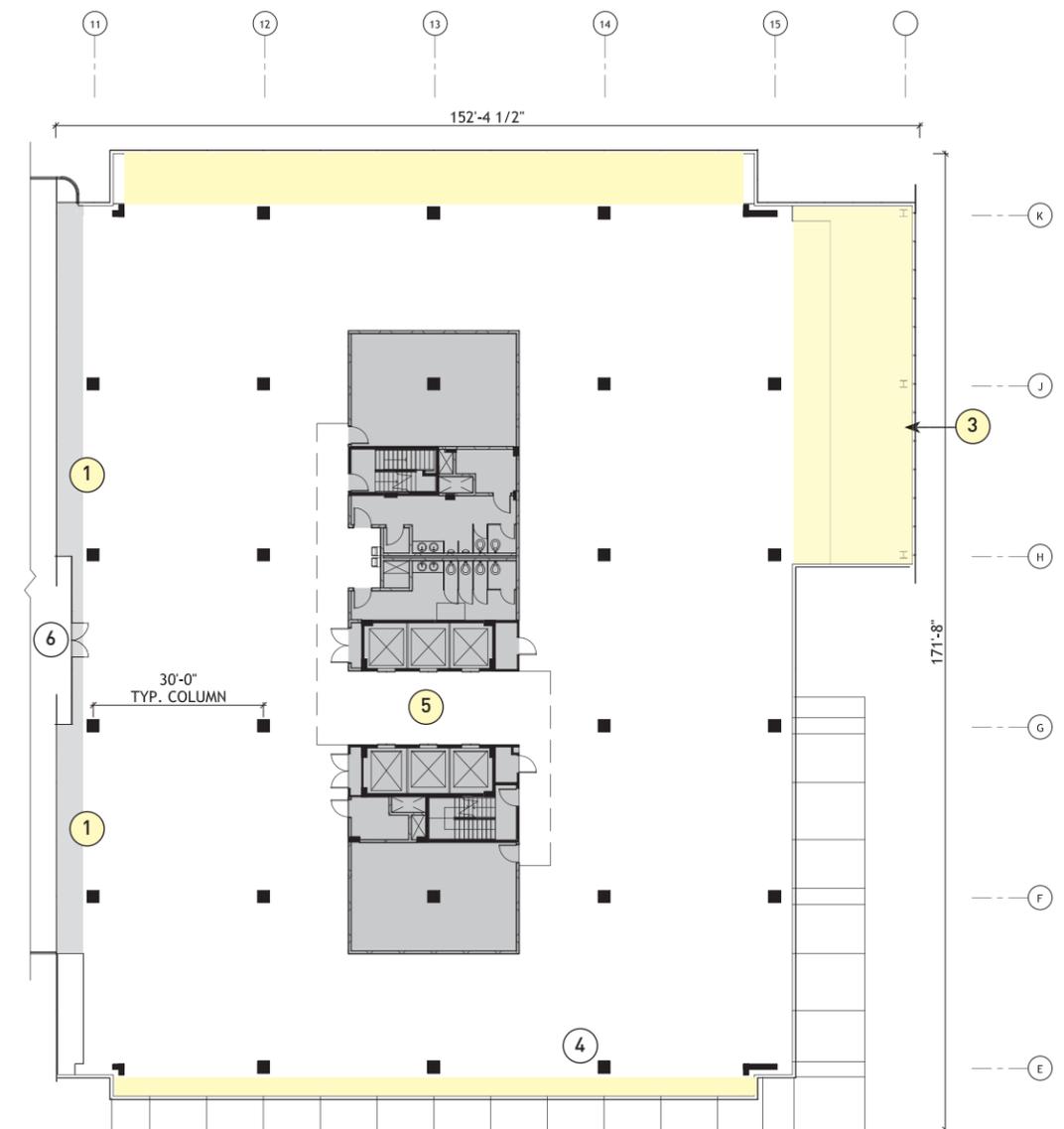
**Proposed Commercial Level**

- |  |   |  |                              |
|--|---|--|------------------------------|
| ① Parking Garage Entrance Ramp (Single Ramp) | ⑤ Elevator Lobby  | ⑧ Outdoor Connection to Plaza. Existing to Remain.   | ■ Pedestrian Concourse       |
| ② Loading Dock Entrance                      | ⑥ Metal Canopies Above  | ⑨ Connection to Neighboring Building. Pedestrian Concourse Entry is Located Inside Neighboring Building. | ◆ Pedestrian Concourse Entry |
| ③ Main Building Lobby                        | ⑦ Continuous Tenant Space with Flexible Connections to Main Lobby, Elevators, Plaza Motor Court, and Plaza Entrance Lobby |  |                              |
| ④ Loading Dock with 4' Service Platform      |   |  |                              |





Existing Plaza Level

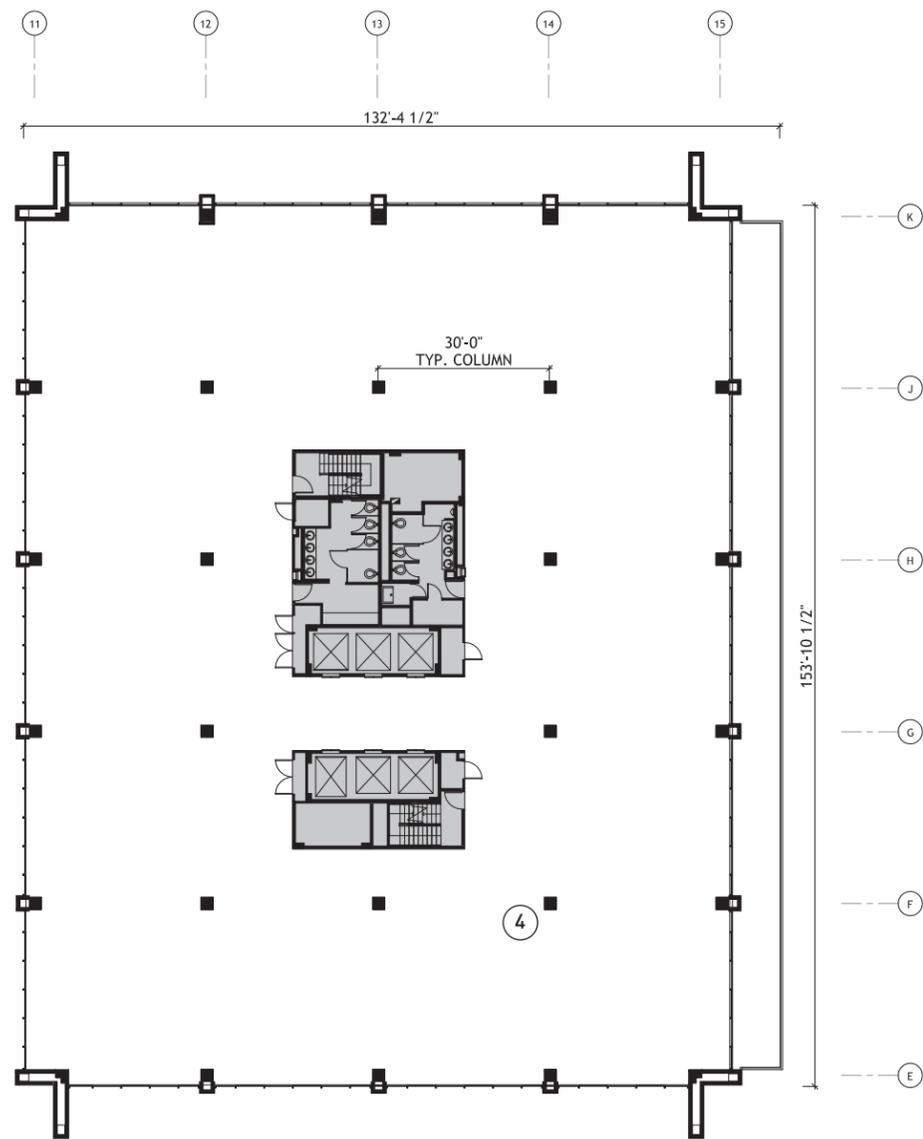


Proposed Plaza Level

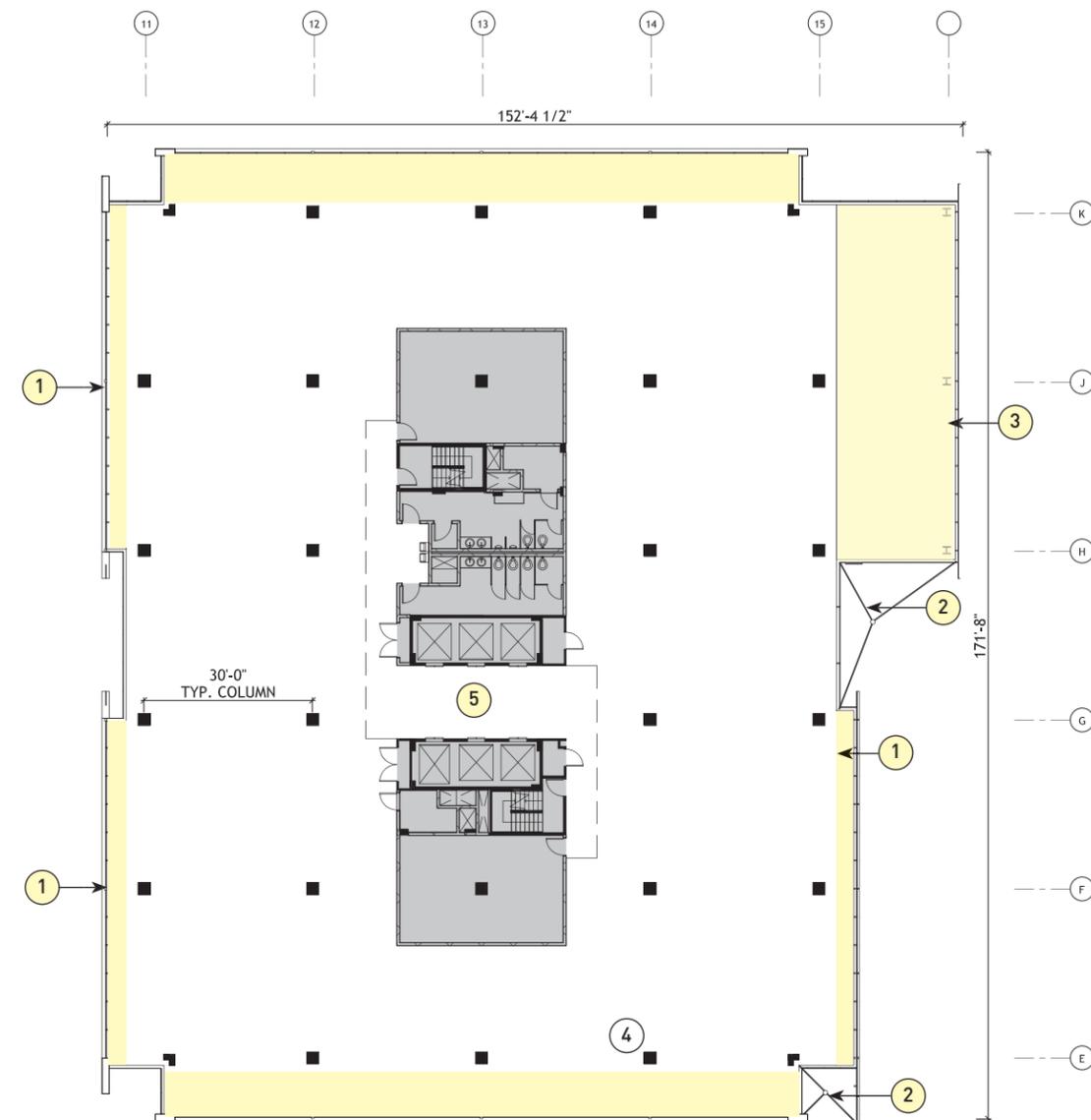
- ① Expand Building at Plaza Level
  - ② Structural Support at Reveals
  - ③ Extended Floor Plate with Additional Structural Columns
- ④ Existing Column Grid
  - ⑤ Re-configured and Upgraded Core
  - ⑥ Plaza Connecting Jefferson Plaza 1 and 2



