PHASED DEVELOPMENT SITE PLAN
MIXED - USE DEVELOPMENT

ROSSLYN GATEWAY

ARLINGTON COUNTY VIRGINIA

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C1.1	CERTIFIED SURVEY PLAT
C1.2	CERTIFIED SURVEY PLAT
C1.3	TREE PRESERVATION PLAN
C1.4	TREE PRESERVATION NOTES AND DETAILS
C2.0	PRELIMINARY VACATION PLAT EXHIBIT
C3.0	PRELIMINARY REZONING PLAT EXHIBIT
C4.0	PRELIMINARY SUBDIVISION PLAT EXHIBIT
C5.0	OVERALL PLOT AND LOCATION PLAN
C5.1	PLOT AND LOCATION PLAN
C5.2	PLOT AND LOCATION PLAN
C6.0	OVERALL STRIPING AND MARKING PLAN
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LANDSCAPE SHEET INDEX

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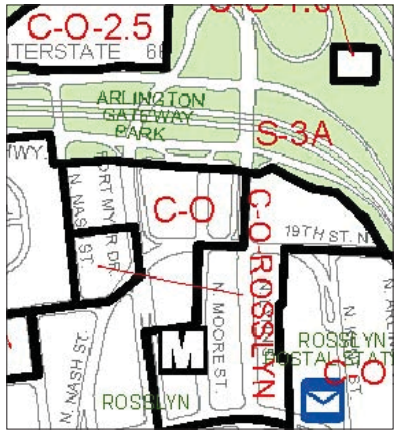
LS-3	CONCEPTUAL LANDSCAPE PLAN - ROOF TERRACE
LS-4	TYPICAL TREE PIT SECTION



EXISTING ZONING MAP

VICINITY MAP

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Arlington, Virginia

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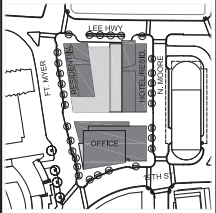

KEY PLAN

PDSP PLANS

No.	ISSUE	DATE
#9	4.1 Resubmission	06.13.2012
#8	4.1 Resubmission	05.23.2012
#7	4.1 Resubmission	05.11.2012
#6	4.1 Resubmission	01.30.2012
#5	Final 4.1 Submission	07.15.2011
#4	4.1 Submission	07.05.2011
#3	4.1 Submission	06.21.2011
#2	4.1 Submission	05.25.2011
#1	4.1 Submission	04.15.2011

DRAWN BY: —
KPF JOB NUMBER: 1619.02
SCALE: AS SHOWN
DATE CREATED: —
DRAWING TITLE: COVER SHEET
DRAWING NUMBER: C-0.0

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DENSITY CALCULATIONS

Total PDSP Density

	SF
Phase I: Office	490,056
Phase I: Retail	8,688
Phase II: Hotel	133,952
Phase II: Retail	10,001
Phase II: Residential	172,663
Phase III: Residential	136,223
Phase III: Retail	7,687
Total Uses	**959,270**

JBG Land Area Allocation	**(SF)**
Phase I: Office & Retail	38,805
Phase II: Hotel, Residential & Retail	23,790
Phase III: Residential & Retail	9,510
Total JBG Land Area	**72,105**

Phased ROW Purchase	**(SF)**	
Phase I: Office & Retail	11,069	*
Phase II: Hotel, Residential & Retai	7,871	*
Phase III: Residential & Retail	4,882	*
Final Total ROW Purchase	**23,822**	

* ROW and density areas noted for each phase are estimated and to be finalized during final engineering.

Density Allocations

Site Area (SF)		FAR	Density (SF)	% of Site
JBG Site	72,105	10.0	721,050	75.2%
Arl ROW	23,822	10.0	238,220	24.8%
Total Site	**95,927**	**10.0**	**959,270**	**100.0%**

Interim FAR Calculation (4.1 SP)

Site Area (SF)		FAR	Density (SF)
Hotel	13,395	10.0	133,952
Residential	17,266	10.0	172,663
Office	49,006	10.0	490,056
Retail	1,869	10.0	18,689
Existing RGN	14,391	9.3	134,511
Total Uses	**95,927**	**9.9**	**949,871**

Final FAR Calculation (PDSP)

Site Area (SF)		FAR	Density (SF)
Phase I: Office	49,006	10.0	490,056
Phase I: Retail	869	10.0	8,688
Phase II: Hotel	13,395	10.0	133,952
Phase II: Retail	1,000	10.0	10,001
Phase II: Residential	17,266	10.0	172,663
Phase III: Residential	13,622	10.0	136,223
Phase III: Retail	769	10.0	7,687
Total Uses	**95,927**	**10.0**	**959,270**

Project Data

1	A. TOTAL SITE AREA:	Square Feet	95,927	Acres 2.20
	B. SITE AREA IN EXISTING ZONING DISTRICTS			
	1. DISTRICT: C-O		72,105	1.66
	2. DISTRICT: S-3A (ROW)		14,541	0.33
	3. DISTRICT: C-O (ROW)		9,281	0.21
	C. SITE AREA IN PROPOSED ZONING DISTRICTS		95,927	2.20
	1. DISTRICT: C-O-ROSSLYN		95,927	2.20
2	SITE AREA ALLOCATED FOR DENSITY PURPOSES	Square Feet		Acres
	(A) OFFICE		49,006	1.13
	(B) COMMERCIAL/RETAIL		2,637	0.06
	(C) HOTEL		13,395	0.31
	(D) RESIDENTIAL		17,266	0.40
	(E) FUTURE RESIDENTIAL		13,623	0.31
3	PROPOSED GROSS FLOOR AREA	Square Feet		
	(A) OFFICE		490,056	
	(B) COMMERCIAL/RETAIL		26,376	
	(C) HOTEL		133,952	
	(D) RESIDENTIAL		172,663	
	(E) FUTURE RESIDENTIAL		136,223	
	Total GFA		959,270	
4	PROPOSED FAR			
	SEE EXPANDED DENSITY CALCULATION SHOWN ON THIS SHEET			
	TOTAL PDSP DENSITY			
	JBG LAND AREA ALLOCATION			
	DENSITY ALLOCATION			
	INTERIM FAR CALCULATION			
	FINAL FAR CALCULATION			
5	NUMBER OF PROPOSED DWELLING UNITS			
	1. HOTEL / RESIDENTIAL BUILDING:		133	
	2. FUTURE RESIDENTIAL BUILDING:		140	approx
6	NUMBER OF PROPOSED DWELLING UNITS PER ACRE			
	1. HOTEL / RESIDENTIAL BUILDING:		332	
	2. FUTURE RESIDENTIAL BUILDING:		448	approx
7	NUMBER OF PROPOSED HOTEL UNITS		148	
8	NUMBER OF PROPOSED HOTEL UNITS PER ACRE		478	
9	NUMBER OF PARKING SPACES	Total		Ratio
	(A) OFFICE (MANAGED)		541	1 SPACE / 906 GROSS SF
	(B) COMMERCIAL /RETAIL (MANAGED)		12	1 SPACE / 1,000 NET SF
	(C) HOTEL (MANAGED)		74	0.5 SPACE / HOTEL UNIT
	(D) RESIDENTIAL (AUTOMATED)		113	.85 SPACE / RES. UNIT
	(E) FUTURE RESIDENTIAL (MANAGED)		135	1 SPACE / 0.96 RES. UNIT app
	(F) TOTAL		875	approx
10	BUILDING HEIGHT			
	A. AVERAGE ELEVATION OF THE SITE (IN FEET ABOVE SEA LEVEL)			
	1. OFFICE BUILDING:		EL +82.98'	
	2. HOTEL / RESIDENTIAL BUILDING:		EL +77.97'	
	3. FUTURE RESIDENTIAL BUILDING:		EL +77.97'	
	B. BUILDING HEIGHT IN FEET ABOVE THE AVERAGE ELEVATION OF THE SITE, FOR EACH BUILDING	Feet	Building	Penthouse
	1. OFFICE BUILDING:	323'	300'	23'
	2. HOTEL / RESIDENTIAL BUILDING:	307'	285'	22'
	3. FUTURE RESIDENTIAL BUILDING:	270'	247'	23'
	C. NUMBER OF STORIES FOR EACH BUILDING	Stories		
	1. OFFICE BUILDING:	25		
	2. HOTEL / RESIDENTIAL BUILDING:	25		
	3. FUTURE RESIDENTIAL BUILDING:	20	approx	
11	AREA OF EACH OPEN SPACE	Square Feet		
		N/A		
12	RECREATIONAL FACILITIES	N/A		
13	HISTORIC DISTRICT AND/OR BUILDING	NO		

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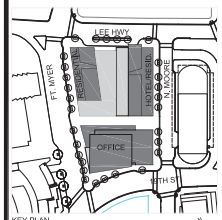

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DRAWN BY — KPF JOB NUMBER 1619.02

SCALE AS SHOWN — DATE CREATED —

DRAWING TITLE
DATA SHEET

DRAWING NUMBER
C0.1

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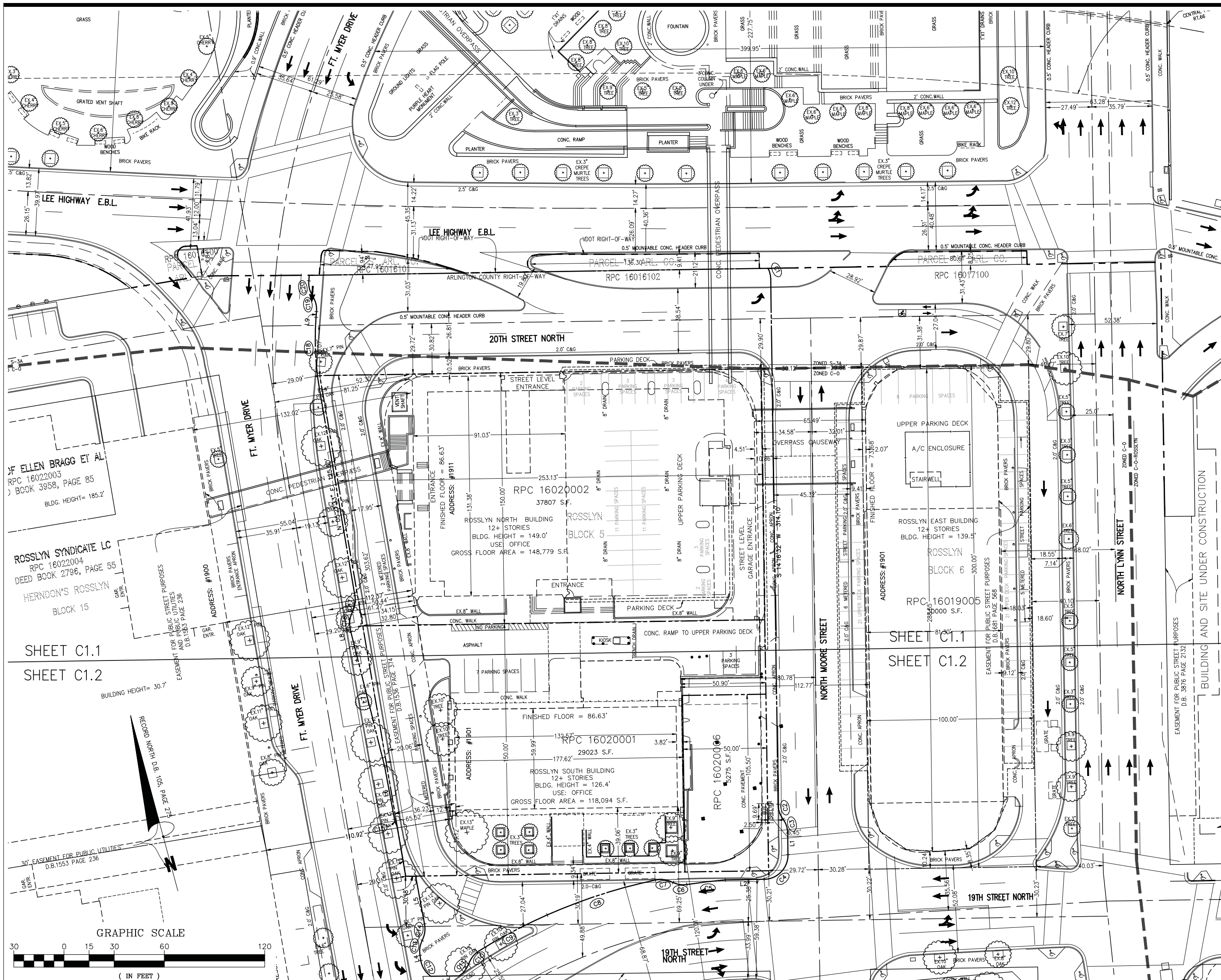

SITE AREA TABULATION:

THE TOTAL LOT AREA EQUAL 1.66 AC. OR (72,105 S.F.)		ZONING
a) RPC 16020001: 0.67 AC. OR (29,023 S.F.)		C-0
b) RPC 16020002: 0.87 AC. OR (37,807 S.F.)		C-0
c) RPC 16020006: 0.12 AC. OR (5,275 S.F.)		C-0
PROPOSED ADDITIONAL SITE AREA TO BE ACQUIRED EQUALS 0.55 AC. OR (23,822 S.F.) (SEE SHEET C3.0)		
d) COUNTY ROW S-3A	0.33 AC. OR (14,541 S.F.)	S-3A (ROW)
e) COUNTY ROW C-0	0.21 AC. OR (9,281 S.F.)	C-0 (ROW)
THE TOTAL SITE AREA EQUALS 2.20 AC. OR (95,927 S.F.)		

EXISTING PARKING TABULATIONS

EXISTING ROSSLYN GATEWAY NORTH	
UPPER DECK PARKING	70 SPACES
GARAGE LEVEL B1	27 SPACES
GARAGE LEVEL B2	102 SPACES
GARAGE LEVEL B3	87 SPACES
ON-STREET PARKING	2 SPACES
EXISTING ROSSLYN GATEWAY SOUTH	
SURFACE PARKING	7 SPACES
GARAGE LEVEL B1	46 SPACES
GARAGE LEVEL B2	74 SPACES
GARAGE LEVEL B3	62 SPACES
ON-STREET PARKING	4 SPACES

GENERAL NOTES

1. THE PROPERTY DELINEATED HEREON IS SHOWN ON ARLINGTON COUNTY TAX ASSESSMENT MAP 44-4, REAL ESTATE PROPERTY CODES (RPC) 16020001, 16020002, AND 16020006, AND IS ZONED C-O
2. THIS PROPERTY IS LOCATED IN FLOOD ZONE "C", AN AREA OUTSIDE THE 500 YEAR FLOOD PLAIN, AS SHOWN ON THE FLOOD INSURANCE RATE MAP PREPARED BY THE FEDERAL EMERGENCY FLOOD MANAGEMENT AGENCY FOR ARLINGTON COUNTY, VIRGINIA, COMMUNITY PANEL NO. 515520 0010 B, REVISED MAY 3, 1982.
3. THE PROPERTIES ARE KNOWN AS JBG/ROSSLYN GATEWAY SOUTH, L.L.C. (RPC 16020001 & 16020006) AS RECORDED IN DEED BOOK 3475 AT PAGE 2810; AND JBG/ROSSLYN GATEWAY NORTH, L.L.C. (RPC 16020002) AS RECORDED IN DEED BOOK 3475 AT PAGE 2804; AMONG THE LAND RECORDS OF ARLINGTON COUNTY, VIRGINIA.
4. BOUNDARY INFORMATION AS SHOWN HEREON WAS COMPILED FROM EXISTING LAND RECORDS OF ARLINGTON COUNTY AND A SURVEY BY BOWMAN CONSULTING.
5. THE TOPOGRAPHY IS BASED UPON THE NGVD 1929 VERTICAL DATUM. THE PROPERTY LINE BEARINGS ARE BASED UPON THE SUBDIVISION OF RECORD AND ARE NOT IN ANY STATE GRID COORDINATE SYSTEM.
6. TOPOGRAPHY SHOWN HEREON IS FROM A FIELD RUN SURVEY BY BOWMAN CONSULTING.
7. TITLE REPORT FURNISHED BY COMMONWEALTH LAND TITLE INSURANCE COMPANY, COMMITMENT NO. 05-001653, DATED 9 MAY 2005.
8. LOCATIONS OF UNDERGROUND UTILITIES ARE APPROXIMATE AND WERE TAKEN FROM AVAILABLE RECORDS.
9. NO HISTORIC DISTRICTS OR BUILDINGS ARE KNOWN TO BE LOCATED ON THE SITE.
10. NO RESOURCE PROTECTION AREAS (RPA'S) ARE ON THE SITE.
11. SEE SHEET C1.2 FOR LEGAL DESCRIPTION OF PROPOSED SUBJECT PROPERTY.

METES AND BOUNDS DESCRIPTION OF BLOCK 5, ROSSLYN ARLINGTON COUNTY, VIRGINIA

BEGINNING AT THE INTERSECTION OF THE SOUTHERLY RIGHT OF WAY LINE OF 20TH STREET NORTH WITH THE WESTERLY RIGHT OF WAY LINE OF NORTH MOORE STREET, SAID POINT BEING THE NORTHEASTERLY CORNER OF BLOCK 5 OF THE SUBDIVISION OF LAND KNOWN AS ROSSLYNN AS RECORDED IN DEED BOOK 105 AT PAGE 275 OF THE LAND RECORDS OF ARLINTON COUNTY VIRGINIA. THENCE PROCEEDING WITH THE WESTERLY LINE OF N. MOORE ST. A BEARING OF SOUTH 14 DEGREES 12 MINUTES 00 SECONDS WEST A DISTANCE OF 300.00 FEET TO THE POINT OF INTERSECTION OF THE WESTERLY RIGHT OF WAY LINE OF N. MOORE ST. WITH THE NORTHERLY RIGHT OF WAY OF 19TH STREET NORTH. THENCE PROCEEDING WITH THE NORTHERLY LINE OF 19TH ST. N. A BEARING OF NORTH 75 DEGREES 48 MINUTES 00 SECONDS WEST A DISTANCE OF 216.95 FEET TO THE POINT OF INTERSECTION OF THE NORTHERLY RIGHT OF WAY LINE OF 19TH ST. N. WITH THE EASTERLY RIGHT OF WAY LINE OF FORT MYER DRIVE. THENCE PROCEEDING WITH THE EASTERLY LINE OF FT. MYER DR. A BEARING OF NORTH 05 DEGREES 20 MINUTES 00 SECONDS EAST A DISTANCE OF 303.62 FEET TO THE INTERSECTION OF THE EASTERLY RIGHT OF WAY LINE OF FT. MYER DR. WITH THE SOUTHERLY RIGHT OF WAY OF 20TH ST. N. THENCE PROCEEDING WITH THE SOUTHERLY LINE OF 20TH ST. N. A BEARING OF SOUTH 75 DEGREES 48 MINUTES 00 SECONDS EAST A DISTANCE OF 263.75 FEET TO THE POINT OF BEGINNING EMBRACING ORIGINAL LOTS 1 THROUGH 9 AND CONTAINING 72,105 SQUARE FEET OR 1.65528 ACRES.

METES AND BOUNDS DESCRIPTION OF ROSSLYN GATEWAY NORTH

BEGINNING AT A POINT IN THE NORTHERLY RIGHT-OF-WAY LINE OF 19TH STREET NORTH AND THE EASTERLY RIGHT-OF-WAY LINE OF FT. MYER DRIVE, SAID POINT BEING THE SOUTHWEST CORNER OF LOT 4, BLOCK 5, ROSSLYN; THENCE RUNNING WITH SAID EASTERLY RIGHT-OF-WAY LINE OF FT. MYER DRIVE, NORTH 04°50'58" EAST 30.09 FEET TO A POINT; THENCE DEPARTING SAID EASTERLY LINE OF FT. MYER DRIVE AND RUNNING THROUGH THE STREET RIGHT-OF-WAYS OF FT. MYER DRIVE, 20TH STREET NORTH, NORTH MOORE STREET AND 19TH STREET NORTH THE FOLLOWING TWENTY-SEVEN (27) COURSES AND DISTANCES: WITH THE ARC OF A CURVE TO THE RIGHT, WHOSE RADIUS IS 14.50 FEET AND WHOSE CHORD BEARING AND CHORD ARE NORTH 04°53'48" WEST 4.72 FEET, FOR AN ARC DISTANCE OF 4.74 FEET TO A POINT OF TANGENCY; NORTH 04°28'06" EAST 32.45 FEET TO A POINT; NORTH 00°58'24" EAST 82.73 FEET TO A POINT; NORTH 05°25'13" EAST 2.72 FEET TO A POINT OF CURVATURE; WITH THE ARC OF A CURVE TO THE RIGHT, WHOSE RADIUS IS 14.50 FEET AND WHOSE CHORD BEARING AND CHORD ARE NORTH 23°51'19" EAST 9.17 FEET, FOR AN ARC DISTANCE OF 9.33 FEET TO A POINT OF REVERSE CURVATURE; WITH THE ARC OF A CURVE TO THE LEFT, WHOSE RADIUS IS 15.50 FEET AND WHOSE CHORD BEARING AND CHORD ARE NORTH 23°49'29" EAST 9.82 FEET, FOR AN ARC DISTANCE OF 9.99 FEET TO A POINT OF TANGENCY; NORTH 05°21'33" EAST 125.50 FEET TO A POINT OF CURVATURE; WITH THE ARC OF A CURVE TO THE RIGHT, WHOSE RADIUS IS 175.00 FEET AND WHOSE CHORD BEARING AND CHORD ARE NORTH 12°23'13" EAST 42.82 FEET, FOR AN ARC DISTANCE OF 42.93 FEET TO A POINT OF TANGENCY; NORTH 19°24'53" EAST 3.33 FEET TO A POINT OF CURVATURE; WITH THE ARC OF A CURVE TO THE LEFT, WHOSE RADIUS IS 15.50 FEET AND WHOSE CHORD BEARING AND CHORD ARE NORTH 01°03'03" EAST 9.77 FEET, FOR AN ARC DISTANCE OF 9.94 FEET TO A POINT OF REVERSE CURVATURE; WITH THE ARC OF A CURVE TO THE RIGHT, WHOSE RADIUS IS 14.50 FEET AND WHOSE CHORD BEARING AND CHORD ARE NORTH 01°13'03" EAST 9.22 FEET, FOR AN ARC DISTANCE OF 9.38 FEET TO A POINT OF TANGENCY; NORTH 19°44'54" EAST 3.27 FEET TO A POINT; SOUTH 75°48'00" EAST 274.37 FEET TO A POINT OF CURVATURE; WITH THE ARC OF A CURVE TO THE RIGHT, WHOSE RADIUS IS 14.50 FEET AND WHOSE CHORD BEARING AND CHORD ARE SOUTH 01°26'47" WEST 6.44 FEET, FOR AN ARC DISTANCE OF 6.49 FEET TO A POINT OF TANGENCY; SOUTH 14°16'32" WEST 314.10 FEET TO A POINT OF CURVATURE; WITH THE ARC OF A CURVE TO THE LEFT, WHOSE RADIUS IS 15.50 FEET AND WHOSE CHORD BEARING AND CHORD ARE SOUTH 03°20'53" EAST 9.39 FEET, FOR AN ARC DISTANCE OF 9.54 FEET TO A POINT OF REVERSE CURVATURE; WITH THE ARC OF A CURVE TO THE RIGHT, WHOSE RADIUS IS 14.50 FEET AND WHOSE CHORD BEARING AND CHORD ARE SOUTH 03°20'53" EAST 8.78 FEET, FOR AN ARC DISTANCE OF 8.92 FEET TO A POINT OF TANGENCY; SOUTH 14°16'32" WEST 12.91 FEET TO A POINT OF CURVATURE; WITH THE ARC OF A CURVE TO THE RIGHT, WHOSE RADIUS IS 14.50 FEET AND WHOSE CHORD BEARING AND CHORD ARE SOUTH 59°14'16" WEST 20.49 FEET, FOR AN ARC DISTANCE OF 22.76 FEET TO A POINT OF TANGENCY; NORTH 75°47'59" WEST 23.26 FEET TO A POINT OF CURVATURE; WITH THE ARC OF A CURVE TO THE LEFT, WHOSE RADIUS IS 325.37 FEET AND WHOSE CHORD BEARING AND CHORD ARE NORTH 81°44'04" WEST 23.14 FEET, FOR AN ARC DISTANCE OF 23.14 FEET TO A POINT OF REVERSE CURVATURE; WITH THE ARC OF A CURVE TO THE RIGHT, WHOSE RADIUS IS 14.50 FEET AND WHOSE CHORD BEARING AND CHORD ARE NORTH 66°51'21" WEST 8.32 FEET, FOR AN ARC DISTANCE OF 8.44 FEET TO A POINT OF REVERSE CURVATURE; WITH THE ARC OF A CURVE TO THE LEFT, WHOSE RADIUS IS 15.50 FEET AND WHOSE CHORD BEARING AND CHORD ARE NORTH 66°49'10" WEST 10.64 FEET, FOR AN ARC DISTANCE OF 10.86 FEET TO A POINT OF COMPOUND CURVATURE; WITH THE ARC OF A CURVE TO THE LEFT, WHOSE RADIUS IS 329.70 FEET AND WHOSE CHORD BEARING AND CHORD ARE SOUTH 87°11'09" WEST 67.95 FEET, FOR AN ARC DISTANCE OF 68.07 FEET TO A POINT OF COMPOUND CURVATURE; WITH THE ARC OF A CURVE TO THE LEFT, WHOSE RADIUS IS 331.37 FEET AND WHOSE CHORD BEARING AND CHORD ARE SOUTH 77°18'32" WEST 45.79 FEET, FOR AN ARC DISTANCE OF 45.83 FEET TO A POINT OF COMPOUND CURVATURE; WITH THE ARC OF A CURVE TO THE LEFT, WHOSE RADIUS IS 15.50 FEET AND WHOSE CHORD BEARING AND CHORD ARE SOUTH 54°12'01" WEST 10.17 FEET, FOR AN ARC DISTANCE OF 10.36 FEET TO A POINT OF REVERSE CURVATURE; WITH THE ARC OF A CURVE TO THE RIGHT, WHOSE RADIUS IS 14.50 FEET AND WHOSE CHORD BEARING AND CHORD ARE SOUTH 53°25'52" WEST 9.14 FEET, FOR AN ARC DISTANCE OF 9.30 FEET TO A POINT IN THE SOUTHERLY RIGHT-OF-WAY LINE OF 19TH STREET NORTH, THENCE RUNNING WITH SAID SOUTHERLY LINE OF 19TH STREET NORTH, NORTH 75°48'00" WEST 16.95 FEET TO A POINT; THENCE DEPARTING SAID SOUTHERLY LINE OF 19TH STREET NORTH AND RUNNING THROUGH THE STREET RIGHT-OF-WAY OF 19TH STREET NORTH THE FOLLOWING FIVE (5) COURSES AND DISTANCES: WITH THE ARC OF A CURVE TO THE RIGHT, WHOSE RADIUS IS 14.50 FEET AND WHOSE CHORD BEARING AND CHORD ARE NORTH 17°16'38" WEST 11.22 FEET, FOR AN ARC DISTANCE OF 11.53 FEET TO A POINT OF TANGENCY; NORTH 05029'40" EAST 3.06 FEET TO A POINT OF CURVATURE; WITH THE ARC OF A CURVE TO THE RIGHT, WHOSE RADIUS IS 14.50 FEET AND WHOSE CHORD BEARING AND CHORD ARE NORTH 23°37'09" EAST 9.02 FEET, FOR AN ARC DISTANCE OF 9.17 FEET TO A POINT OF REVERSE CURVATURE; WITH THE ARC OF A CURVE TO THE LEFT, WHOSE RADIUS IS 15.50 FEET AND WHOSE CHORD BEARING AND CHORD ARE NORTH 23°37'09" EAST 9.90 FEET, FOR AN ARC DISTANCE OF 10.08 FEET TO A POINT OF TANGENCY; NORTH 04°29'16" EAST 29.14 FEET TO A POINT IN THE NORTHERLY RIGHT-OF-WAY LINE OF 19TH STREET NORTH; THENCE RUNNING WITH SAID NORTHERLY LINE OF 19TH STREET NORTH, NORTH 75°48'00" WEST 5.87 FEET TO THE POINT OF BEGINNING.

CONTAINING 95,927 SQUARE FEET OR 2.20 ACRES.

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RICHARD MOLLER
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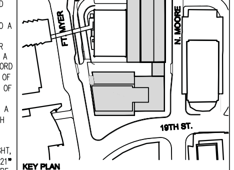

KEY PLAN

PDSP PLANS

No.	ISSUE	DATE
9	PDSP RESUBMISSION	06.13.2012
8	PDSP RESUBMISSION	05.23.2012
7	PDSP RESUBMISSION	05.11.2012
6	PDSP RESUBMISSION	01.20.2012
5	FINAL PDSP SUBMISSION	07.15.2011
4	PDSP SUBMISSION	07.05.2011
3	PDSP SUBMISSION	06.21.2011
2	PDSP SUBMISSION	05.25.2011
1	PDSP SUBMISSION	04.15.2011

DRAWN BY: MQS
KPF JOB NUMBER: 1619.02
SCALE: 1"=30'
DATE CREATED: 01/20/2012

DRAWING TITLE
OVERALL CERTIFIED SURVEY PLAT

DRAWING NUMBER
C1.0

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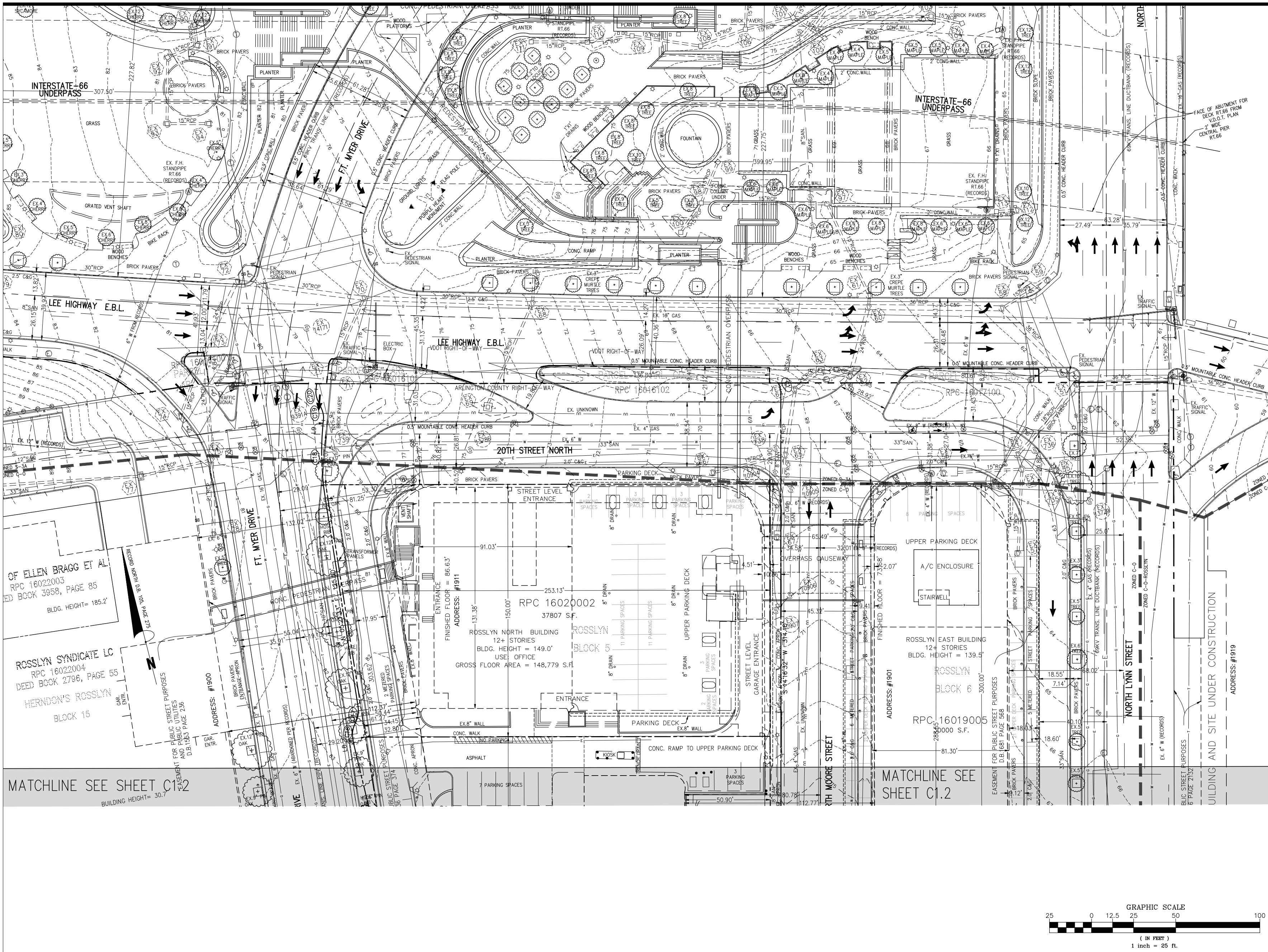