Scale: 1/32" = 1'



Existing Second Floor

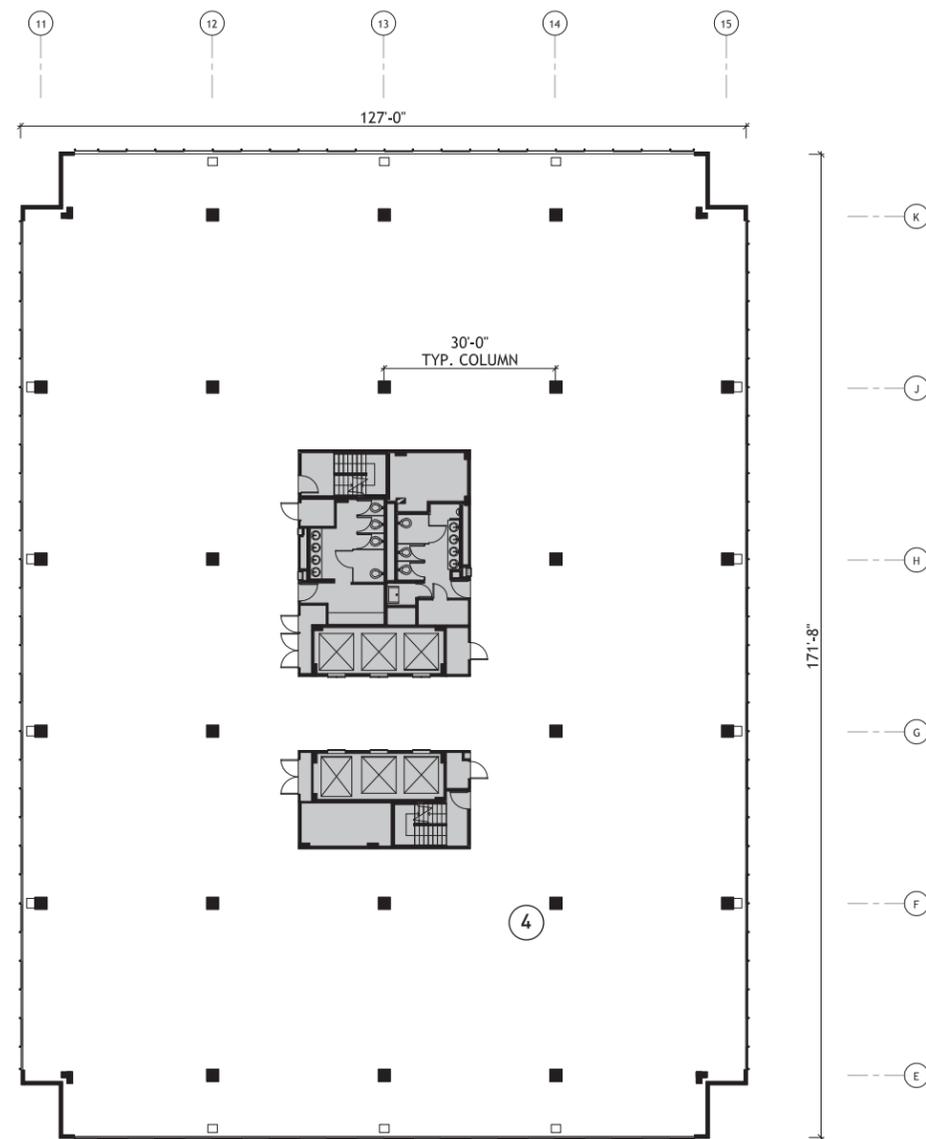


Proposed Second Floor

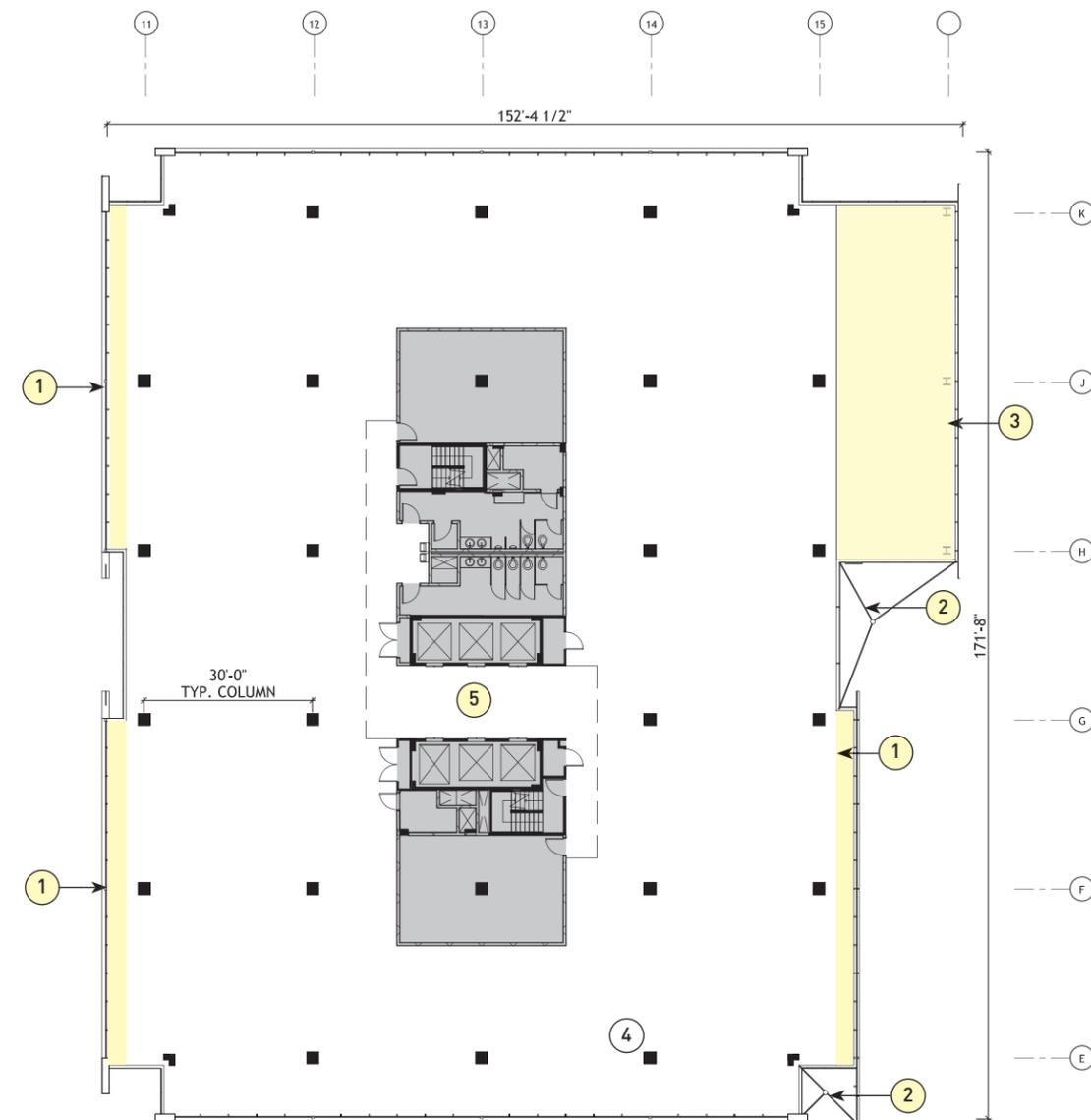
- ① Extended Slab Edge
- ② Structural Support at Reveals
- ③ Extended Floor Plate with Additional Structural Columns
- ④ Existing Column Grid
- ⑤ Re-configured and Upgraded Core



Scale: 1/32" = 1'