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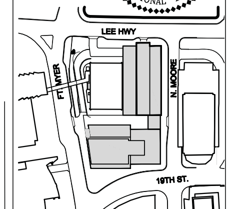

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PDSP PLANS

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5	FINAL PDSP SUBMISSION	07.15.2011
4	PDSP SUBMISSION	07.05.2011
3	PDSP SUBMISSION	06.21.2011
2	PDSP SUBMISSION	05.25.2011
1	PDSP SUBMISSION	04.15.2011

DRAWN BY: MQS
KPF JOB NUMBER: 1619.02
SCALE: 1"=25'
DATE CREATED: 01/30/2012

DRAWING TITLE
CERTIFIED SURVEY PLAT

DRAWING NUMBER
C1.1

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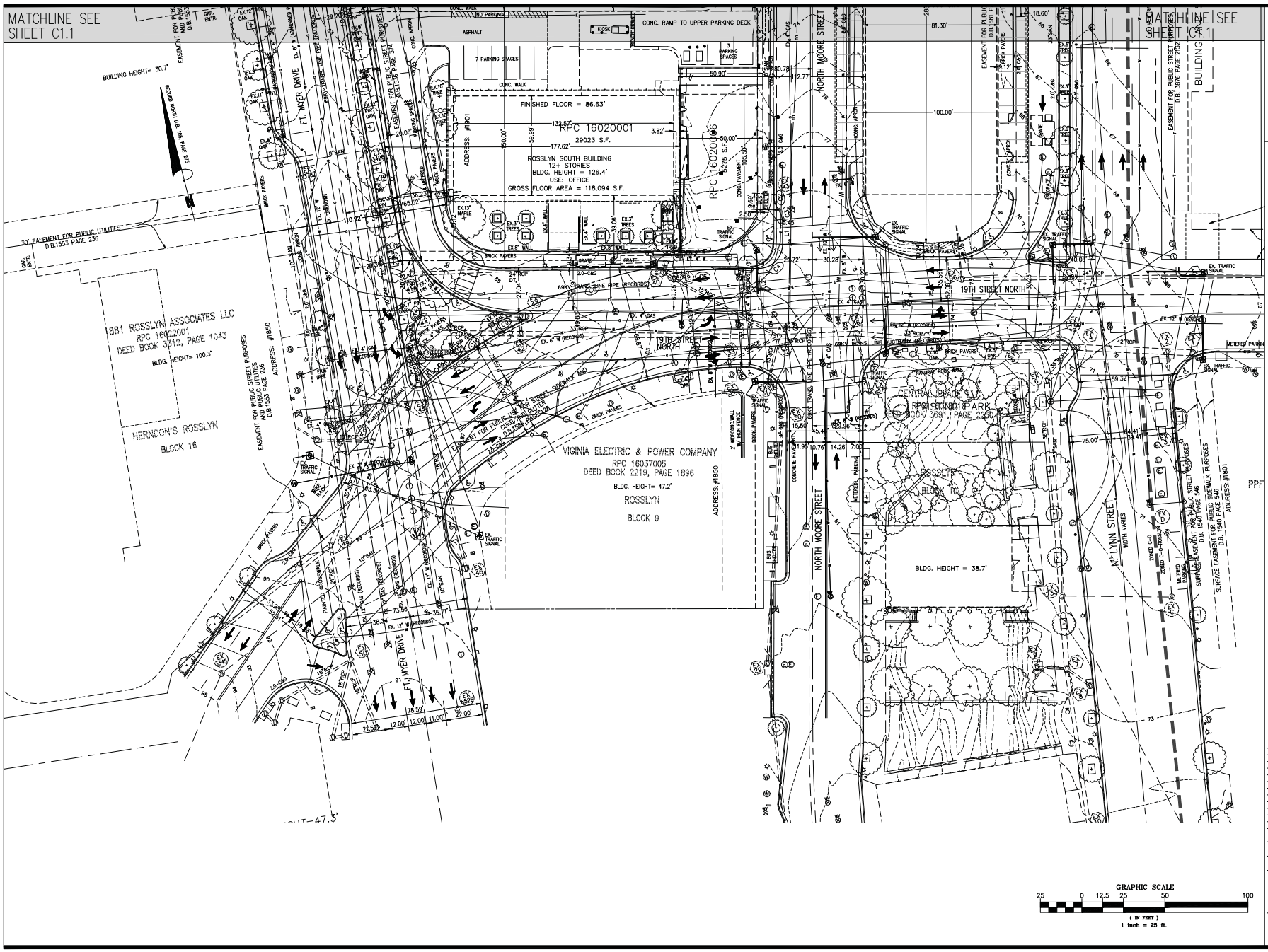
Filename: P:\6067 - Rosslyn Gateway\6067-01-002 (ENG)\Engineering\Engineering Plans\PDSP\6067-D-PR-002-C-1-CERT-PLAT.dwg Plotted by: Richard Moller Plot Time: 6/12/2012 6:05 PM Plot Scale: 0.865637



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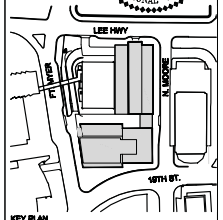

KEY PLAN

PDSP PLANS

No.	ISSUE	DATE
8	PDSP RESUBMISSION	03.15.2012
7	PDSP RESUBMISSION	02.03.2012
6	PDSP RESUBMISSION	03.14.2012
5	PDSP RESUBMISSION	04.20.2012
3	FINAL PDSP SUBMISSION	07.15.2011
4	PDSP SUBMISSION	07.29.2011
3	PDSP SUBMISSION	09.01.2011
2	PDSP SUBMISSION	09.23.2011
1	PDSP SUBMISSION	04.15.2011

DRAWN BY: MGS	KPF JOB NUMBER: 1010.02
SCALE: 1"=25'	DATE CREATED: 04/09/2012

DRAWING TITLE

CERTIFIED SURVEY PLAT

DRAWING NUMBER

C1.2

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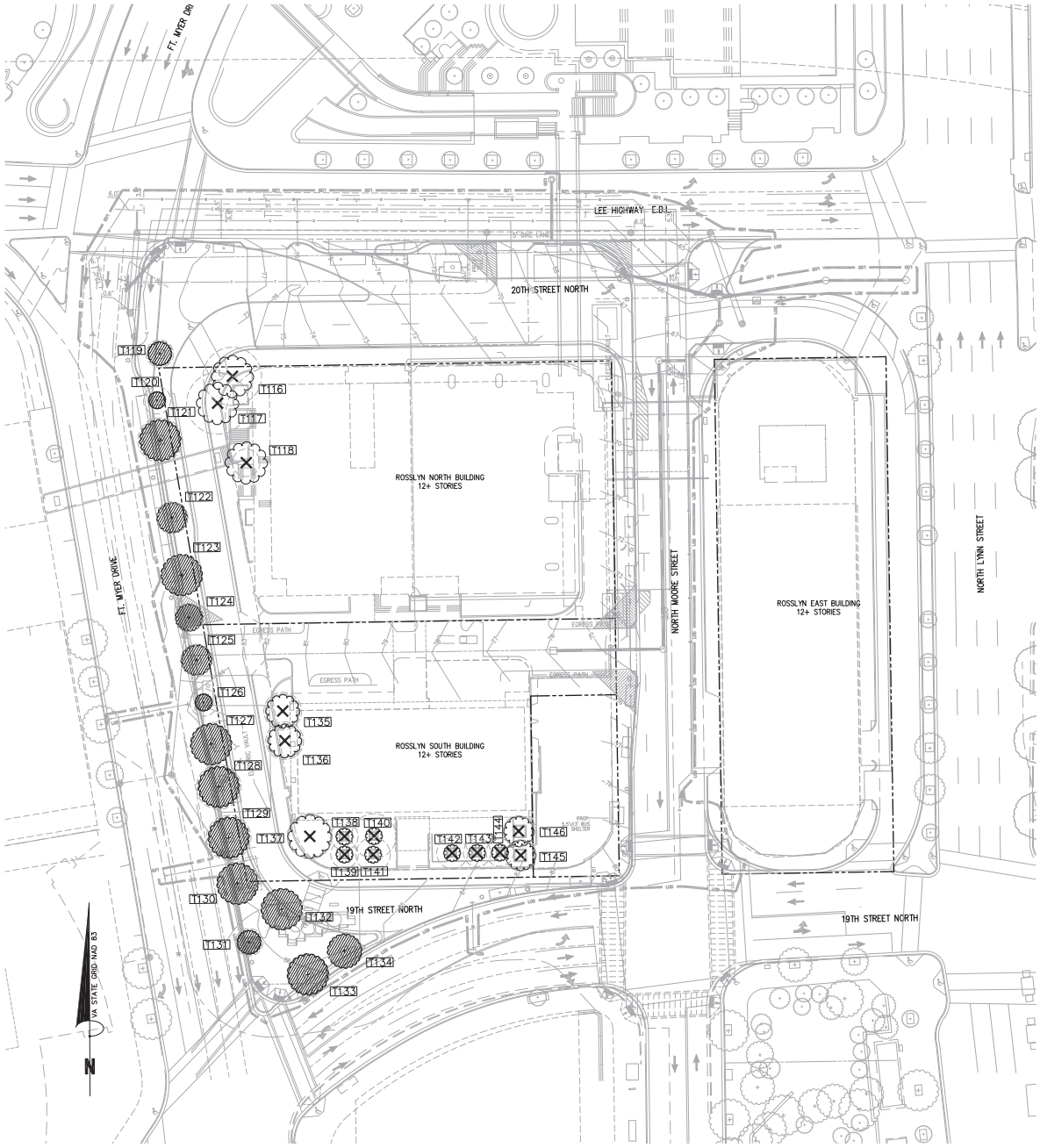

LEGEND

- EXISTING OFFSITE TREES TO BE PRESERVED
- 176 EXISTING ONSITE TREE TO BE REMOVED
- 176 EXISTING OFFSITE TREE TO BE REMOVED
- PROPOSED LIMITS OF CLEARING & GRADING
- TREE PROTECTION FENCE
- TREE CRITICAL ROOT ZONE

NOTES

1. ALL TREES OF 10" CALIPER OR LESS SHALL BE REPLACED AT A MINIMUM OF A ONE-FOR-ONE BASIS.
2. TREE INVENTORY AND EVALUATION PERFORMED MAY 13, 2008 BY BOWMAN CONSULTING GROUP LTD.
3. CONDITION RATING BASED ON FORMULA PROVIDED BY THE GUIDE FOR PLANT APPRAISAL PUBLISHED BY THE ISA.
4. NEITHER THE PROJECT ARBORIST NOR BOWMAN CONSULTING CONDONE THE IMPLEMENTING OF ANY SUGGESTED PRESERVATION OR REMOVAL TECHNIQUES WITHOUT THE AGREEMENT/PERMISSION OF THE ADJACENT PROPERTY OWNER.
5. SEE LANDSCAPE PLAN FOR SCHEDULE AND LOCATION OF PROPOSED TREES.
6. ALL TREES LOCATED INSIDE OF THE PROPOSED LIMITS OF CLEARING ARE TO BE REMOVED AS PART OF THIS REDEVELOPMENT.
7. BUILDING MATERIALS AND EQUIPMENT SHALL NOT BE STORED WITHIN THE DRIPLINE OF OFFSITE TREES TO BE PRESERVED.
8. THE DEVELOPER AGREES TO MAKE A CONTRIBUTION TO THE COUNTY'S TREE CANOPY FUND OF AT LEAST $2,400 PER TREE, OR A GREATER AMOUNT SPECIFIED BY THE COUNTY BOARD, FOR EVERY TREE THAT CANNOT BE PLANTED ON SITE. THE CONTRIBUTION SHALL BE REQUIRED WHEN PLANTING REQUIREMENTS CANNOT BE MET ON THE PROPERTY. THE PAYMENT SHALL BE DELIVERED TO THE DEPARTMENT OF PARKS AND RECREATION OFFICE PRIOR TO THE ISSUANCE OF THE EXCAVATION/SHEETING AND SHORING PERMIT, AND EVIDENCE OF COMPLIANCE WITH THIS CONDITION SHALL BE PROVIDED TO THE ZONING ADMINISTRATOR IN THE FORM OF A LETTER AT THE TIME OF PAYMENT.

ARLINGTON COUNTY TREE INVENTORY AND REPLACEMENT SPREADSHEET

ROSSLYN GATEWAY PROPERTY

Date of site visit: 5/13/08
Certified Arborist: Gregg D. Eberly, MA-4616A

Tree #	Botanic Name	Common Name	Caliper (DBH)	Condition Rating	Species Rating	Total Rating	Preserve/ Remove	Replacement(s) Required
116	Lagerstroemia indica	Crepe myrtle	17	72	80	9.8	**Remove**	2
117	Lagerstroemia indica	Crepe myrtle	18	72	80	10.4	**Remove**	3
118	Larix decidua	European larch	4	72	65	1.9	**Remove**	1
*119	Quercus rubra	Red oak	7	72	70	3.5	**Remove**	1
*120	Quercus rubra	Red oak	5	56	70	2.0	**Remove**	1
*121	Quercus palustris	Pin oak	13	68	75	6.6	**Remove**	2
*122	Quercus palustris	Pin oak	9	56	75	3.8	**Remove**	1
*123	Quercus palustris	Pin oak	11	64	75	5.3	**Remove**	2
*124	Quercus palustris	Pin oak	7	56	75	2.9	**Remove**	1
*125	Quercus palustris	Pin oak	9	60	75	4.1	**Remove**	1
*126	Quercus palustris	Pin oak	7	52	75	2.7	**Remove**	1
*127	Quercus palustris	Pin oak	11	60	75	5.0	**Remove**	2
*128	Quercus palustris	Pin oak	13	60	75	5.9	**Remove**	2
*129	Quercus palustris	Pin oak	13	68	75	6.6	**Remove**	2
*130	Quercus palustris	Pin oak	11	64	75	5.3	**Remove**	2
*131	Quercus palustris	Pin oak	7	56	75	2.9	**Remove**	1
*132	Quercus palustris	Pin oak	11	60	75	5.0	**Remove**	2
*133	Quercus palustris	Pin oak	12	68	75	6.1	**Remove**	2
*134	Quercus palustris	Pin oak	9	60	75	4.1	**Remove**	1
135	Ilex opaca	American holly	11	80	70	6.2	**Remove**	2
136	Ilex opaca	American holly	11	80	70	6.2	**Remove**	2
137	Acer saccharum	Sugar maple	13	24	75	2.3	**Remove**	1
138	Lagerstroemia indica	Crepe myrtle	8	80	80	5.1	**Remove**	2
139	Lagerstroemia indica	Crepe myrtle	8	80	80	5.1	**Remove**	2
140	Magnolia x soulangiana	Saucer magnolia	13	72	75	7.0	**Remove**	2
141	Magnolia x soulangiana	Saucer magnolia	10	76	75	5.7	**Remove**	2
142	Magnolia x soulangiana	Saucer magnolia	9	64	75	4.3	**Remove**	1
143	Magnolia x soulangiana	Saucer magnolia	7	68	75	3.6	**Remove**	1
144	Magnolia x soulangiana	Saucer magnolia	3	52	75	1.2	**Remove**	1
145	Acer saccharum	Sugar maple	9	68	75	4.6	**Remove**	1
146	Acer saccharum	Sugar maple	9	68	75	4.6	**Remove**	1

Total Replacement Value = 48

ARLINGTON COUNTY CHESAPEAKE BAY PRESERVATION ORDINANCE TREE CANOPY COVERAGE CALCULATIONS:

NOTE: PER SECTION 61-10, PART C.1.A THE MINIMUM TREE CANOPY COVERAGE IS AS FOLLOWS: TEN (10) PERCENT TREE CANOPY FOR A SITE ZONED BUSINESS, COMMERCIAL OR INDUSTRIAL.

EXISTING ZONING:	C-O
PROPOSED ZONING:	C-O-ROSSLYN
SITE AREA:	95,927 SF
10% SITE AREA:	9,593 SF
TREE CANOPY REQUIRED:	9,593 SF
TREE CANOPY PROVIDED:	0 SF (SEE NOTE BELOW)

NOTE: PROPOSED TREE CANOPY REQUIREMENTS, FULFILLMENT OF CHESAPEAKE BAY PRESERVATION ORDINANCE REQUIREMENTS AND TREE REPLACEMENT REQUIREMENTS PENDING FINAL LANDSCAPE PLAN.

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

INTERNATIONAL SOCIETY OF ARBORICULTURE
GREGG D. EBERLY
MA-4616A
CERTIFIED ARBORIST

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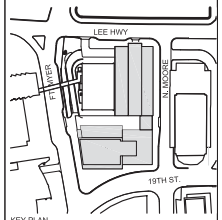

KEY PLAN

PDSP PLANS

No.	ISSUE	DATE
8	PDSP RESUBMISSION	06.13.2012
7	PDSP RESUBMISSION	03.25.2012
6	PDSP RESUBMISSION	01.26.2012
5	FINAL PDSP SUBMISSION	07.25.2011
4	PDSP SUBMISSION	07.26.2011
3	PDSP SUBMISSION	06.21.2011
2	PDSP SUBMISSION	05.25.2011
1	PDSP SUBMISSION	04.15.2011

DRAWN BY
KPF JOB NUMBER 167922
SCALE 1"=30'
DATE CREATED 01.30.2012

DRAWING TITLE
TREE PRESERVATION PLAN

DRAWING NUMBER 6067-01-001

C1.3

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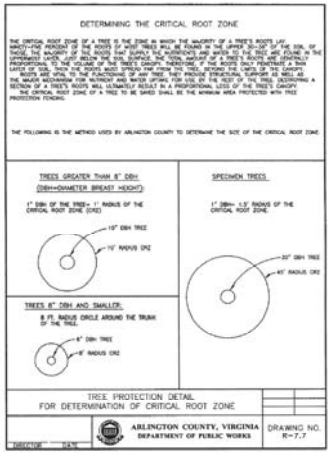
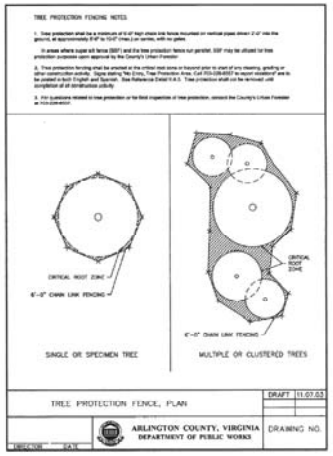
Filename: P:\6067 - Rosslyn Gateway\6067-01-006 (PLN)\Planning\Current DWG\6067-01-001-PDSP-TPP.dwg Plotted by: Gregg Eberly Plot Time: 5/21/2012 9:39 AM Plot Scale: 0.885937

Tree Planting Standards



15

Tree Planting Standards



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TREE PRESERVATION NOTES

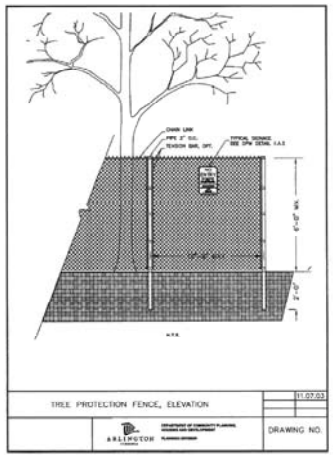
1. PROPERTY OWNER SHALL SUBMIT A TREE INVENTORY DRAWING INDICATING DBH, (DIAMETER BREAST HEIGHT) SPECIES, AND LOCATION FOR ALL TREES OVER 3" IN DIAMETER ON THE PROPERTY TO BE DEVELOPED, AND ANY TREES ON ADJACENT PROPERTY WHOSE CRITICAL ROOT ZONES EXTEND ONTO THE PROPERTY TO BE DEVELOPED.
2. PROPERTY OWNER SHALL SUBMIT A TREE PROTECTION PLAN DESIGNATING TREES TO BE PRESERVED AND TREES TO BE REMOVED ON SUBJECT AND ADJACENT PROPERTY AND REPLACEMENT TREES FOR THOSE REMOVED IN ACCORDANCE WITH MANDATORY ARLINGTON COUNTY TREE REPLACEMENT GUIDELINES. RESULTS OF TREE REPLACEMENT GUIDLINES MUST BE SHOWN IN TABULAR FORM AS ILLUSTRATED IN SAID GUIDELINES.
3. THE TREE PROTECTION PLAN MUST BE APPROVED BY ARLINGTON COUNTY PRIOR TO ISSUANCE OF A CLEARING AND GRADING PERMIT.
4. USE CRITICAL ROOT ZONE DETAIL AS A MINIMUM REQUIREMENT FOR THE AREA TO BE PROTECTED. SPECIMEN TREES WILL BE DESIGNATED BY THE URBAN FORESTER AND PROTECTED ACCORDING TO DETAIL R-7.7.
5. TREE PROTECTION FENCING SHALL BE ERECTED AT THE CRITICAL ROOT ZONE OR BEYOND PRIOR TO START OF ANY CLEARING, GRADING OR OTHER CONSTRUCTION ACTIVITY. SIGNS STATING "NO ENTRY, TREE PROTECTION AREA, CALL 703-228-6557 TO REPORT VIOLATIONS" ARE TO BE POSTED IN BOTH ENGLISH AND SPANISH. SEE DETAIL II.A.5.
6. TREE PROTECTION SHALL BE A MINIMUM OF 6' HIGH CHAIN LINK FENCE MOUNTED ON VERTICAL PIPES DRIVEN 2' INTO THE GROUND WITH NO GATES.
7. SUBMIT PHOTOGRAPHIC RECORD (2 SHOTS) OF ALL TREES TO BE PRESERVED OVER 3" DBH AFTER FENCE IS INSTALLED.
8. NO PERSON, MATERIALS OR EQUIPMENT SHALL BE PERMITTED WITHIN THE TREE PROTECTION AREA. ANY VIOLATION OF THE REQUIREMENT MAY RESULT IN A FINE OF $500 PER DAY OF VIOLATION.
9. ANY DAMAGE TO A TREE BEING PRESERVED SHALL RESULT IN A PAYMENT BY THE OWNER/DEVELOPER TO THE COUNTY FOR THE AMOUNT OF DAMAGE BASED ON THE LATEST EDITION OF THE COUNCIL OF TREE AND LANDCAPE APPRAISERS GUIDE FOR PLANT APPRAISALS PUBLISHED BY THE ISA (INTERNATIONAL SOCIETY OF ARBORICULTURE). ALL TREES ARE TO BE VALUED AS LANDSCAPE TREES. FOR FURTHER GUIDANCE, SEE ARLINGTON COUNTY TREE APPRAISAL POLICY, ADOPTED BY THE ARLINGTON COUNTY BOARD OCTOBER, 2004.
10. TREE PROTECTION SHALL NOT BE REMOVED UNTIL COMPLETION OF ALL CONSTRUCTION ACTIVITY.
11. WHEN EXCAVATION IS TO TAKE PLACE WITHIN THE CRITICAL ROOT ZONE, THE DEVELOPER SHALL EMPLOY A PROFESSIONAL ARBORIST TO ROOT PRUNE IMMEDIATELY BEYOND THE LIMITS OF EXCAVATION TO A DEPTH OF 18 INCHES, PRIOR TO EXCAVATION.
12. ANY EXCEPTIONS TO THE ABOVE REQUIREMENTS, SUCH AS CONSTRUCTION WITHIN THE CRITICAL ROOT ZONE, MUST BE APPROVED IN ADVANCE BY ARLINGTON COUNTY BY WAY OF THE TREE PRESERVATION PLAN.
13. ADDITIONAL REQUIREMENTS MAY BE NECESSARY ON A CASE-BY-CASE BASIS.

Tree Planting Standards

TYPICAL SIGNAGE FOR TREE PRESERVATION AREA
REFERENCE DETAIL II.A.5

20

Tree Planting Standards



22

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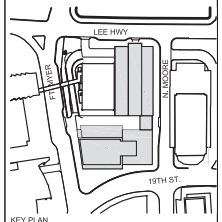

KEY PLAN

PDSP PLANS

No.	ISSUE	DATE
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7	PDSP RESUBMISSION	05.25.2012
6	PDSP RESUBMISSION	01.26.2012
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3	PDSP SUBMISSION	06.21.2011
2	PDSP SUBMISSION	05.25.2011
1	PDSP SUBMISSION	04.15.2011

DRAWN BY KPF JOB NUMBER 167922

SCALE N.T.S. DATE CREATED 01/30/2012

DRAWING TITLE

TREE PRESERVATION NOTES AND DETAILS

DRAWING NUMBER 6067-01-001

C1.4

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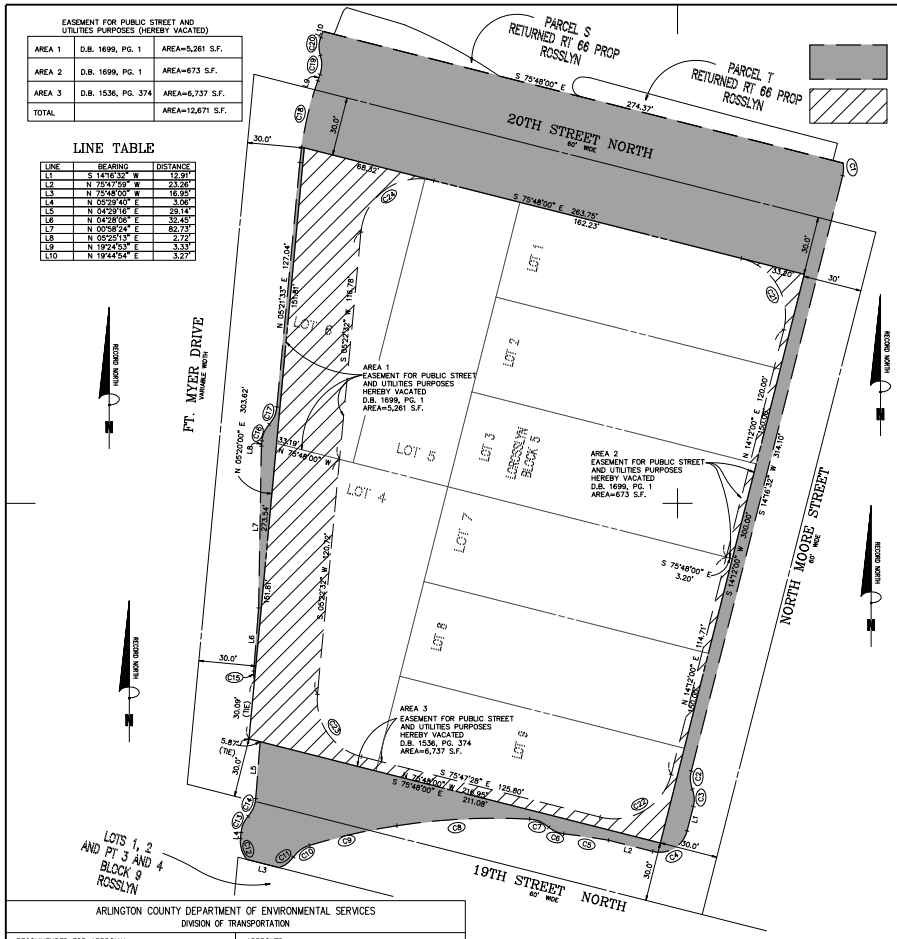
Filename: P:\6067 - Rosslyn Gateway\6067-01-008 (PLN)\Planning\Current DWG\6067-01-001-PDSP-TPP.dwg Plotted by: Gregg Eberly Plot Time: 5/21/2012 8:31 AM Plot Scale: 0.885937

EASEMENT FOR PUBLIC STREET AND UTILITIES PURPOSES (HEREBY VACATED)

AREA 1	D.B. 1699, PG. 1	AREA=5,261 S.F.
AREA 2	D.B. 1699, PG. 1	AREA=673 S.F.
AREA 3	D.B. 1536, PG. 374	AREA=6,737 S.F.
TOTAL		AREA=12,671 S.F.

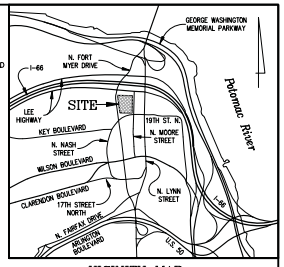
LINE TABLE

LINE	BEARING	DISTANCE
L1	S 14°16'32" W	12.91'
L2	N 75°47'59" W	23.26'
L3	N 75°48'00" W	16.95'
L4	N 05°29'40" E	3.06'
L5	N 54°29'16" E	29.14'
L6	N 04°28'06" E	32.45'
L7	N 00°56'24" E	82.73'
L8	N 05°25'13" E	2.72'
L9	N 19°24'53" E	3.33'
L10	N 19°44'54" E	3.27'



DENOTES PORTION OF STREETS TO BE VACATED
AREA= 23,822 S.F.

DENOTES EASEMENTS TO BE VACATED
AREA= 12,671 S.F.



VICINITY MAP
NOT TO SCALE

CURVE TABLE

CURVE	RADIUS	LENGTH	CHORD BEARING	CHORD	DELTA	TANGENT
C1	14.50'	6.49'	S 01°26'47" W	6.44'	25°39'29"	3.30'
C2	15.50'	9.54'	S 03°20'53" E	9.39'	35°14'51"	4.92'
C3	14.50'	8.92'	S 03°20'53" E	8.78'	35°14'51"	4.61'
C4	14.50'	22.76'	S 59°14'16" W	20.49'	89°55'29"	14.48'
C5	325.37'	23.14'	N 81°44'54" W	23.14'	04°04'32"	11.58'
C6	14.50'	8.44'	N 66°51'21" W	8.32'	33°21'34"	4.34'
C7	15.50'	10.86'	N 66°49'10" W	10.64'	40°09'36"	5.67'
C8	329.70'	68.07'	S 87°11'09" W	67.95'	11°49'47"	34.16'
C9	331.37'	45.83'	S 77°18'32" W	45.79'	07°55'27"	22.95'
C10	15.50'	10.36'	S 54°12'01" W	10.17'	38°17'35"	5.38'
C11	14.50'	9.30'	S 53°35'52" W	9.14'	36°45'17"	4.82'
C12	14.50'	11.53'	N 17°16'38" W	11.22'	45°32'36"	6.09'
C13	14.50'	9.17'	N 23°37'09" E	9.02'	36°14'58"	4.75'
C14	15.50'	10.08'	N 23°06'57" E	9.90'	37°15'22"	5.22'
C15	14.50'	4.74'	N 04°53'48" W	4.72'	18°43'49"	2.39'
C16	14.50'	9.33'	N 23°51'19" E	9.17'	36°52'12"	4.83'
C17	15.50'	9.99'	S 23°49'29" W	9.82'	36°55'52"	5.18'
C18	175.00'	42.93'	N 12°23'13" E	42.82'	14°03'20"	21.57'
C19	15.50'	9.94'	N 01°03'03" E	9.77'	36°43'41"	5.15'
C20	14.50'	9.38'	N 01°13'03" E	9.22'	37°03'42"	4.86'
C21	30.00'	47.12'	S 30°48'00" E	42.43'	90°00'00"	30.00'
C22	30.00'	47.13'	S 59°12'16" W	42.43'	90°00'32"	30.00'
C23	30.00'	42.50'	N 35°12'28" W	39.03'	81°10'00"	25.70'
C24	30.00'	51.74'	N 54°47'16" E	45.56'	98°49'28"	35.02'

NOTE:
PRELIMINARY PLATS REPRESENT THE ULTIMATE DEVELOPMENT CONDITION. AREAS OF STREET AND EASEMENT VACATION, STREET DEDICATION AND SUBDIVISION OF THE LOTS WILL BE PHASED.