Existing Typical Level

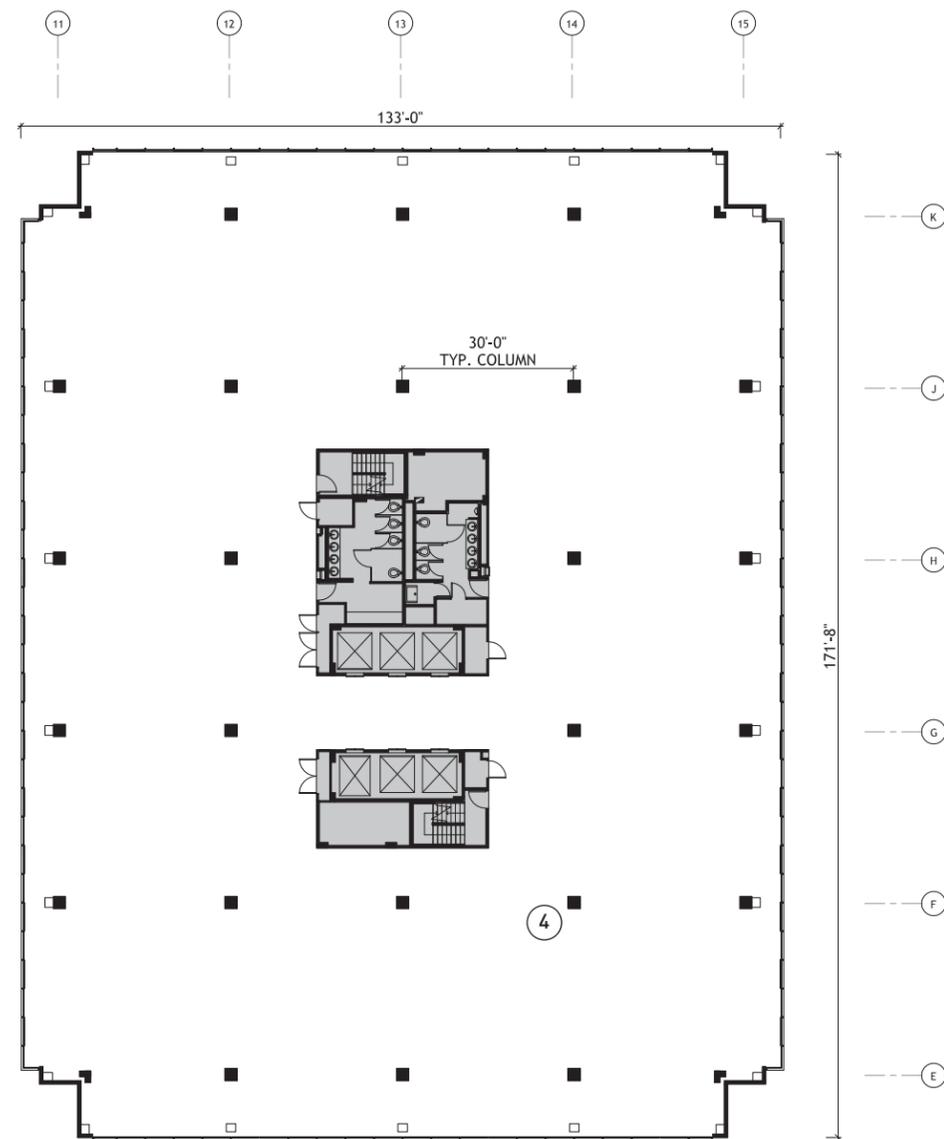


Proposed Typical Level

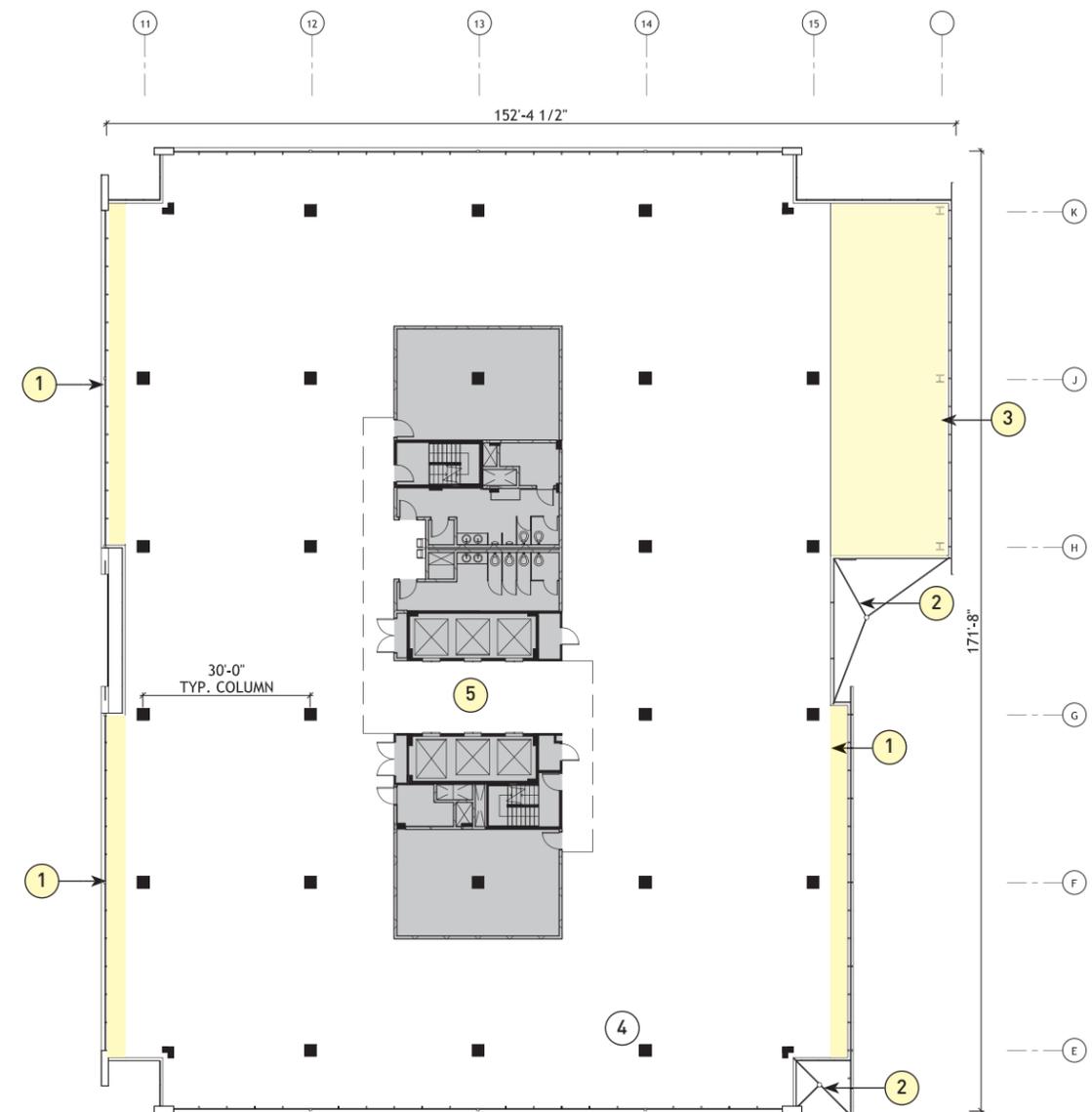
- ① Extended Slab Edge
- ② Structural Support at Reveals
- ③ Extended Floor Plate with Additional Structural Columns
- ④ Existing Column Grid
- ⑤ Re-configured and Upgraded Core



Scale: 1/32" = 1'



Existing 11/12 Floors

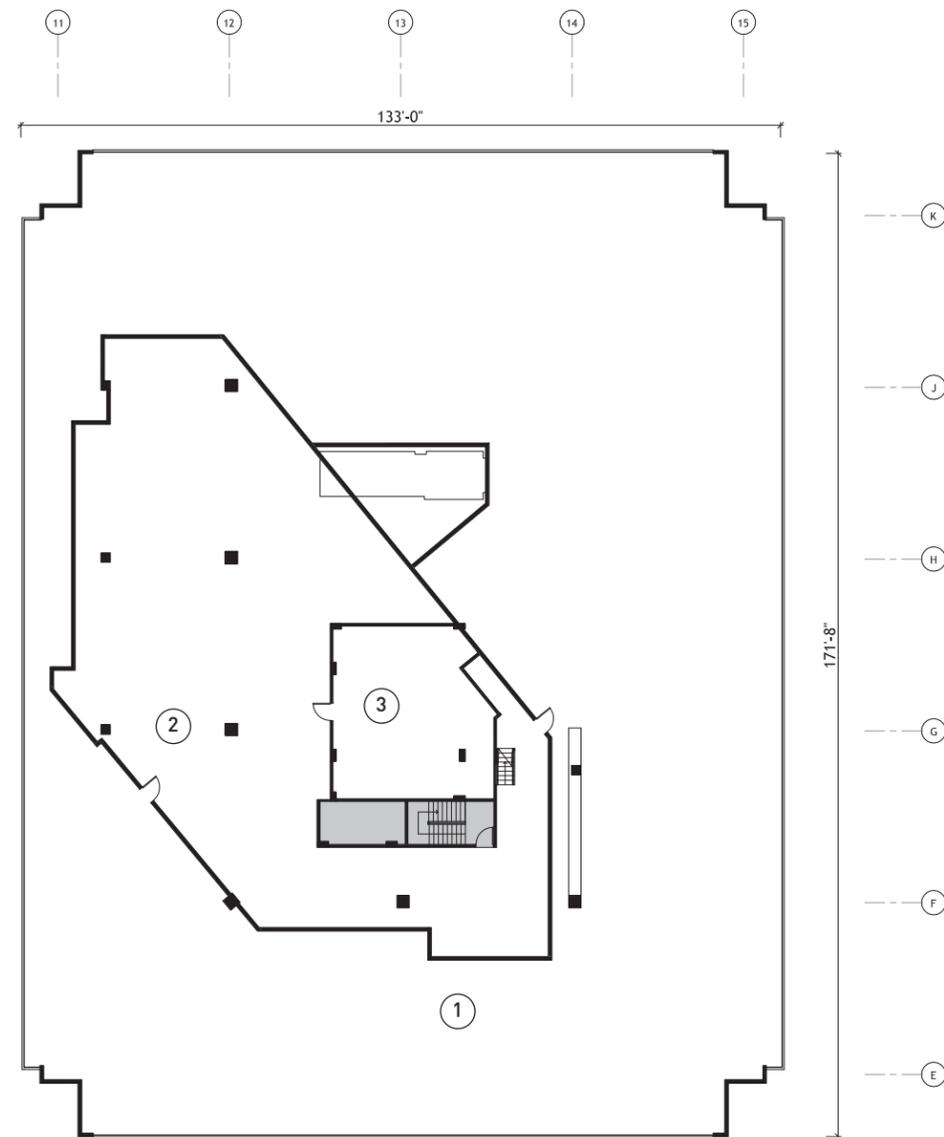


Proposed 11/12 Floors

- ① Extended Slab Edge
- ② Structural Support at Reveals
- ③ Extended Floor Plate with Additional Structural Columns
- ④ Existing Column Grid
- ⑤ Re-configured and Upgraded Core



Scale: 1/32" = 1'



Existing Roof Level



Proposed Roof Level

Note: The items shown on this roof plan are conceptual only and the owner expressly reserves the right to remove items to include, but not limited to, the elevator, staircases, bathroom, and outdoor amenity space, pending architectural and structural review and analysis during final engineering.