NOTE: PROPOSED LOT AREAS CURRENTLY BEING COORDINATED WITH RESPECT TO THE REQUIREMENTS OF THE ROSSLYN MULTI-MODAL STUDY.

NOTES

1. THE PROPERTY DELINEATED HEREON IS SHOWN ON ARLINGTON COUNTY TAX ASSESSMENT MAP 44-4, IDENTIFIED BY REAL PROPERTY CODE (RPC) NUMBERS 16020001, 16020002 & 16020006.
2. NO TITLE REPORT WAS FURNISHED.

PLAT SHOWING
THE VACATION OF A PORTION OF
FT. MYER DRIVE, 20TH STREET NORTH, NORTH MOORE STREET
AND 19TH STREET NORTH
(DEED BOOK 105, PAGE 275)
AND
VACATION OF EASEMENT FOR PUBLIC STREET AND UTILITIES PURPOSES
(DEED BOOK 1536, PAGE 374)
(DEED BOOK 1699, PAGE 1)
ARLINGTON COUNTY, VIRGINIA

SCALE: 1" = 30 DATE: APRIL 14, 2011

REVISION	
1/30/12	REVISE STREET VACATION
3/12/12	REVISE STREET VACATION
5/16/12	REVISE STREET VACATION

Bowman CONSULTING
Bowman Consulting Group, Ltd.
10432 Balmoral Ave, Suite 200
Chantilly, Virginia 20151
Phone: (703) 464-1000
Fax: (703) 464-0700
www.bowmanconsulting.com

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DWG: P:\6067 - Rosslyn Gateway\6067-01-001 (SUR)\Survey\Plats\6067-C-RP-007-1 | BY: FK | CHK: | QC:

BCG PROJECT NO: 6067-01-009 | TASK: 000015 | COUNTY REF NO: | SHEET 1 OF 1

6067-C-RP-007

ARLINGTON COUNTY DEPARTMENT OF ENVIRONMENTAL SERVICES
DIVISION OF TRANSPORTATION

RECOMMENDED FOR APPROVAL: _____ APPROVED: _____

PLAT EXAMINER | SUBDIVISION AND BONDS ADMINISTRATOR

Rosslyn Gateway
Arlington, Virginia

The JBG Companies

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703.548.2188

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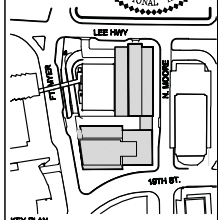
Vienna, Virginia 22182
703.760.1600

COMMONWEALTH OF VIRGINIA
FRANK RICHARD MOLLER
Lic. No. 049416
6/15/12
PROFESSIONAL ENGINEER



KEY PLAN

PDSP PLANS

No.	ISSUE	DATE
6	PDSP RESUBMISSION	03.15.2012
5	PDSP RESUBMISSION	02.03.2012
7	PDSP RESUBMISSION	03.14.2012
6	PDSP RESUBMISSION	04.20.2012
5	FINAL PDSP SUBMISSION	07.15.2011
4	PDSP SUBMISSION	07.05.2011
3	PDSP SUBMISSION	03.21.2011
2	PDSP SUBMISSION	09.30.2011
1	PDSP SUBMISSION	04.15.2011

DRAWN BY: MGS | KPF JOB NUMBER: 1010.02
SCALE: 1"=30' | DATE CREATED: 01/05/12

DRAWING TITLE
PRELIMINARY VACATION PLAT EXHIBIT

DRAWING NUMBER
C2.0

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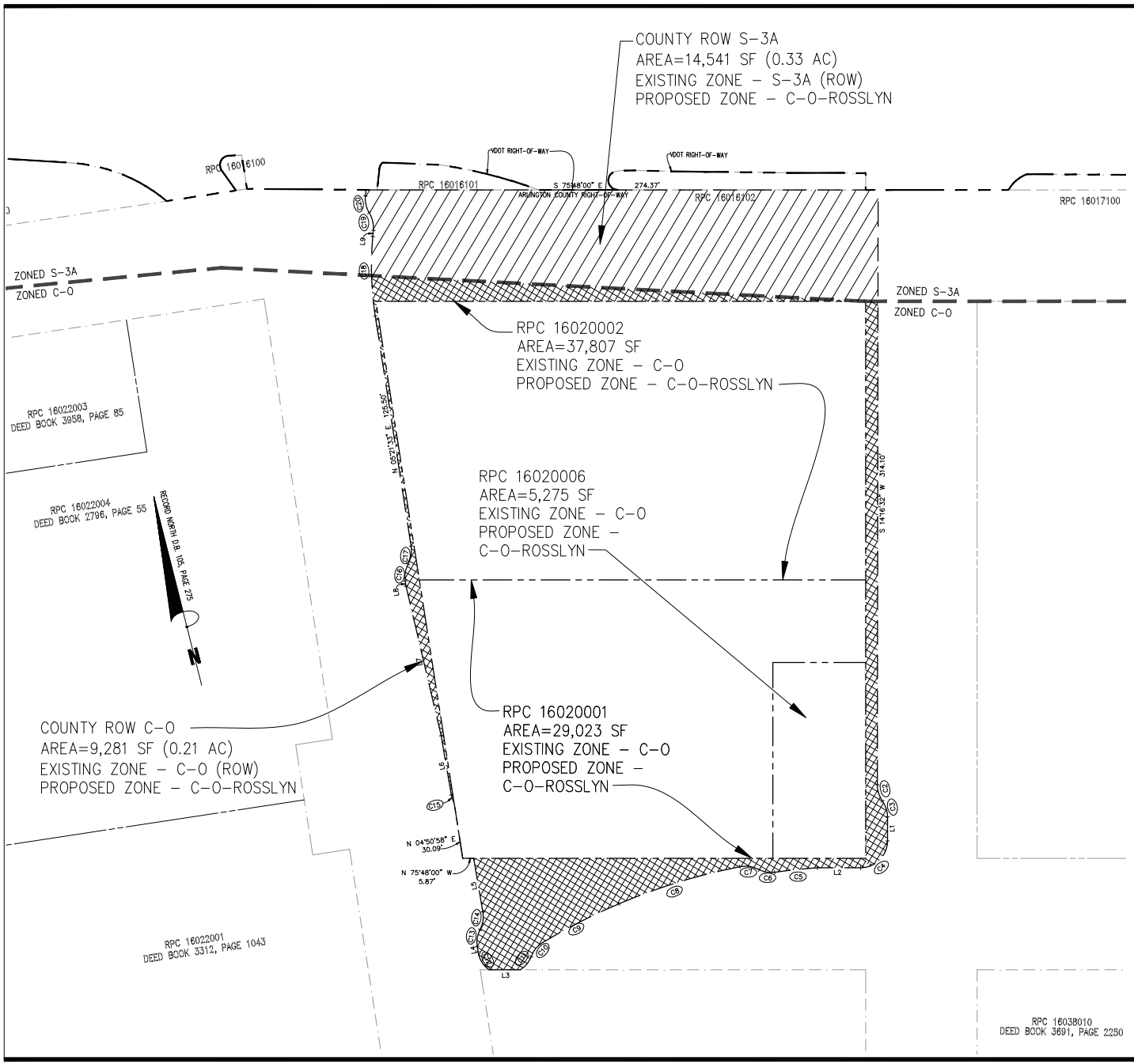
Filename: P:\6067 - Rosslyn Gateway\6067-01-009 (ENG)\Engineering\Engineering Plans\PDSP\6067-C-PP-006-C-5-PP-VAC-ENGRN-PLAT.dwg Plotted by: Richard Moller Plot Time: 6/15/2012 5:07 PM Plot Scale: 0.5000'



EXISTING ZONE:

		ZONING
	THE TOTAL LOT AREA EQUAL 1.66 AC. OR (72,105 S.F.)	
a)	RPC 16020001: 0.67 AC. OR (29,023 S.F.)	C-O
b)	RPC 16020002: 0.87 AC. OR (37,807 S.F.)	C-O
c)	RPC 16020006: 0.12 AC. OR (5,275 S.F.)	C-O
	PROPOSED ADDITIONAL SITE AREA TO BE ACQUIRED EQUALS 0.55 AC. OR (23,822 S.F.)	
d)	COUNTY ROW S-3A 0.33 AC. OR (14,541 S.F.)	S-3A (ROW)
e)	COUNTY ROW C-O 0.21 AC. OR (9,281 S.F.)	C-O (ROW)
	THE TOTAL SITE AREA EQUALS 2.20 AC. OR (95,927 S.F.)	

PROPOSED ZONE:

		ZONING
	THE TOTAL LOT AREA EQUAL 1.66 AC. OR (72,105 S.F.)	C-O-ROSSLYN
a)	RPC 16020001: 0.67 AC. OR (29,023 S.F.)	C-O-ROSSLYN
b)	RPC 16020002: 0.87 AC. OR (37,807 S.F.)	C-O-ROSSLYN
c)	RPC 16020006: 0.12 AC. OR (5,275 S.F.)	
	PROPOSED ADDITIONAL SITE AREA TO BE ACQUIRED EQUALS 0.55 AC. OR (23,822 S.F.)	
d)	COUNTY ROW S-3A 0.33 AC. OR (14,541 S.F.)	C-O-ROSSLYN
e)	COUNTY ROW C-O 0.21 AC. OR (9,281 S.F.)	C-O-ROSSLYN
	THE TOTAL SITE AREA EQUALS 2.20 AC. OR (95,927 S.F.)	

NOTE:
PRELIMINARY PLATS REPRESENT THE ULTIMATE DEVELOPMENT CONDITION. AREAS OF STREET AND EASEMENT VACATION, STREET DEDICATION AND SUBDIVISION OF THE LOTS WILL BE PHASED.

METES AND BOUNDS DESCRIPTION OF ROSSLYN GATEWAY NORTH

BEGINNING AT A POINT IN THE NORTHERLY RIGHT-OF-WAY LINE OF 19TH STREET NORTH AND THE EASTERLY RIGHT-OF-WAY LINE OF FT. MYER DRIVE. SAID POINT BEING THE SOUTHWEST CORNER OF LOT 4, BLOCK 5, ROSSLYN; THENCE RUNNING WITH SAID EASTERLY RIGHT-OF-WAY LINE OF FT. MYER DRIVE, NORTH 04°50'58" EAST 30.09 FEET TO A POINT; THENCE DEPARTING SAID EASTERLY LINE OF FT. MYER DRIVE AND RUNNING THROUGH THE STREET RIGHT-OF-WAYS OF FT. MYER DRIVE, 20TH STREET NORTH, NORTH MOORE STREET AND 19TH STREET NORTH THE FOLLOWING TWENTY-SEVEN (27) COURSES AND DISTANCES: WITH THE ARC OF A CURVE TO THE RIGHT, WHOSE RADIUS IS 14.50 FEET AND WHOSE CHORD BEARING AND CHORD ARE NORTH 04°57'48" WEST 4.72 FEET, FOR AN ARC DISTANCE OF 4.74 FEET TO A POINT OF TANGENCY; NORTH 04°28'06" EAST 32.45 FEET TO A POINT; NORTH 00°58'24" EAST 82.73 FEET TO A POINT; NORTH 05°25'13" EAST 2.72 FEET TO A POINT OF CURVATURE; WITH THE ARC OF A CURVE TO THE RIGHT, WHOSE RADIUS IS 14.50 FEET AND WHOSE CHORD BEARING AND CHORD ARE NORTH 23°51'19" EAST 9.17 FEET, FOR AN ARC DISTANCE OF 9.33 FEET TO A POINT OF REVERSE CURVATURE; WITH THE ARC OF A CURVE TO THE LEFT, WHOSE RADIUS IS 15.50 FEET AND WHOSE CHORD BEARING AND CHORD ARE NORTH 23°49'29" EAST 9.82 FEET, FOR AN ARC DISTANCE OF 9.99 FEET TO A POINT OF TANGENCY; NORTH 05°21'33" EAST 125.50 FEET TO A POINT OF CURVATURE; WITH THE ARC OF A CURVE TO THE RIGHT, WHOSE RADIUS IS 175.00 FEET AND WHOSE CHORD BEARING AND CHORD ARE NORTH 12°23'13" EAST 42.82 FEET, FOR AN ARC DISTANCE OF 42.93 FEET TO A POINT OF TANGENCY; NORTH 19°24'53" EAST 3.33 FEET TO A POINT OF CURVATURE; WITH THE ARC OF A CURVE TO THE LEFT, WHOSE RADIUS IS 15.50 FEET AND WHOSE CHORD BEARING AND CHORD ARE NORTH 01°03'01" EAST 9.77 FEET, FOR AN ARC DISTANCE OF 9.94 FEET TO A POINT OF REVERSE CURVATURE; WITH THE ARC OF A CURVE TO THE RIGHT, WHOSE RADIUS IS 14.50 FEET AND WHOSE CHORD BEARING AND CHORD ARE NORTH 01°13'03" EAST 9.22 FEET, FOR AN ARC DISTANCE OF 9.38 FEET TO A POINT OF TANGENCY; NORTH 19°44'54" EAST 3.27 FEET TO A POINT; SOUTH 75°48'00" EAST 274.37 FEET TO A POINT OF CURVATURE; WITH THE ARC OF A CURVE TO THE RIGHT, WHOSE RADIUS IS 14.50 FEET AND WHOSE CHORD BEARING AND CHORD ARE SOUTH 01°26'47" WEST 6.44 FEET, FOR AN ARC DISTANCE OF 6.49 FEET TO A POINT OF TANGENCY; SOUTH 14°16'32" WEST 314.10 FEET TO A POINT OF CURVATURE; WITH THE ARC OF A CURVE TO THE LEFT, WHOSE RADIUS IS 15.50 FEET AND WHOSE CHORD BEARING AND CHORD ARE SOUTH 03°20'53" EAST 9.39 FEET, FOR AN ARC DISTANCE OF 9.54 FEET TO A POINT OF REVERSE CURVATURE; WITH THE ARC OF A CURVE TO THE RIGHT, WHOSE RADIUS IS 14.50 FEET AND WHOSE CHORD BEARING AND CHORD ARE SOUTH 03°20'53" EAST 8.78 FEET, FOR AN ARC DISTANCE OF 8.92 FEET TO A POINT OF TANGENCY; SOUTH 14°16'32" WEST 12.91 FEET TO A POINT OF CURVATURE; WITH THE ARC OF A CURVE TO THE RIGHT, WHOSE RADIUS IS 14.50 FEET AND WHOSE CHORD BEARING AND CHORD ARE SOUTH 59°14'16" WEST 20.49 FEET, FOR AN ARC DISTANCE OF 22.76 FEET TO A POINT OF TANGENCY; NORTH 75°47'59" WEST 23.26 FEET TO A POINT OF CURVATURE; WITH THE ARC OF A CURVE TO THE LEFT, WHOSE RADIUS IS 325.37 FEET AND WHOSE CHORD BEARING AND CHORD ARE NORTH 81°44'04" WEST 23.14 FEET, FOR AN ARC DISTANCE OF 23.14 FEET TO A POINT OF REVERSE CURVATURE; WITH THE ARC OF A CURVE TO THE RIGHT, WHOSE RADIUS IS 14.50 FEET AND WHOSE CHORD BEARING AND CHORD ARE NORTH 66°51'21" WEST 8.32 FEET, FOR AN ARC DISTANCE OF 8.44 FEET TO A POINT OF REVERSE CURVATURE; WITH THE ARC OF A CURVE TO THE LEFT, WHOSE RADIUS IS 15.50 FEET AND WHOSE CHORD BEARING AND CHORD ARE NORTH 66°49'10" WEST 10.64 FEET, FOR AN ARC DISTANCE OF 10.86 FEET TO A POINT OF COMPOUND CURVATURE; WITH THE ARC OF A CURVE TO THE LEFT, WHOSE RADIUS IS 329.70 FEET AND WHOSE CHORD BEARING AND CHORD ARE SOUTH 87°11'09" WEST 67.95 FEET, FOR AN ARC DISTANCE OF 68.07 FEET TO A POINT OF COMPOUND CURVATURE; WITH THE ARC OF A CURVE TO THE LEFT, WHOSE RADIUS IS 331.37 FEET AND WHOSE CHORD BEARING AND CHORD ARE SOUTH 77°18'32" WEST 45.79 FEET, FOR AN ARC DISTANCE OF 45.83 FEET TO A POINT OF COMPOUND CURVATURE; WITH THE ARC OF A CURVE TO THE LEFT, WHOSE RADIUS IS 15.50 FEET AND WHOSE CHORD BEARING AND CHORD ARE SOUTH 54°12'01" WEST 10.17 FEET, FOR AN ARC DISTANCE OF 10.36 FEET TO A POINT OF REVERSE CURVATURE; WITH THE ARC OF A CURVE TO THE RIGHT, WHOSE RADIUS IS 14.50 FEET AND WHOSE CHORD BEARING AND CHORD ARE SOUTH 53°25'52" WEST 9.14 FEET, FOR AN ARC DISTANCE OF 9.30 FEET TO A POINT IN THE SOUTHERLY RIGHT-OF-WAY LINE OF 19TH STREET NORTH, THENCE RUNNING WITH SAID SOUTHERLY LINE OF 19TH STREET NORTH, NORTH 75°48'00" WEST 16.95 FEET TO A POINT; THENCE DEPARTING SAID SOUTHERLY LINE OF 19TH STREET NORTH AND RUNNING THROUGH THE STREET RIGHT-OF-WAY OF 19TH STREET NORTH THE FOLLOWING FIVE (5) COURSES AND DISTANCES: WITH THE ARC OF A CURVE TO THE RIGHT, WHOSE RADIUS IS 14.50 FEET AND WHOSE CHORD BEARING AND CHORD ARE NORTH 17°16'38" WEST 11.22 FEET, FOR AN ARC DISTANCE OF 11.53 FEET TO A POINT OF TANGENCY; NORTH 05°29'40" EAST 3.06 FEET TO A POINT OF CURVATURE; WITH THE ARC OF A CURVE TO THE RIGHT, WHOSE RADIUS IS 14.50 FEET AND WHOSE CHORD BEARING AND CHORD ARE NORTH 23°37'09" EAST 9.02 FEET, FOR AN ARC DISTANCE OF 9.17 FEET TO A POINT OF REVERSE CURVATURE; WITH THE ARC OF A CURVE TO THE LEFT, WHOSE RADIUS IS 15.50 FEET AND WHOSE CHORD BEARING AND CHORD ARE NORTH 23°37'09" EAST 9.90 FEET, FOR AN ARC DISTANCE OF 10.08 FEET TO A POINT OF TANGENCY; NORTH 04°29'16" EAST 29.14 FEET TO A POINT IN THE NORTHERLY RIGHT-OF-WAY LINE OF 19TH STREET NORTH;
THENCE RUNNING WITH SAID NORTHERLY LINE OF 19TH STREET NORTH, NORTH 75°48'00" WEST 5.87 FEET TO THE POINT OF BEGINNING.