- ① Existing Roof Level
- ② Existing Penthouse Enclosure
- ③ Existing Elevator Machine Room
- ④ New Elevator Lobby with Access to South Egress Stair
- ⑤ New Restroom over Existing Plumbing Chase
- ⑥ Extension of North Stair for Second Means of Egress
- ⑦ Outdoor Roof Terrace

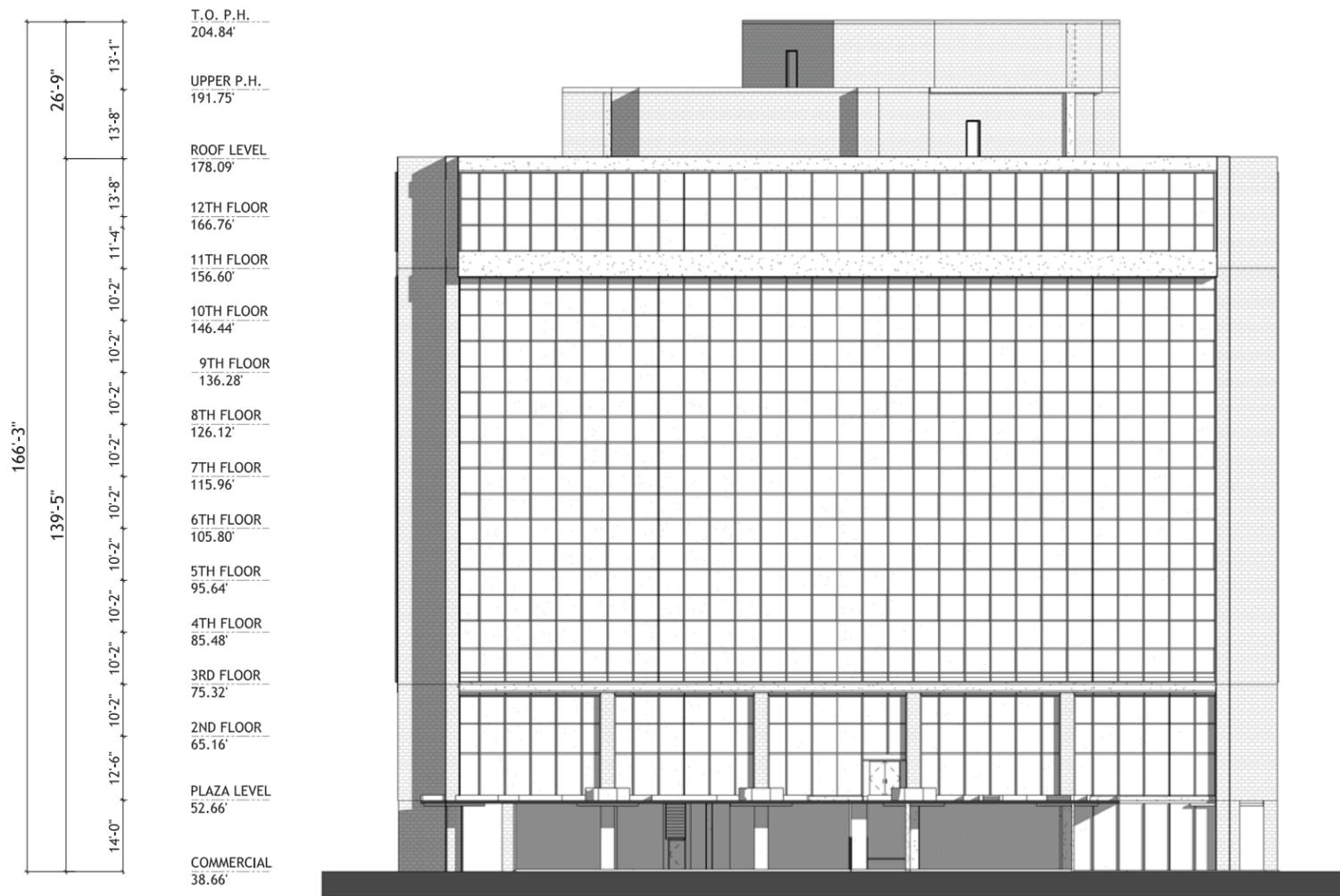


Scale: 1/32" = 1'





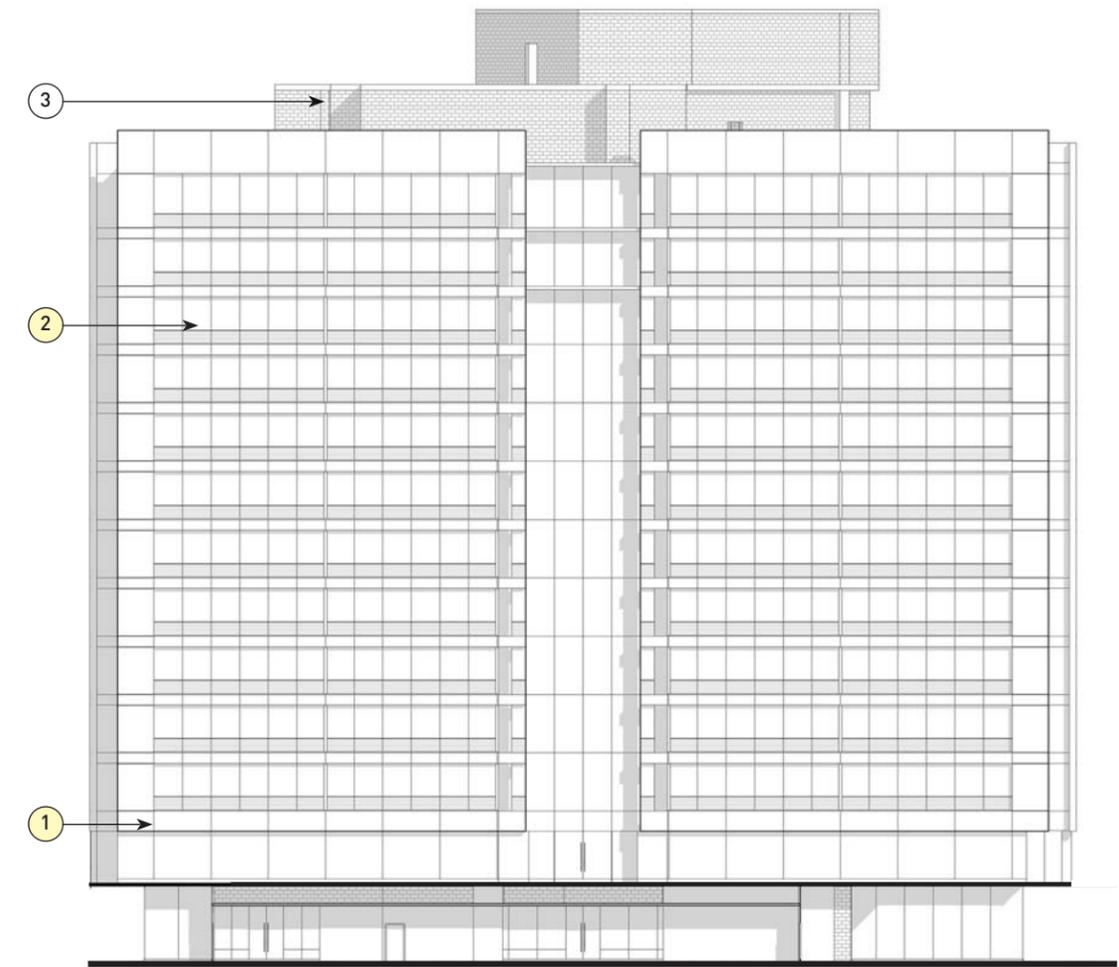




Existing West Elevation

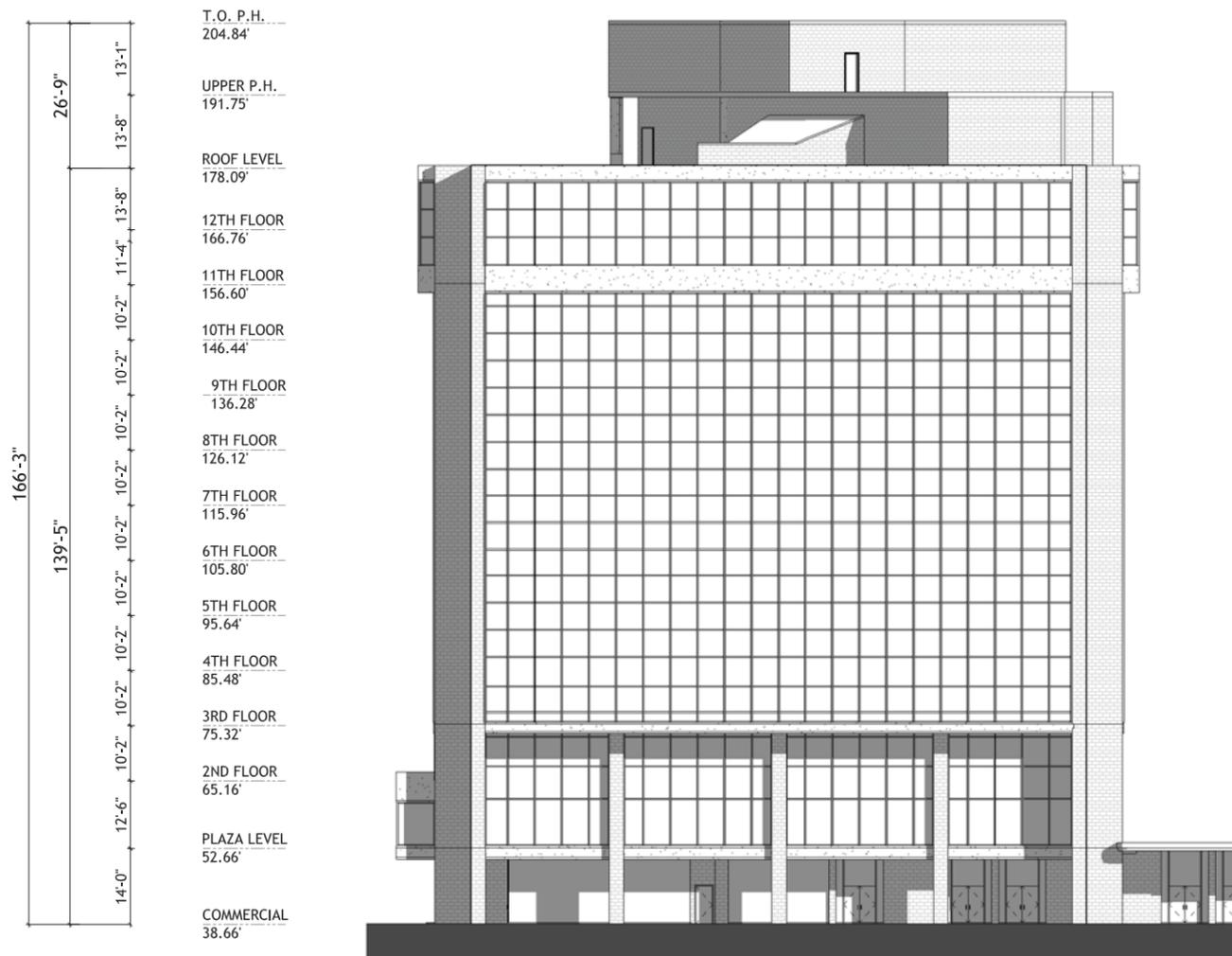


Scale: 1/32" = 1'