CONTAINING 95,927 SQUARE FEET OR 2.20 ACRES.

GRAPHIC SCALE
25 0 12.5 25 50 100
(IN FEET)
1 inch = 25 ft.

Rosslyn Gateway
Arlington, Virginia

The JBG Companies

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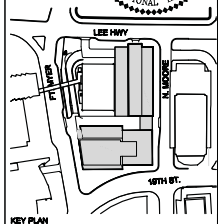
RICHARD MOLLER
Lic. No. 049416
6/15/12
PROFESSIONAL ENGINEER



KEY PLAN

PDSP PLANS

No.	ISSUE	DATE
10	PDSP RESUBMISSION	06.15.2012
9	PDSP RESUBMISSION	05.30.2012
7	PDSP RESUBMISSION	05.14.2012
6	PDSP RESUBMISSION	04.30.2012
5	FINAL PDSP SUBMISSION	07.18.2011
4	PDSP SUBMISSION	07.08.2011
3	PDSP SUBMISSION	06.01.2011
2	PDSP SUBMISSION	05.06.2011
1	PDSP SUBMISSION	04.18.2011

DRAWN BY: MGB
KPF JOB NUMBER: 1010.02
SCALE: 1"=25'
DATE CREATED: 01/05/2012

DRAWING TITLE
PRELIMINARY REZONING PLAT EXHIBIT

DRAWING NUMBER
C3.0

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EXISTING AREA TABULATION

THE TOTAL LOT AREA EQUAL 1.66 AC. OR (72,105 S.F.)

1. RPC 16020001 = 0.67 AC. OR (29,023 S.F.)
2. RPC 16020002 = 0.87 AC. OR (37,807 S.F.)
3. RPC 16020006 = 0.12 AC. OR (5,275 S.F.)

ADDITIONAL AREA EQUALS 0.55 AC. OR (23,822 S.F.)

4. COUNTY ROW VACATION = 0.55 AC. OR (23,822 S.F.)

TOTAL SITE AREA = 2.20 AC. OR (95,927 S.F.)

PROPOSED AREA TABULATION

LOT 1 = 2.20 AC. OR (95,927 S.F.)

TOTAL SITE AREA = 2.20 AC. OR (95,927 S.F.)

CURVE TABLE

CURVE	RADIUS	LENGTH	CHORD BEARING	CHORD	DELTA	TANGENT
C1	14.50'	6.49'	S 01°26'47" W	6.44'	25°39'29"	3.30'
C2	15.50'	9.54'	S 03°20'53" E	9.39'	35°14'51"	4.92'
C3	14.50'	8.92'	S 03°20'53" E	8.78'	35°14'51"	4.61'
C4	14.50'	22.76'	S 59°14'16" W	20.49'	89°55'29"	14.48'
C5	325.37'	23.14'	N 81°44'04" W	23.14'	04°04'32"	11.58'
C6	14.50'	8.44'	N 66°51'21" W	8.32'	33°21'34"	4.34'
C7	15.50'	10.86'	N 66°49'10" W	10.64'	40°09'36"	5.67'
C8	329.70'	68.07'	S 87°11'09" W	67.95'	11°49'47"	34.16'
C9	331.37'	45.83'	S 77°18'32" W	45.79'	07°55'27"	22.95'
C10	15.50'	10.36'	S 54°12'01" W	10.17'	38°17'35"	5.38'
C11	14.50'	9.30'	S 53°25'52" W	9.14'	36°45'17"	4.82'
C12	14.50'	11.53'	N 17°16'38" W	11.22'	45°32'36"	6.09'
C13	14.50'	9.17'	N 23°37'09" E	9.02'	36°14'58"	4.75'
C14	15.50'	10.08'	N 23°06'57" E	9.90'	37°15'22"	5.22'
C15	14.50'	4.74'	N 04°53'48" W	4.72'	18°43'49"	2.39'
C16	14.50'	9.33'	N 23°51'19" E	9.17'	36°52'12"	4.83'
C17	15.50'	9.99'	S 23°49'29" W	9.82'	36°55'52"	5.18'
C18	175.00'	42.93'	N 12°23'13" E	42.82'	14°03'20"	21.57'
C19	15.50'	9.94'	S 01°03'03" W	9.77'	36°43'41"	5.15'
C20	14.50'	9.38'	N 01°13'03" E	9.22'	37°03'42"	4.86'

LINE TABLE

LINE	BEARING	DISTANCE
L1	S 14°16'32" W	12.91'
L2	N 75°47'59" W	23.26'
L3	N 75°48'00" W	16.95'
L4	N 05°29'40" E	3.06'
L5	N 04°29'16" E	29.14
L6	N 04°28'06" E	32.45'
L7	N 00°58'24" E	82.73'
L8	N 05°25'13" E	2.72'
L9	N 19°24'53" E	3.33'
L10	N 19°44'54" E	3.27'

METES AND BOUNDS DESCRIPTION OF ROSSLYN GATEWAY NORTH

BEGINNING AT A POINT IN THE NORTHERLY RIGHT-OF-WAY LINE OF 19TH STREET NORTH AND THE EASTERLY RIGHT-OF-WAY LINE OF FT. MYER DRIVE, SAID POINT BEING THE SOUTHWEST CORNER OF LOT 4, BLOCK 5, ROSSLYN; THENCE RUNNING WITH SAID EASTERLY RIGHT-OF-WAY LINE OF FT. MYER DRIVE, NORTH 04°50'58" EAST 30.09 FEET TO A POINT; THENCE DEPARTING SAID EASTERLY LINE OF FT. MYER DRIVE AND RUNNING THROUGH THE STREET RIGHT-OF-WAYS OF FT. MYER DRIVE, 20TH STREET NORTH, NORTH MOORE STREET AND 19TH STREET NORTH THE FOLLOWING TWENTY-SEVEN (27) COURSES AND DISTANCES: WITH THE ARC OF A CURVE TO THE RIGHT, WHOSE RADIUS IS 14.50 FEET AND WHOSE CHORD BEARING AND CHORD ARE NORTH 04°53'48" WEST 4.72 FEET, FOR AN ARC DISTANCE OF 4.74 FEET TO A POINT OF TANGENCY; NORTH 04°28'06" EAST 32.45 FEET TO A POINT; NORTH 00°58'24" EAST 82.73 FEET TO A POINT; NORTH 05°25'13" EAST 2.72 FEET TO A POINT OF CURVATURE; WITH THE ARC OF A CURVE TO THE RIGHT, WHOSE RADIUS IS 14.50 FEET AND WHOSE CHORD BEARING AND CHORD ARE NORTH 23°51'19" EAST 9.17 FEET, FOR AN ARC DISTANCE OF 9.33 FEET TO A POINT OF REVERSE CURVATURE; WITH THE ARC OF A CURVE TO THE LEFT, WHOSE RADIUS IS 15.50 FEET AND WHOSE CHORD BEARING AND CHORD ARE NORTH 23°49'29" EAST 9.82 FEET, FOR AN ARC DISTANCE OF 9.99 FEET TO A POINT OF TANGENCY; NORTH 05°21'33" EAST 125.50 FEET TO A POINT OF CURVATURE; WITH THE ARC OF A CURVE TO THE RIGHT, WHOSE RADIUS IS 175.00 FEET AND WHOSE CHORD BEARING AND CHORD ARE NORTH 12°23'13" EAST 42.82 FEET, FOR AN ARC DISTANCE OF 42.93 FEET TO A POINT OF TANGENCY; NORTH 19°24'53" EAST 3.33 FEET TO A POINT OF CURVATURE; WITH THE ARC OF A CURVE TO THE LEFT, WHOSE RADIUS IS 15.50 FEET AND WHOSE CHORD BEARING AND CHORD ARE NORTH 01°03'03" EAST 9.77 FEET, FOR AN ARC DISTANCE OF 9.94 FEET TO A POINT OF REVERSE CURVATURE; WITH THE ARC OF A CURVE TO THE RIGHT, WHOSE RADIUS IS 14.50 FEET AND WHOSE CHORD BEARING AND CHORD ARE NORTH 01°13'03" EAST 9.22 FEET, FOR AN ARC DISTANCE OF 9.38 FEET TO A POINT OF TANGENCY; NORTH 19°44'54" EAST 3.27 FEET TO A POINT; SOUTH 75°48'00" EAST 274.37 FEET TO A POINT OF CURVATURE; WITH THE ARC OF A CURVE TO THE RIGHT, WHOSE RADIUS IS 14.50 FEET AND WHOSE CHORD BEARING AND CHORD ARE SOUTH 01°26'47" WEST 6.44 FEET, FOR AN ARC DISTANCE OF 6.49 FEET TO A POINT OF TANGENCY; SOUTH 14°16'32" WEST 314.10 FEET TO A POINT OF CURVATURE; WITH THE ARC OF A CURVE TO THE LEFT, WHOSE RADIUS IS 15.50 FEET AND WHOSE CHORD BEARING AND CHORD ARE SOUTH 03°20'53" EAST 9.39 FEET, FOR AN ARC DISTANCE OF 9.54 FEET TO A POINT OF REVERSE CURVATURE; WITH THE ARC OF A CURVE TO THE RIGHT, WHOSE RADIUS IS 14.50 FEET AND WHOSE CHORD BEARING AND CHORD ARE SOUTH 03°20'53" EAST 8.78 FEET, FOR AN ARC DISTANCE OF 8.92 FEET TO A POINT OF TANGENCY; SOUTH 14°16'32" WEST 12.91 FEET TO A POINT OF CURVATURE; WITH THE ARC OF A CURVE TO THE RIGHT, WHOSE RADIUS IS 14.50 FEET AND WHOSE CHORD BEARING AND CHORD ARE SOUTH 59°14'16" WEST 20.49 FEET, FOR AN ARC DISTANCE OF 22.76 FEET TO A POINT OF TANGENCY; NORTH 75°47'59" WEST 23.26 FEET TO A POINT OF CURVATURE; WITH THE ARC OF A CURVE TO THE LEFT, WHOSE RADIUS IS 325.37 FEET AND WHOSE CHORD BEARING AND CHORD ARE NORTH 81°44'04" WEST 23.14 FEET, FOR AN ARC DISTANCE OF 23.14 FEET TO A POINT OF REVERSE CURVATURE; WITH THE ARC OF A CURVE TO THE RIGHT, WHOSE RADIUS IS 14.50 FEET AND WHOSE CHORD BEARING AND CHORD ARE NORTH 66°51'21" WEST 8.32 FEET, FOR AN ARC DISTANCE OF 8.44 FEET TO A POINT OF REVERSE CURVATURE; WITH THE ARC OF A CURVE TO THE LEFT, WHOSE RADIUS IS 15.50 FEET AND WHOSE CHORD BEARING AND CHORD ARE NORTH 66°49'10" WEST 10.64 FEET, FOR AN ARC DISTANCE OF 10.86 FEET TO A POINT OF COMPOUND CURVATURE; WITH THE ARC OF A CURVE TO THE LEFT, WHOSE RADIUS IS 329.70 FEET AND WHOSE CHORD BEARING AND CHORD ARE SOUTH 87°11'09" WEST 67.95 FEET, FOR AN ARC DISTANCE OF 68.07 FEET TO A POINT OF COMPOUND CURVATURE; WITH THE ARC OF A CURVE TO THE LEFT, WHOSE RADIUS IS 331.37 FEET AND WHOSE CHORD BEARING AND CHORD ARE SOUTH 77°18'32" WEST 45.79 FEET, FOR AN ARC DISTANCE OF 45.83 FEET TO A POINT OF COMPOUND CURVATURE; WITH THE ARC OF A CURVE TO THE LEFT, WHOSE RADIUS IS 15.50 FEET AND WHOSE CHORD BEARING AND CHORD ARE SOUTH 54°12'01" WEST 10.17 FEET, FOR AN ARC DISTANCE OF 10.36 FEET TO A POINT OF REVERSE CURVATURE; WITH THE ARC OF A CURVE TO THE RIGHT, WHOSE RADIUS IS 14.50 FEET AND WHOSE CHORD BEARING AND CHORD ARE SOUTH 53°25'52" WEST 9.14 FEET, FOR AN ARC DISTANCE OF 9.30 FEET TO A POINT IN THE SOUTHERLY RIGHT-OF-WAY LINE OF 19TH STREET NORTH, THENCE RUNNING WITH SAID SOUTHERLY LINE OF 19TH STREET NORTH, NORTH 75°48'00" WEST 16.95 FEET TO A POINT; THENCE DEPARTING SAID SOUTHERLY LINE OF 19TH STREET NORTH AND RUNNING THROUGH THE STREET RIGHT-OF-WAY OF 19TH STREET NORTH THE FOLLOWING FIVE (5) COURSES AND DISTANCES: WITH THE ARC OF A CURVE TO THE RIGHT, WHOSE RADIUS IS 14.50 FEET AND WHOSE CHORD BEARING AND CHORD ARE NORTH 17°16'38" WEST 11.22 FEET, FOR AN ARC DISTANCE OF 11.53 FEET TO A POINT OF TANGENCY; NORTH 05029'40" EAST 3.06 FEET TO A POINT OF CURVATURE; WITH THE ARC OF A CURVE TO THE RIGHT, WHOSE RADIUS IS 14.50 FEET AND WHOSE CHORD BEARING AND CHORD ARE NORTH 23°37'09" EAST 9.02 FEET, FOR AN ARC DISTANCE OF 9.17 FEET TO A POINT OF REVERSE CURVATURE; WITH THE ARC OF A CURVE TO THE LEFT, WHOSE RADIUS IS 15.50 FEET AND WHOSE CHORD BEARING AND CHORD ARE NORTH 23°37'09" EAST 9.90 FEET, FOR AN ARC DISTANCE OF 10.08 FEET TO A POINT OF TANGENCY; NORTH 04°29'16" EAST 29.14 FEET TO A POINT IN THE NORTHERLY RIGHT-OF-WAY LINE OF 19TH STREET NORTH;
THENCE RUNNING WITH SAID NORTHERLY LINE OF 19TH STREET NORTH, NORTH 75°48'00" WEST 5.87 FEET TO THE POINT OF BEGINNING.