Proposed West Elevation

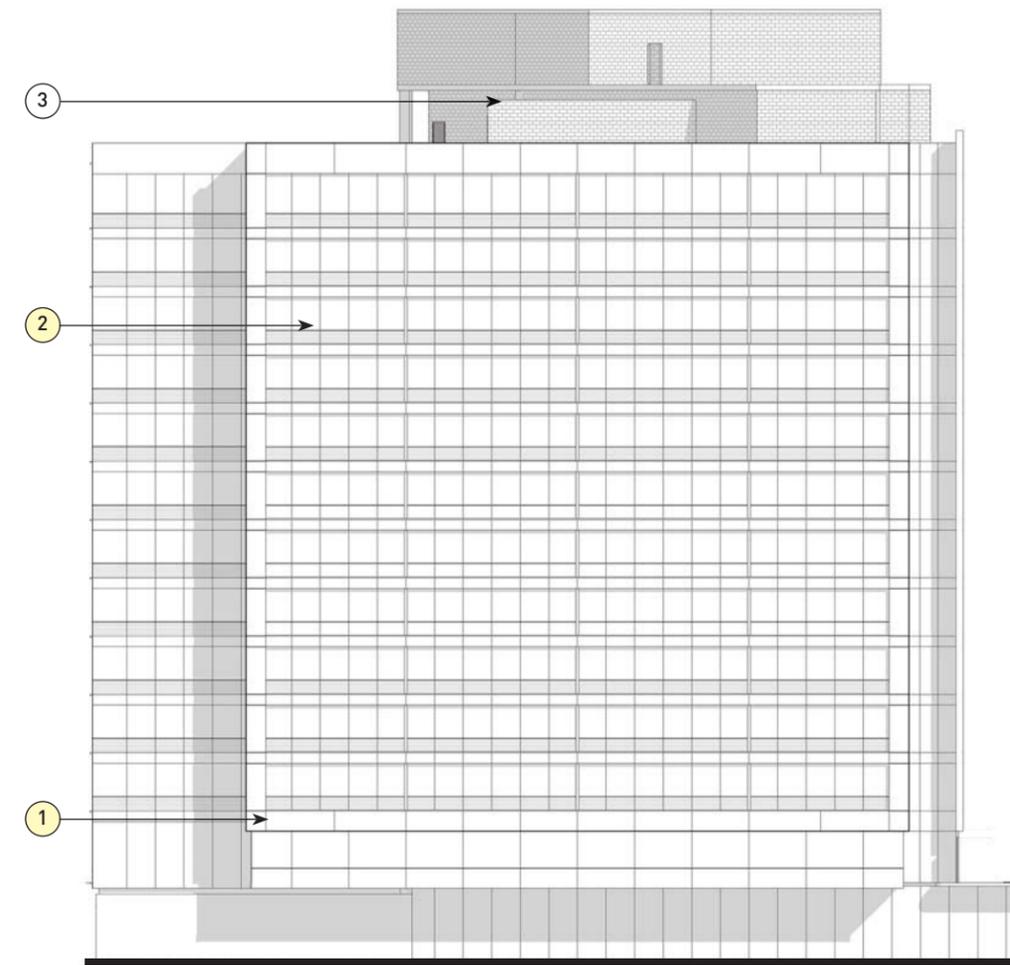
- ① Metal Panel System
- ② Glass Window Wall System
- ③ Existing Penthouse



Existing North Elevation

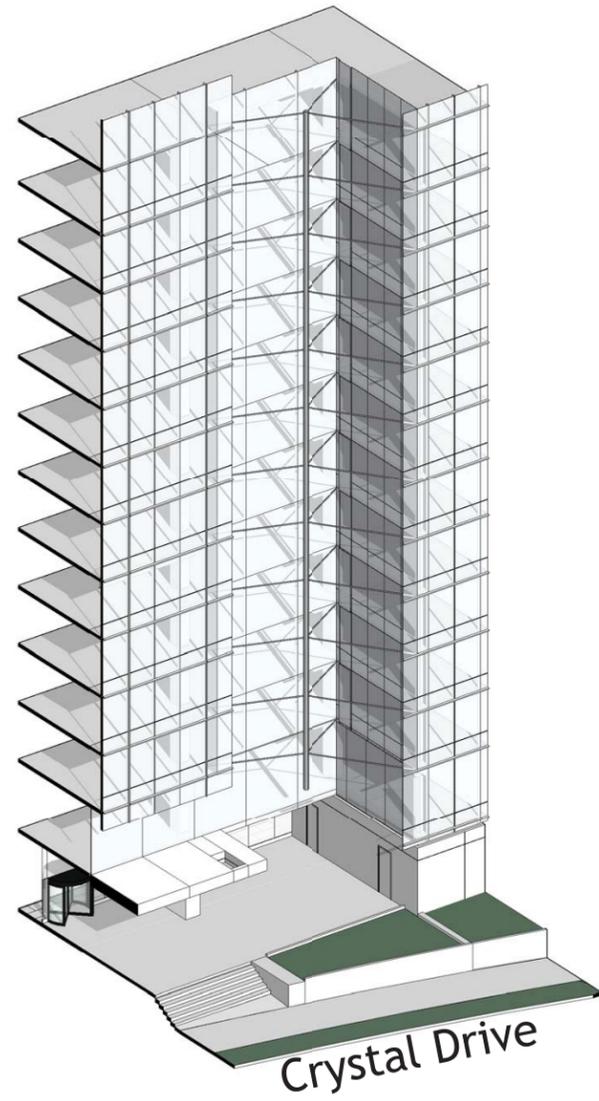


Scale: 1/32" = 1'

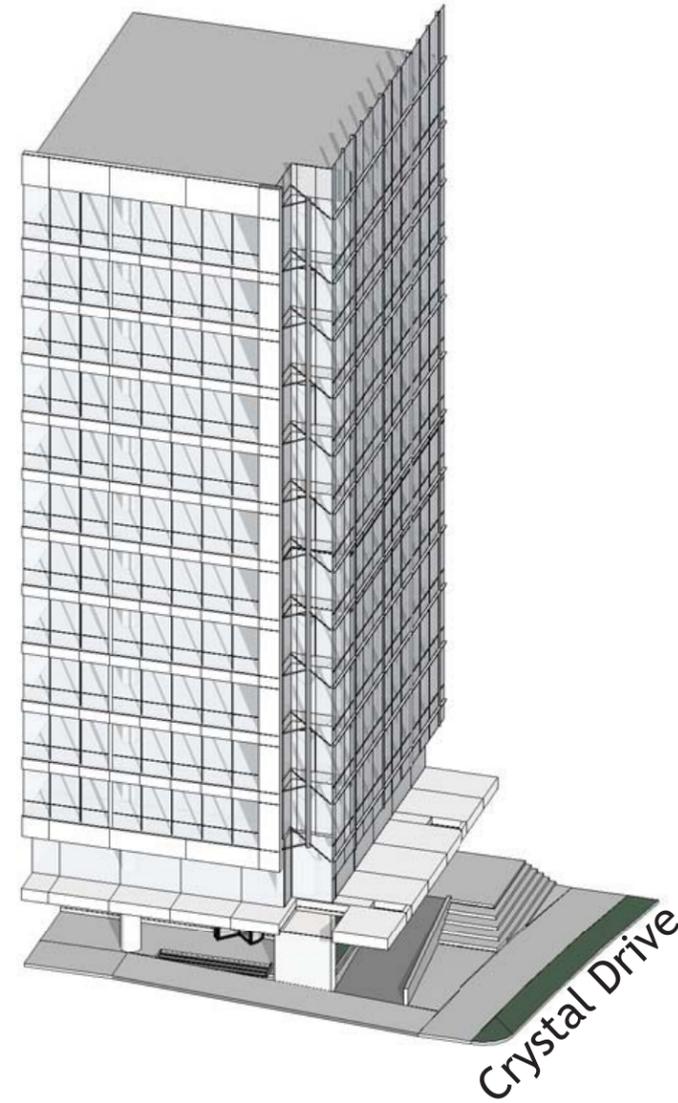


Proposed North Elevation

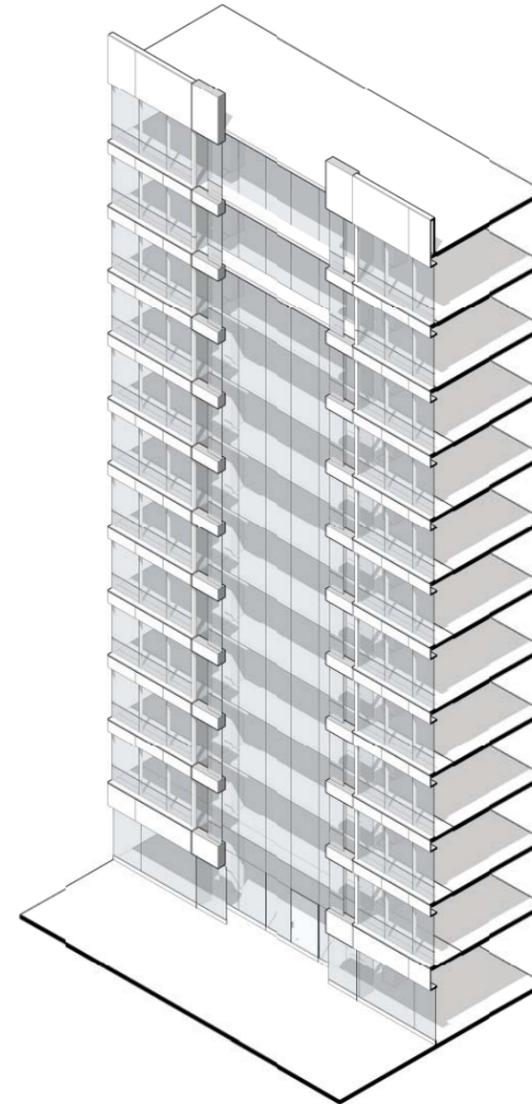
- ① Metal Panel System
- ② Glass Window Wall System
- ③ Existing Penthouse



1. East Facade Balconies



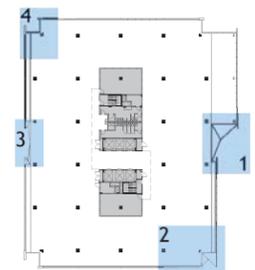
2. South East Corner Balconies

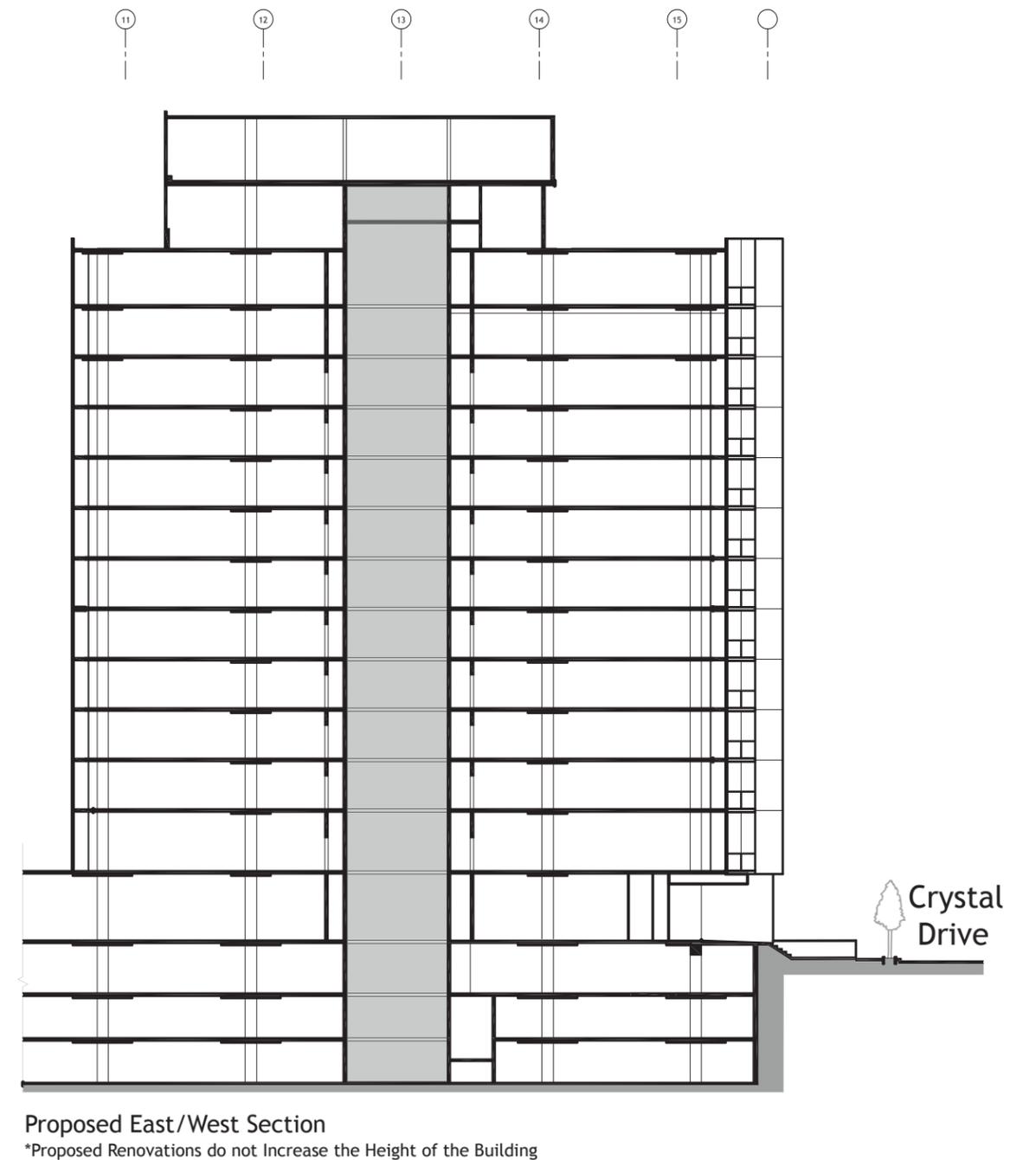
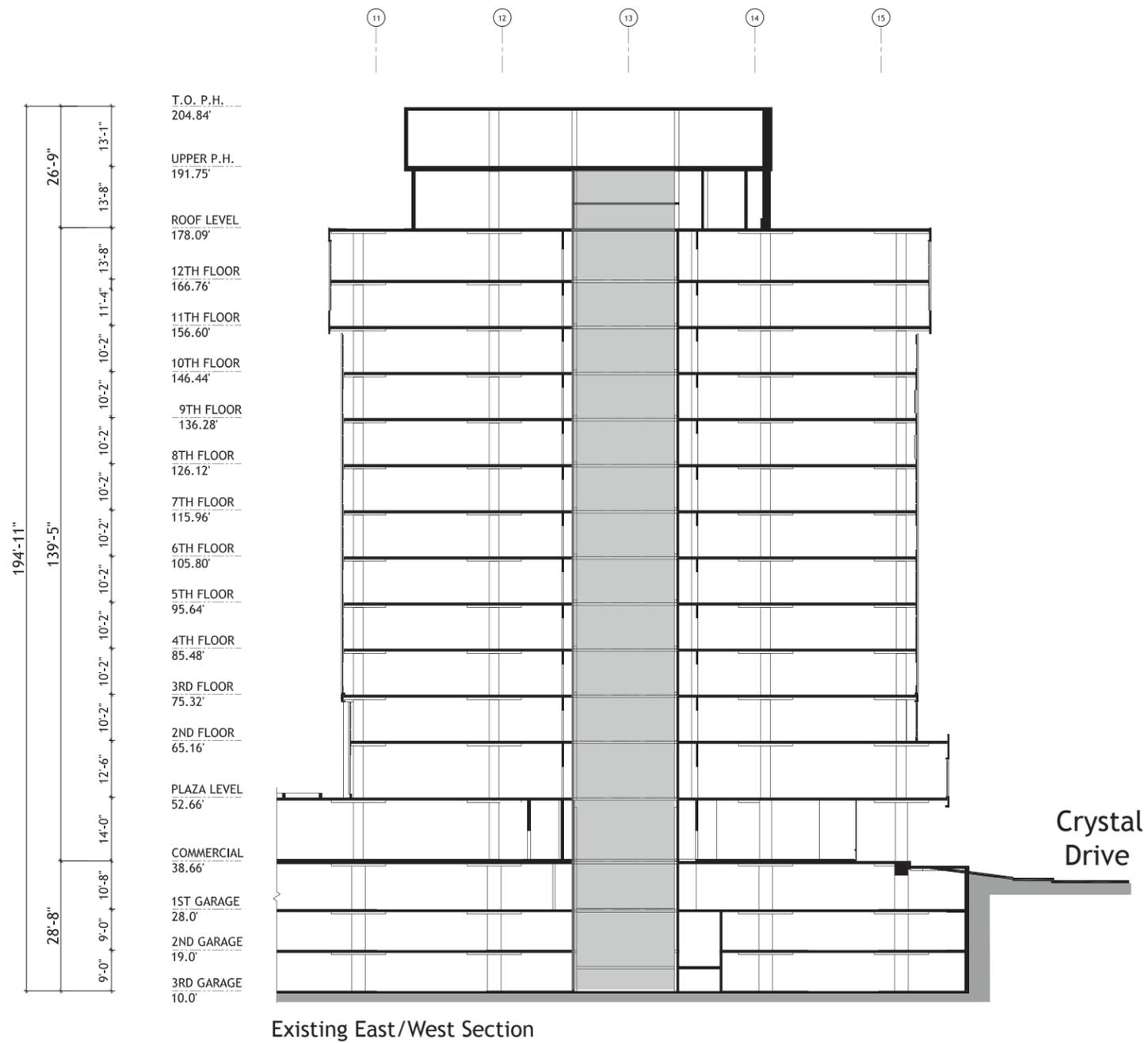


3. West Facade Reveal



4. North West Corner





Scale: 1/32" = 1'

LEED-CS Version 3.0 Registered Project Checklist

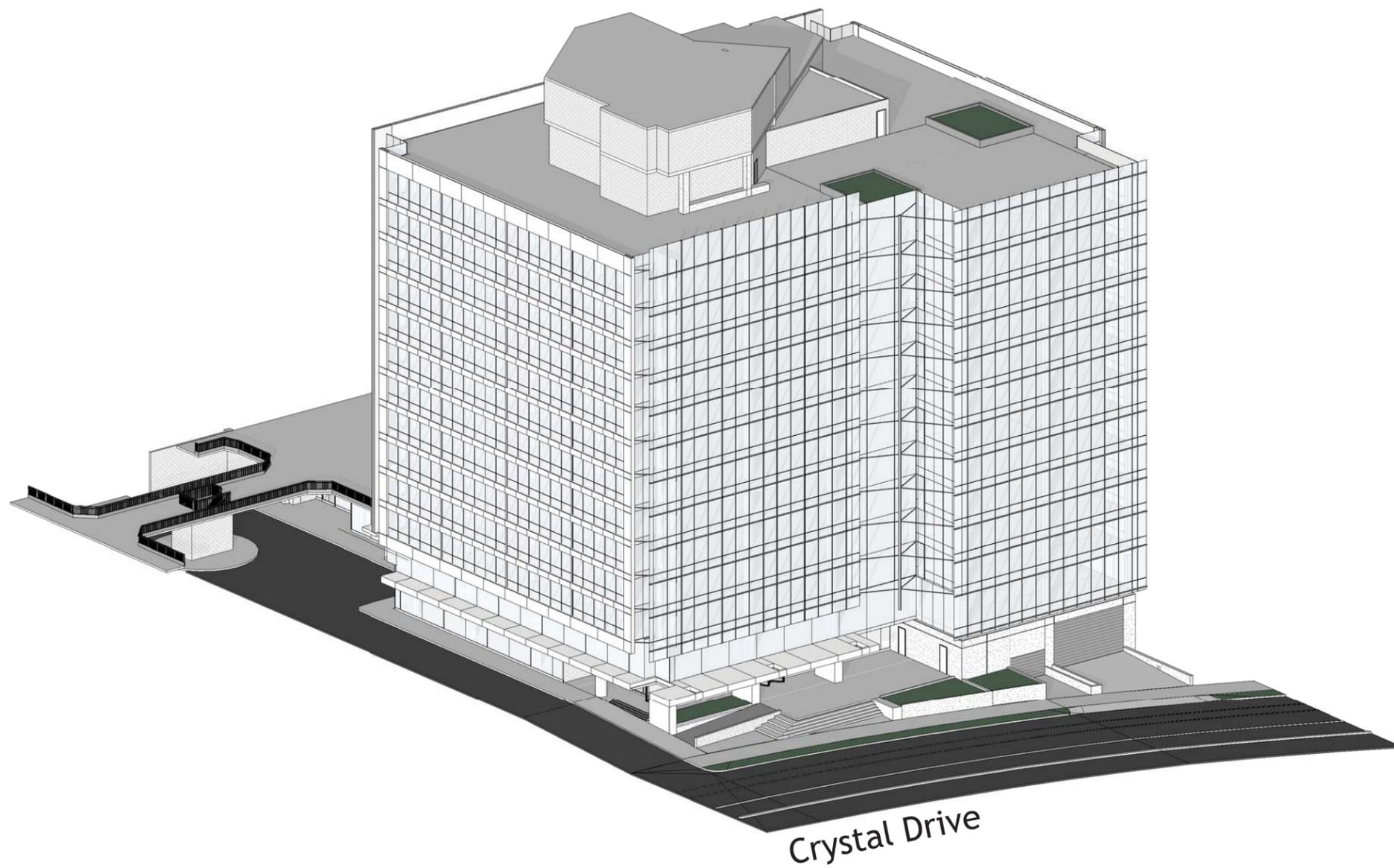
1400 Crystal Drive  
Crystal City, Arlington County, VA 22202