CONTAINING 95,927 SQUARE FEET OR 2.20 ACRES.

FORM OF OCCUPANCY NOTE:
THE CURRENT INTENT OF THE APPLICANT IS TO DEVELOP THE RESIDENTIAL BUILDINGS AS CONDOMINIUMS (BEDROOM COUNT AS NOTED); HOWEVER, BASED ON MARKET CONDITIONS OR FOR OTHER REASONS, THE APPLICANT MAY CHOOSE TO GO WITH RENTAL PRODUCTS OR A COMBINATION OF THE TWO PRODUCTS AND REVISE THE UNIT BEDROOM COUNTS AND/OR MIX.

GRAPHIC SCALE
25 0 12.5 25 50 100
(IN FEET)
1 inch = 25 ft.

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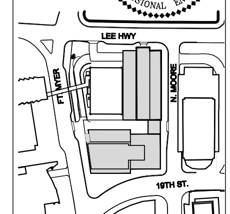

KEY PLAN

PDSP PLANS

No.	ISSUE	DATE
9	PDSP RESUBMISSION	06.13.2012
8	PDSP RESUBMISSION	05.23.2012
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4	PDSP SUBMISSION	07.05.2011
3	PDSP SUBMISSION	06.21.2011
2	PDSP SUBMISSION	05.25.2011
1	PDSP SUBMISSION	04.15.2011

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KPF JOB NUMBER: 1619.02
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PRELIMINARY SUBDIVISION PLAT EXHIBIT

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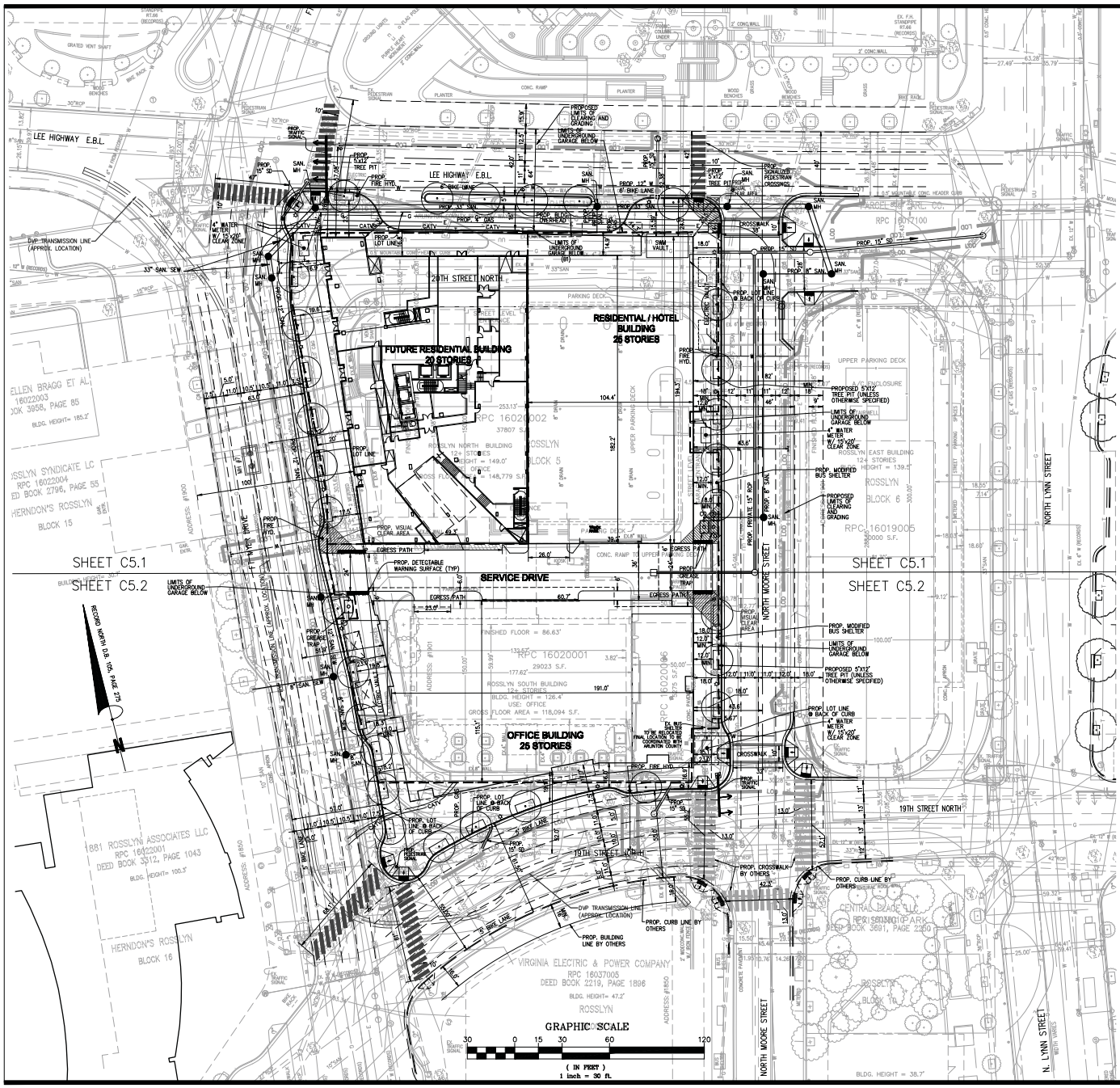

LEGEND

- SANITARY SEWER MANHOLE
- STORM SEWER MANHOLE
- ELECTRIC MANHOLE
- TELEPHONE MANHOLE
- WATER MANHOLE
- TREE SURVEY NUMBER
- EXISTING TREE
- PROPOSED TREE
- WATER METER
- WATER VALVE
- FIRE HYDRANT
- LIGHT POLE
- UTILITY POLE
- TRAFFIC SIGNAL
- PROPOSED BUILDING ENTRY
- POB POINT OF BEGINNING
- GAS VALVE
- BOLLARD
- TRAFFIC SIGNAL POLE
- TRAFFIC CONTROL BOX
- VISION CLEARANCE AREA

NOTES:

1) UTILITY INFORMATION OBTAINED FROM AVAILABLE RECORDS AND FIELD SURVEY

2) DATUM: SEE CERTIFIED SURVEY PLAN ON SHEET C1.0

3) CONTOUR INTERVAL IS SHOWN AT A 1 FOOT INTERVAL

4) THE PROPERTY SHOWN HEREON IS LOCATED ON ARLINGTON COUNTY TAX ASSESSMENT MAP # 44-4, REAL PROPERTY CODES (RPC)16020001, 16020002, & 16020006, AND IS ZONED C-O.

5) ELECTRIC VAULT(S) ARE TO BE LOCATED BELOW GRADE. SEE THE ARCHITECTURAL PLAN FOR LOCATIONS AND DETAILS.

6) THE TOTAL SITE AREA (APPLICANT PROPERTY) EQUALS 1.66 AC. OR (72,105 S.F.)

THE TOTAL SITE AREA EQUALS 1.66 AC. OR (72,105 S.F.)

		EX. ZONING	PROP. ZONING
a)	RPC 16020001: 0.67 AC. OR (29,023 S.F.)	C-O	C-O-ROSSLYN
b)	RPC 16020002: 0.87 AC. OR (37,807 S.F.)	C-O	C-O-ROSSLYN
c)	RPC 16020006: 0.12 AC. OR (5,275 S.F.)	C-O	C-O-ROSSLYN

PROPOSED ADDITIONAL SITE AREA TO BE ACQUIRED EQUALS 0.68 AC. OR (29,712 S.F.)

d)	COUNTY ROW S-3A	0.33 AC. OR (14,541 S.F.)	S-3A (ROW)	C-O-ROSSLYN
e)	COUNTY ROW C-O	0.21 AC. OR (9,281 S.F.)	C-O (ROW)	C-O-ROSSLYN

THE TOTAL SITE AREA EQUALS 2.20 AC. OR (95,927 S.F.)

7) A STORMWATER DETENTION VAULT IS SHOWN, HOWEVER A STORMWATER DETENTION WAIVER IS BEING APPLIED FOR.

9) REFER TO SHEET C6.0 FOR PROPOSED ROADWAY STRIPING AND MARKING PLAN

10) LIMITS OF CLEARING AND GRADING IS AS SHOWN.

11) SEE SHEET C2.0 FOR VACATION EXHIBIT. SEE SHEET C3.0 FOR REZONING EXHIBIT. SEE SHEET C4.0 FOR SUBDIVISION EXHIBIT.

12) PROPOSED FIBER OPTIC, AND CABLE LOCATIONS TO BE COORDINATED WITH EACH RESPECTIVE UTILITY COMPANY AT THE TIME OF FINAL SITE ENGINEERING.

13) ONE ADDITIONAL CROSSWALK IS PROPOSED AT THE INTERSECTION OF NORTH MOORE STREET AND LEE HIGHWAY AT THIS TIME.

14) NO ADDITIONAL BUS SHELTERS ARE PROPOSED FOR THIS SITE. EXISTING BUS SHELTERS ARE SHOWN. EXISTING BUS SHELTER ON N. MOORE ST. TO BE RELOCATED AS SHOWN.

15) NO HISTORICAL DISTRICTS OR BUILDINGS ARE KNOWN TO BE LOCATED ON THIS SITE.

16) NO RESOURCE PROTECTION AREAS (RPA'S) ARE ON THE SITE.

17) APPROXIMATELY 14,000 SF OF EXISTING ROSSLYN PLAZA NORTH BUILDING WILL BE DEMOLISHED IN PHASE 1.

SITE TABULATIONS

1) SITE AREA : 95,927 S.F. ± (2.20 AC. ±)

2) PROPOSED NUMBER OF DWELLING UNITS:

HOTEL	148
RESIDENTIAL	133
FUTURE RESIDENTIAL	140

3) AVERAGE ELEVATION AT PERIMETER OF SITE IS:
HOTEL/RESIDENTIAL AND RESIDENTIAL BLDG = 77.97'
OFFICE BLDG = 82.98'

4) PARKING

BELOW GRADE GARAGE

STANDARD SPACES:	225 SPACES
COMPACT SPACES:	211 SPACES
STANDARD TANDEM STACKER SPACES:	270 SPACES
COMPACT TANDEM STACKER SPACES:	42 SPACES
CAR ACCESSIBLE SPACES	11 SPACES
VAN ACCESSIBLE SPACES:	3 SPACES

ABOVE GRADE STRUCTURE PARKING

STANDARD SPACES:	79 SPACES
COMPACT SPACES:	34 SPACES
TOTAL PARKING SPACES:	875 SPACES

5) BUILDING HEIGHT:

OFFICE BUILDING:	323' ±
HOTEL/RESIDENTIAL BUILDING:	307' ±
FUTURE RESIDENTIAL BUILDING:	270' ±

6) SIDEWALK WIDTHS:

LEE HIGHWAY EASTBOUND:	14.9' – 17.8'* (VARIES)
NORTH MOORE STREET:	18.0' MIN.*
19TH STREET NORTH	16.0' – 18.0'* (VARIES)
FORT MYER DRIVE:	18.0' MIN. *

*SIDEWALKS MEASURED FROM FACE OF CURB

7) ZONING:

CURRENT ZONING:	C-O/S-3A
PROPOSED ZONING:	C-O-ROSSLYN

NOTE: LOCATIONS AND NUMBER OF PROPOSED STREET TREES CURRENTLY BEING COORDINATED WITH RESPECT TO THE REQUIREMENTS OF THE ROSSLYN MULTI-MODAL STUDY.

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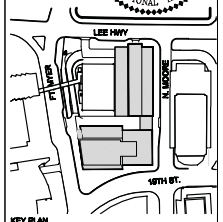

KEY PLAN

PDSP PLANS

No.	ISSUE	DATE
8	PDSP RESUBMISSION	06.15.2012
7	PDSP RESUBMISSION	05.30.2012
7	PDSP RESUBMISSION	05.11.2012
6	PDSP RESUBMISSION	04.30.2012
5	FINAL PDSP SUBMISSION	07.18.2011
4	PDSP SUBMISSION	07.08.2011
3	PDSP SUBMISSION	05.31.2011
2	PDSP SUBMISSION	05.06.2011
1	PDSP SUBMISSION	04.18.2011

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SCALE	DATE CREATED
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DRAWING TITLE

OVERALL PLOT AND LOCATION PLAN

DRAWING NUMBER

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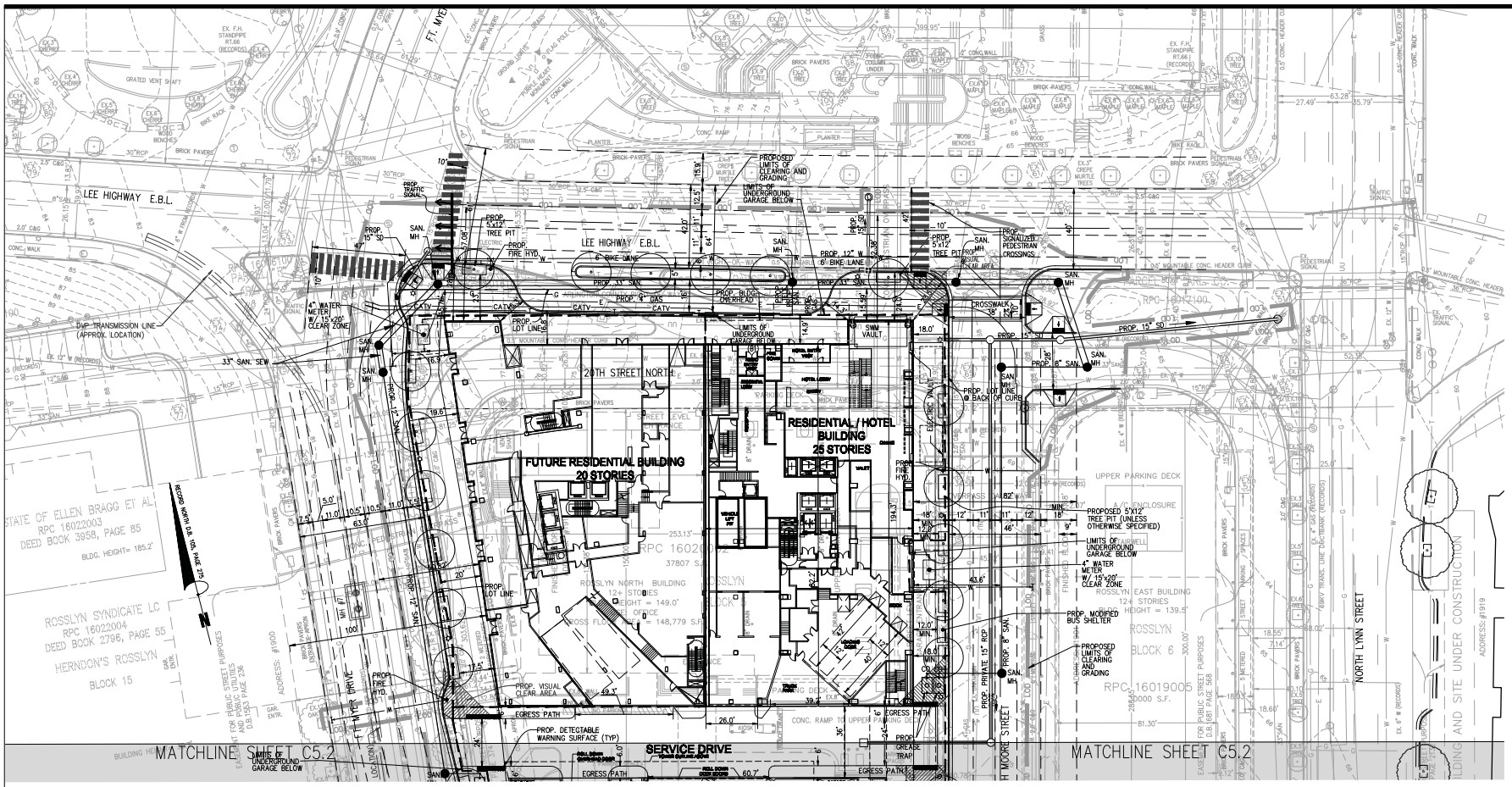

GRAPHIC SCALE

25 0 12.5 25 50 100

(IN FEET)
1 inch = 25 ft.