Possible	Yes	Y?	N?	No	Project Information	Credit Owner	Comments	GBCI Submission Phase
0					<b>Project Information</b>			
Required					P1 Minimum Program Requirements	Lowe		Design
Required					P2 Project Summary Details	FOX		Design
Required					P3 Occupant and Usage Data	Lorax		Design
Required					P4 Schedule and Overview Documents	Lorax		Design
28	19	5	1	3	<b>Sustainable Sites</b>			
Required					Prereq 1 <b>Construction Activity Pollution Prevention</b>	Vika	ESC plan must meet 2003 EPA requirements. GC will need to take pictures documenting ESC plan	Constr
1	1				Credit 1 <b>Site Selection</b>	Lorax		Design
5	5				Credit 2 <b>Development Density and Community Connectivity</b>	Lorax		Design
1				1	Credit 3 <b>Brownfield Redevelopment</b>	Lowe		Design
6	6				Credit 4.1 <b>Alternative Transportation, Public Transportation Access</b>	Lorax		Design
2	2				Credit 4.2 <b>Alternative Transportation, Bicycle Storage &amp; Changing Rooms</b>	FOX	Need occupancy to determine number of racks and showers needed	Design
					Credit 4.3 <b>Alternative Transportation, Low emitting &amp; Fuel Efficient Vehicles</b>	Lowe/ FOX	SD package will contain info for 2 options: stripping parking spaces and electrical charging stations. Need total number of spaces to determine number of spaces needed for each option	Design
3			3					
2	2				Credit 4.4 <b>Alternative Transportation, Parking Capacity</b>	Lowe/ FOX	No new parking	Design
1				1	Credit 5.1 <b>Site Development, Protect or Restore Habitat</b>	Vika/ LSG		Constr
1		1			Credit 5.2 <b>Site Development, Maximize Open Space</b>	Vika/ LSG	Need confirmation. Restore 50% of site (excluding building footprint) or 20% of total site, whichever is greater	Design
1				1	Credit 6.1 <b>Stormwater Design, Quantity Control</b>	Vika	Need confirmation. 25% decrease in volume of stormwater runoff from the 2-yr 24-hr design storm	Design
1		1			Credit 6.2 <b>Stormwater Design, Quality Control (90% avg rainfall / 80% TSS)</b>	Vika	Need confirmation. Capture 90% of the annual average rainfall and remove 80% of TSS	Design
1	1				Credit 7.1 <b>Heat Islands Effect, Non-Roof</b>	FOX/ Lorax	100% of parking is underground, 75% of roof will need to meet SRI value of 29	Constr
1	1				Credit 7.2 <b>Heat Islands Effect, Roof</b>	FOX	75% of roof will need to meet SRI value of 29	Design
1				1	Credit 8 <b>Light Pollution Reduction</b>	CMK		Design
1	1				Credit 9 <b>Tenant Design &amp; Construction Guidelines</b>	Lorax/ Lowe	Lorax will develop with input from team and issue to Lowe for review	Design
10	6	2	0	2	<b>Water Efficiency</b>			
Required					Prereq 1 <b>Water Use Reduction: 20%</b>	Vanderweil	Installing pint urinals and low-flow showerheads, lavs and water closets	Design
2	2				Credit 1.1 <b>Water Efficient Landscaping, Reduce by 50%</b>	LSG	Need confirmation if county requires irrigation	Design
2		2			Credit 1.2 <b>Water Efficient Landscaping, No Potable Use or No Irrigation</b>	LSG	See WEc1.1	Design
2				2	Credit 2 <b>Innovative Wastewater Technologies</b>	Varies		Design
4	4				Credit 3.1 <b>Water Use Reduction: 30% /35%/40%</b>	Vanderweil	See WEp1	Design
37	5	11	4	17	<b>Energy &amp; Atmosphere</b>			
Required					Prereq 1 <b>Fundamental Commissioning of Building Energy Systems</b>	Lowe	Vanderweil will perform fundamental Cx if enhanced is not pursued	Constr
Required					Prereq 2 <b>Minimum Energy Performance: 10% New Bldgs or 5% Existing Bldg</b>	Vanderweil	Option of 3 systems, decision will be made during DDs	Design
Required					Prereq 3 <b>Fundamental refrigerant Management</b>	Vanderweil		Design
21	5	5		11	Credit 1 <b>Optimize Energy Performance, 12-48% (RP 36% existing)</b>	Vanderweil	See EAp1, estimating minimum pts at 5% based previous use of system	Design
4				4	Credit 2 <b>On-site renewable Energy, 1%</b>	Vanderweil	SD package will contain info for domestic solar hot water system	Design
2	2				Credit 3 <b>Enhanced Commissioning</b>	Lowe	Lorax providing quotes	Constr
2	2				Credit 4 <b>Enhanced Refrigerant Management</b>	Vanderweil	May be able to achieve depending on LR of 2%	Design
3				3	Credit 5.1 <b>Measurement &amp; Verification - Base Building</b>	Lowe/ Vanderweil		Design
3				3	Credit 5.2 <b>Measurement &amp; Verification - Tenant Submetering</b>	Lowe/ Vanderweil		Design
2	2				Credit 6 <b>Green Power</b>	Lowe/ Lorax	Will pursue if needed for higher certification level	Constr
13	10	2	0	1	<b>Materials &amp; Resources</b>			
Required					Prereq 1 <b>Storage &amp; Collection of Recyclables</b>	FOX		Design

Possible	Yes	Y?	N?	No	Project Information	Credit Owner	Comments	GBCI Submission Phase
5	4	1			Credit 1 <b>Building Reuse, 25/33/42/50/75% of Walls, Floor and Roof</b>	FOX	Keeping most structural elements, should be able to reach 75%, which is a regional priority credit	Constr
2	2				Credit 2 <b>Construction Waste Management, Divert 50% / 75%</b>	Davis	Goal is 75% with a minimum of 50%	Constr
1				1	Credit 3.1 <b>Material Reuse,</b>	Davis		Constr
2	2				Credit 4.1 <b>Recycled Content, 10%-20% (p.c. + 1/2 p.i.)</b>	FOX/ Davis	Spec section will be added to help achieve	Constr
2	2				Credit 5.1 <b>Local/Regional Materials, 10%-20% manufactured, harvested regional</b>	FOX/ Davis	Spec section will be added to help achieve	Constr
1		1			Credit 6 <b>Certified Wood - 50%</b>	FOX/ Davis	Spec section will be added to help achieve	Constr
12	8	0	3	1	<b>Indoor Environmental Quality</b>			
Required					Prereq 1 <b>Minimum IAQ Performance</b>	Vanderweil		Design
Required					Prereq 2 <b>Environmental Tobacco Smoke (ETS) Control</b>	Lowe/ Lorax		Design
1	1				Credit 1 <b>Outdoor Air Delivery Monitoring</b>	Vanderweil		Design
1				1	Credit 2 <b>Increase Ventilation; 30% over ASHRAE 62.1-2007</b>	Vanderweil		Design
1	1				Credit 3 <b>Construction IAQ Management Plan, During Construction</b>	Davis	Davis has IAQ plan & will take photos through construction. Additionally, if HVAC system is run during construction MERV 8 filters are required	Constr
1	1				Credit 4.1 <b>Low-Emitting Materials, Adhesives &amp; Sealants</b>	FOX/ Davis	Spec section will be added to help achieve	Constr
1	1				Credit 4.2 <b>Low-Emitting Materials, Paints</b>	FOX/ Davis	Spec section will be added to help achieve	Constr
1	1				Credit 4.3 <b>Low-Emitting Materials, Flooring Systems</b>	FOX/ Davis	Spec section will be added to help achieve	Constr
1	1				Credit 4.4 <b>Low-Emitting Materials, Composite Wood</b>	FOX/ Davis	Spec section will be added to help achieve	Constr
1	1				Credit 5 <b>Indoor Chemical &amp; Pollutant Source Control</b>	FOX/ Vanderweil	Units can support MERV 13 filters, and 10 ft walk-off mats are required	Design
1				1	Credit 6 <b>Controllability of Systems, Thermal Comfort</b>	Vanderweil	Need confirmation	Design
1	1				Credit 7 <b>Thermal Comfort, Design ASHRAE 55-2004</b>	Vanderweil		Design
1				1	Credit 8.1 <b>Daylight &amp; Views, daylight 75% of Spaces</b>	FOX	Further analysis need to determine if credit is feasible. Fox will confirm	Design
1				1	Credit 8.2 <b>Daylight &amp; Views, views for 90% of Spaces</b>	FOX	See EQc8.1	Design
6	5	1	0	0	<b>Innovation &amp; Design Process</b>			
1	1				Credit 1.1 <b>Innovation in Design: Green Clearing</b>	Lowe/ Lorax	Lorax will help Lowe develop plans	Varies
1	1				Credit 1.2 <b>Innovation in Design: Integrated Pest Management</b>	Lowe/ Lorax	Lorax will help Lowe develop plans	Varies
1	1				Credit 1.3 <b>Innovation in Design: Public Education</b>	Lowe/ Lorax	Idea of lobby touch screen highlighting green features	Varies
1	1				Credit 1.4 <b>Innovation in Design: Low Mercury Lighting</b>	CMK		Varies
1				1	Credit 1.5 <b>Innovation in Design: TBD</b>	Team		Varies
1	1				Credit 2 <b>LEED™ Accredited Professional</b>	Lorax		Varies
4	1	1	2	0	<b>Regional Priority Credits</b>			
1				1	Credit 1.1 <b>Regional Priority Credit: SSc6.1</b>	Team		Varies
1		1			Credit 1.2 <b>Regional Priority Credit: EAc1, 36%</b>	Team		Varies
1				1	Credit 1.3 <b>Regional Priority Credit: EAc2, 1%</b>	Team		Varies
1	1				Credit 1.4 <b>Regional Priority Credit: MRc1, 75%</b>	Team		Varies
110	54	22	10	24	40-49 LEED Certified for Core & Shell Buildings 50-59 LEED Certified Silver for Core & Shell Buildings 60-79 LEED Certified Gold for Core & Shell Buildings 80+ LEED Certified Platinum for Core & Shell Buildings	Project Phase: SD	Total Design Credit Points Total Construction Credit Points Total Innovation Credits Points Total Regional Priority Credit Points Total Attempted	32 16 5 1 54

LEED Core and Shell Development

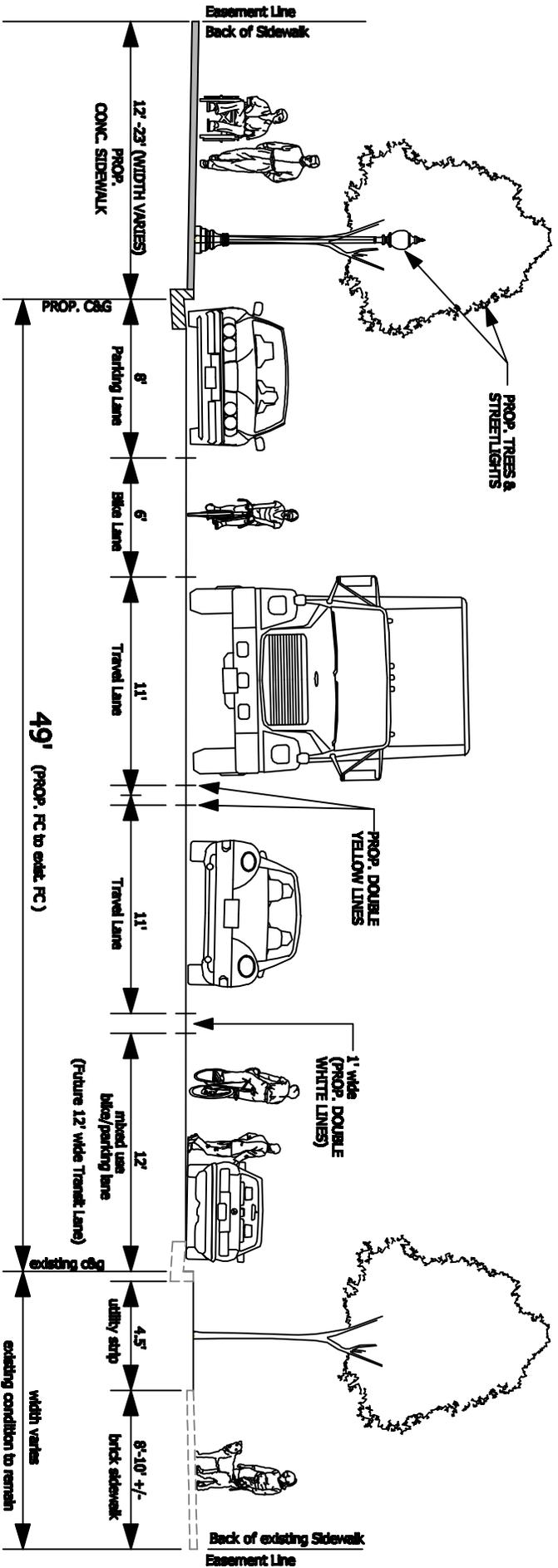


Crystal Drive



W

E



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DEPARTMENT OF ENVIRONMENTAL SERVICES  
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# CRYSTAL DRIVE Typical Street Cross Section From 15th Street South to 12th Street South



**Arlington County Planning Commission**  
**Site Plan Report**

“Jefferson Plaza I”

Submitted by Steve Sockwell, Site Plan Co-Chair

May 19, 2011

**Meeting Date:** April 25, 2011

**Project Summary:** The applicant sought approval for a Minor Site Plan amendment to an existing site plan. The sites’ location is at 1411, 1421 Jefferson Davis Highway and 1480 Crystal Drive. The approved density is 2.8 FAR. The applicant proposes to increase the FAR up to 2.9. The applicant proposed façade renovations, landscape and streetscape enhancements as part of the Amendment.

**Major Issues Addressed by SPRC:**

SPRC discussion focused on five issues:

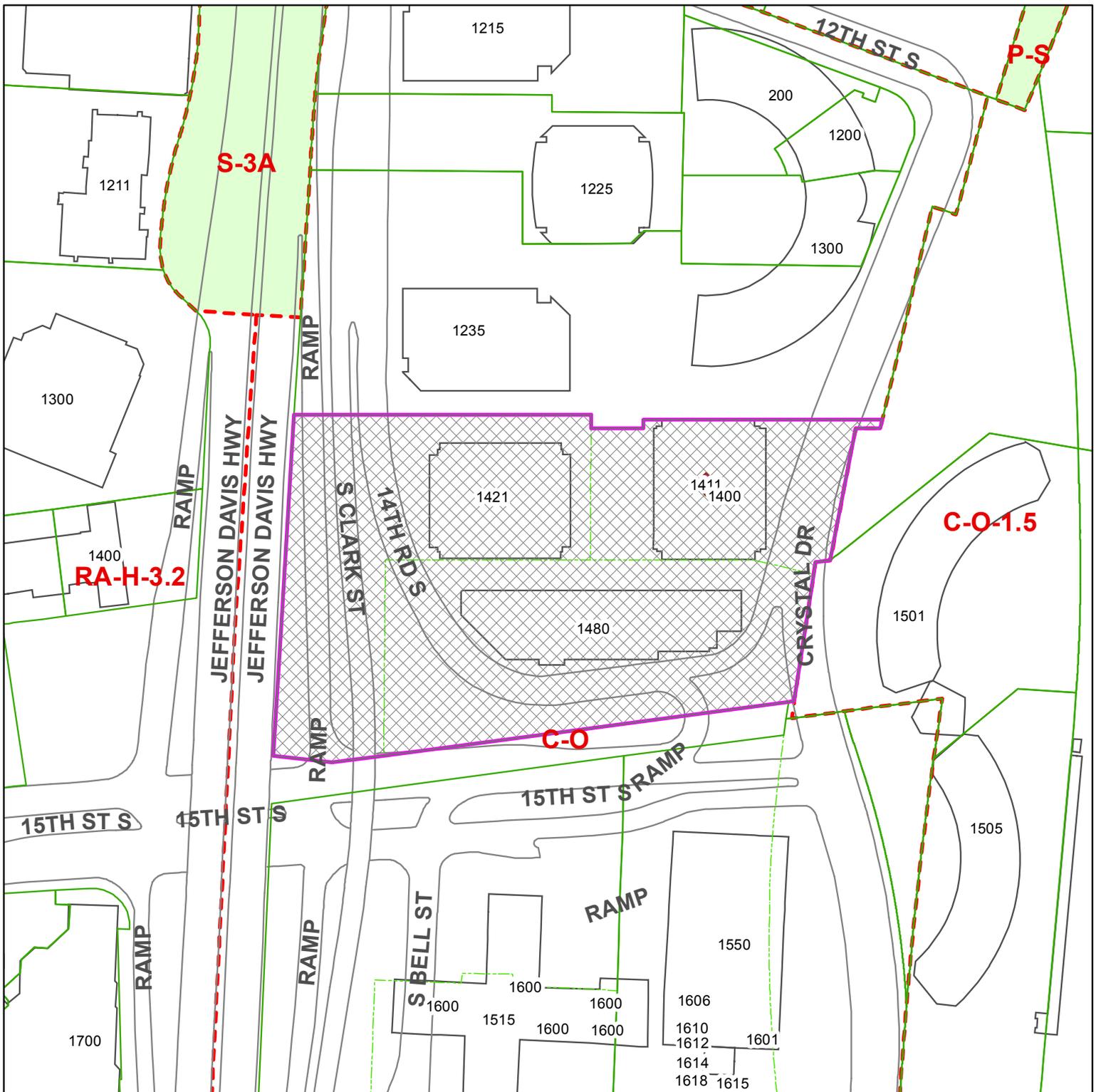
**Land Use & Zoning:** Members had no comments about either land use or zoning.

**Building design & Architecture:** The Committee felt that the building design and architecture was an improvement to the current, dilapidated structure. Some members felt that the lobby and ground floor entrance appeared somewhat foreboding. The design depends upon the use of extensive concrete and some members felt the appearance was somewhat sterile. Members suggested adding more landscaping to soften the effects. Another suggestion was to illuminate the pedestrian walkways around the building to make them more attractive. Some members questioned the design of the rooftop’s penthouse screening, and thought it massive in appearance. Members questioned the aesthetic effect of the penthouse on occupants of surrounding buildings who might look down on the roof. Members also felt the design of the roof top showed no attempt to comport with the design of other roof tops of surrounding buildings. The applicant said that there will be a terrace on the roof, but otherwise did not make extensive remarks about the rooftop design. Members also raised questions about plans for energy usage or stormwater runoff. The applicant said that the roof would be a heat island reflective roof.

**Transportation:** Some members raised questions about the location of bike racks; the applicant said these would be located in the garage. Members suggested that the applicant define certain areas around the entrance as available for use by bike messengers. Some members also felt strongly that the applicant’s garage should include charging stations for electric cars, but staff felt that vehicular standards for electric cars were dynamic at this point and design standards should await the adoption of a consensus technology. Members also asked about when Crystal Drive would be narrowed, under the existing sector plan. The applicant agreed that the narrowing would be coordinated with County staff.

**Open space:** Some members felt that the plaza needed to be ‘greener’. Members suggested the applicant consider adding additional landscaping. Members were also concerned about the pace of streetscape improvements, including pedestrian access to the area as construction occurred. Members were concerned that there be an overall plan or design governing, not only the applicant’s streetscape improvements, but consideration of how they fit in with other planned improvements. The applicant said that it would work with both staff and B.F. Saul, who owned the adjacent property, to effectuate the improvements in an orderly way.

**Other:** Members were concerned about how the applicant’s use mix would affect future re-development on the applicant’s block. Members encouraged both the staff and the applicant to consider how future re-development would fit with not only the applicant’s project, but also the larger goals of the Crystal City Sector Plan.



SP #51

1411, 1421 Jefferson Davis Hwy. and 1480 Crystal Dr.

RPC: 34-024-339, -340, and -341



 Case  
 Location(s)  
 Scale: 1:2,000

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