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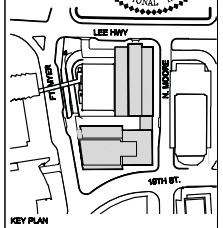

KEY PLAN

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6	PDSP RESUBMISSION	03.15.2012
6	PDSP RESUBMISSION	09.23.2012
7	PDSP RESUBMISSION	03.11.2012
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3	PDSP SUBMISSION	03.21.2011
2	PDSP SUBMISSION	09.30.2011
1	PDSP SUBMISSION	04.15.2011

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KPF JOB NUMBER: 1010.02
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DATE CREATED: 01/03/12

DRAWING TITLE
PLOT AND LOCATION PLAN

DRAWING NUMBER
C5.1

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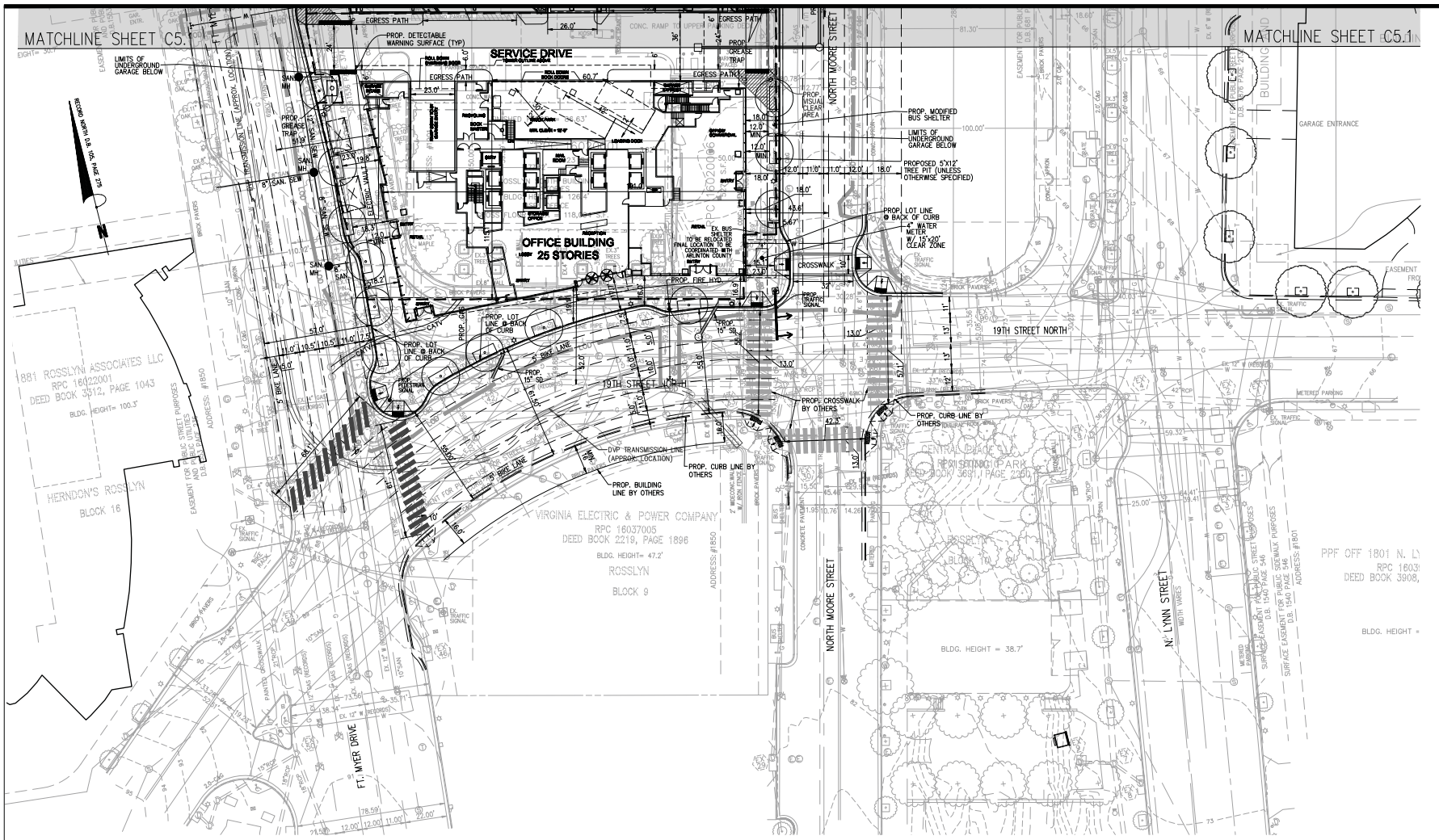
Filename: P:\0202 - Rosslyn Gateway\0202-01-002 (PNR)\Engineering\Engineering Plans\PDSP\0202-01-PNR-C-5-PLOT-LOC.dwg Plotted By: Richard Moller Plot Time: 6/15/2012 6:09 PM Plot Scale: 0.500000



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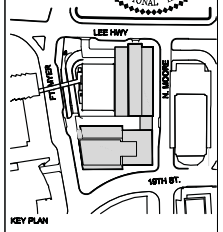

KEY PLAN

PDSP PLANS

No.	ISSUE	DATE
10	PDSP RESUBMISSION	03.15.2012
9	PDSP RESUBMISSION	02.03.2012
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2	PDSP SUBMISSION	09.30.2011
1	PDSP SUBMISSION	04.15.2011

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SCALE: 1"=25'
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DRAWING TITLE
PLOT AND LOCATION PLAN

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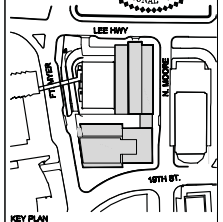

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4	FINAL PDSP SUBMISSION	07.18.2011
4	PDSP SUBMISSION	07.08.2011
3	PDSP SUBMISSION	05.31.2011
2	PDSP SUBMISSION	05.05.2011
1	PDSP SUBMISSION	04.18.2011

DRAWN BY: MCS/JJC
KFF JOB NUMBER: 1010.02
SCALE: 1"=30'
DATE CREATED: 01/05/12

DRAWING TITLE

OVERALL STRIPING AND MARKING PLAN

DRAWING NUMBER

C6.0

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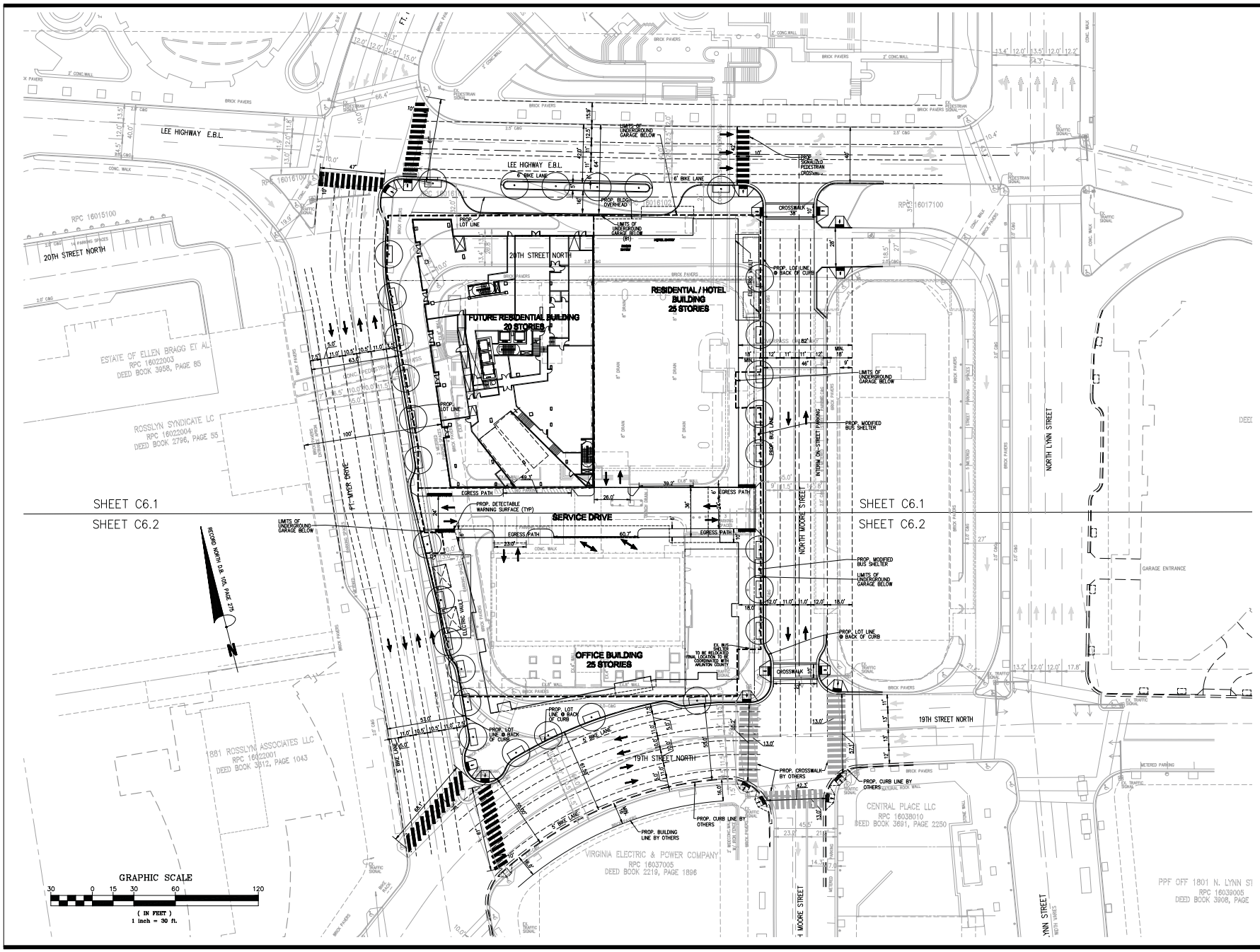
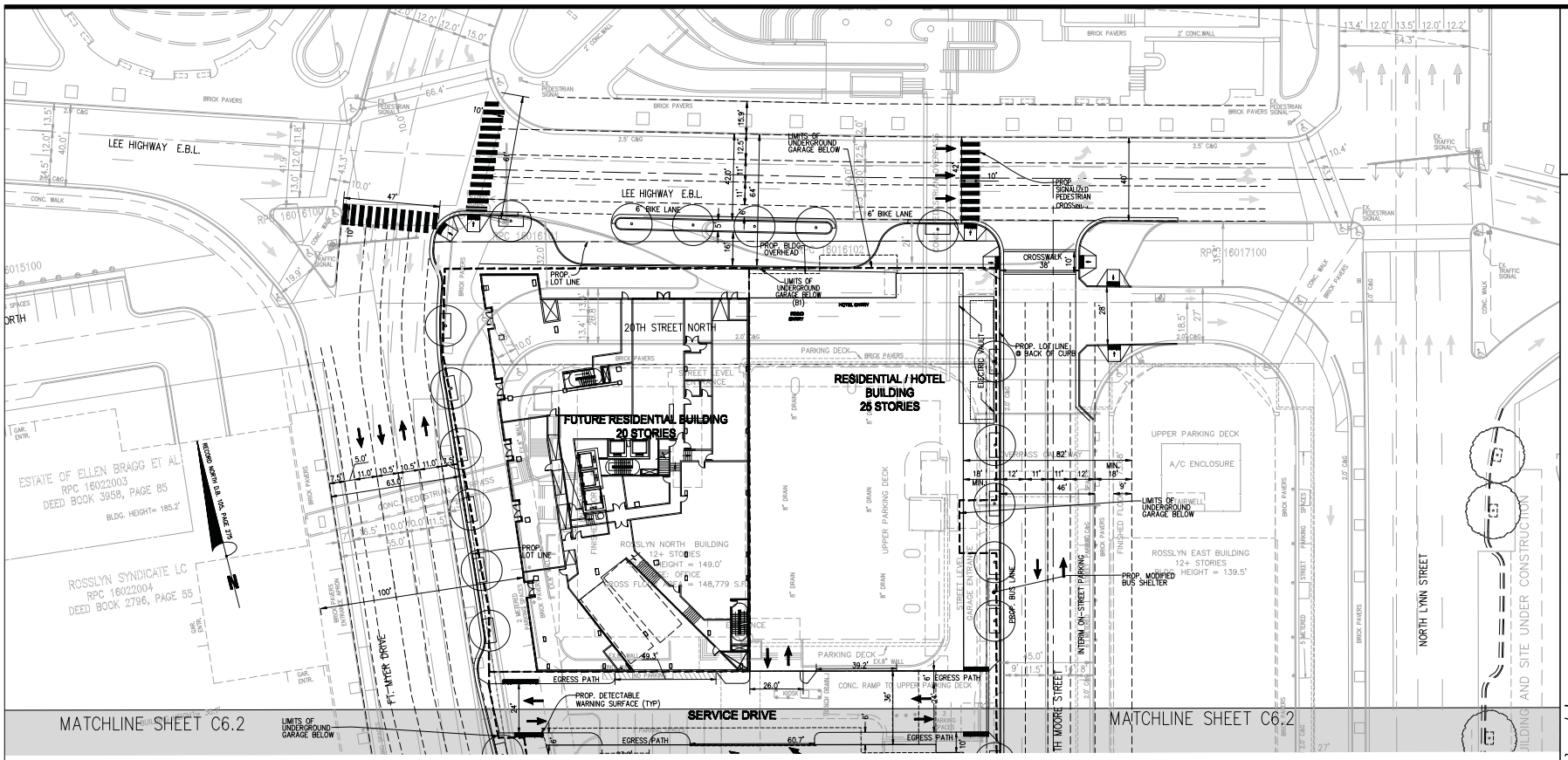
Filename: P:\0027 - Rosslyn Gateway\0027-01-002 (ENG)\Engineering\Engineering Plans\PDSP\0027-01-002-C-6-STRIPING_PLAN.dwg Plotted by: Richard Moller Plot Time: 6/15/2012 6:16 PM Plot Scale: 0.J0000





* INTERIM STREET SECTION

** ULTIMATE STREET SECTION

GRAPHIC SCALE

25 0 12.5 25 50 100

(IN FEET)

1 inch = 25 ft.

Rosslyn Gateway

Arlington, Virginia

The JBG Companies

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RICHARD MOLLER
Lic. No. 049416
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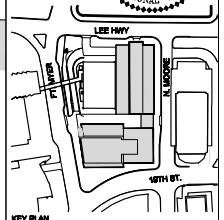
PROFESSIONAL ENGINEER



KEY PLAN

PDSP PLANS

No.	ISSUE	DATE
9	PDSP RESUBMISSION	03.15.2012
8	PDSP RESUBMISSION	09.30.2010
7	PDSP RESUBMISSION	05.14.2010
6	PDSP RESUBMISSION	04.30.2010
5	FINAL PDSP SUBMISSION	07.15.2011
4	PDSP SUBMISSION	07.08.2011
3	PDSP SUBMISSION	03.21.2011
2	PDSP SUBMISSION	09.30.2011
1	PDSP SUBMISSION	04.15.2011

DRAWN BY: MDS/KJO
KPF JOB NUMBER: 1010.02
SCALE: 1"=25'
DATE CREATED: 01/05/11

DRAWING TITLE
STRIPING AND MARKING PLAN

DRAWING NUMBER
C6.1

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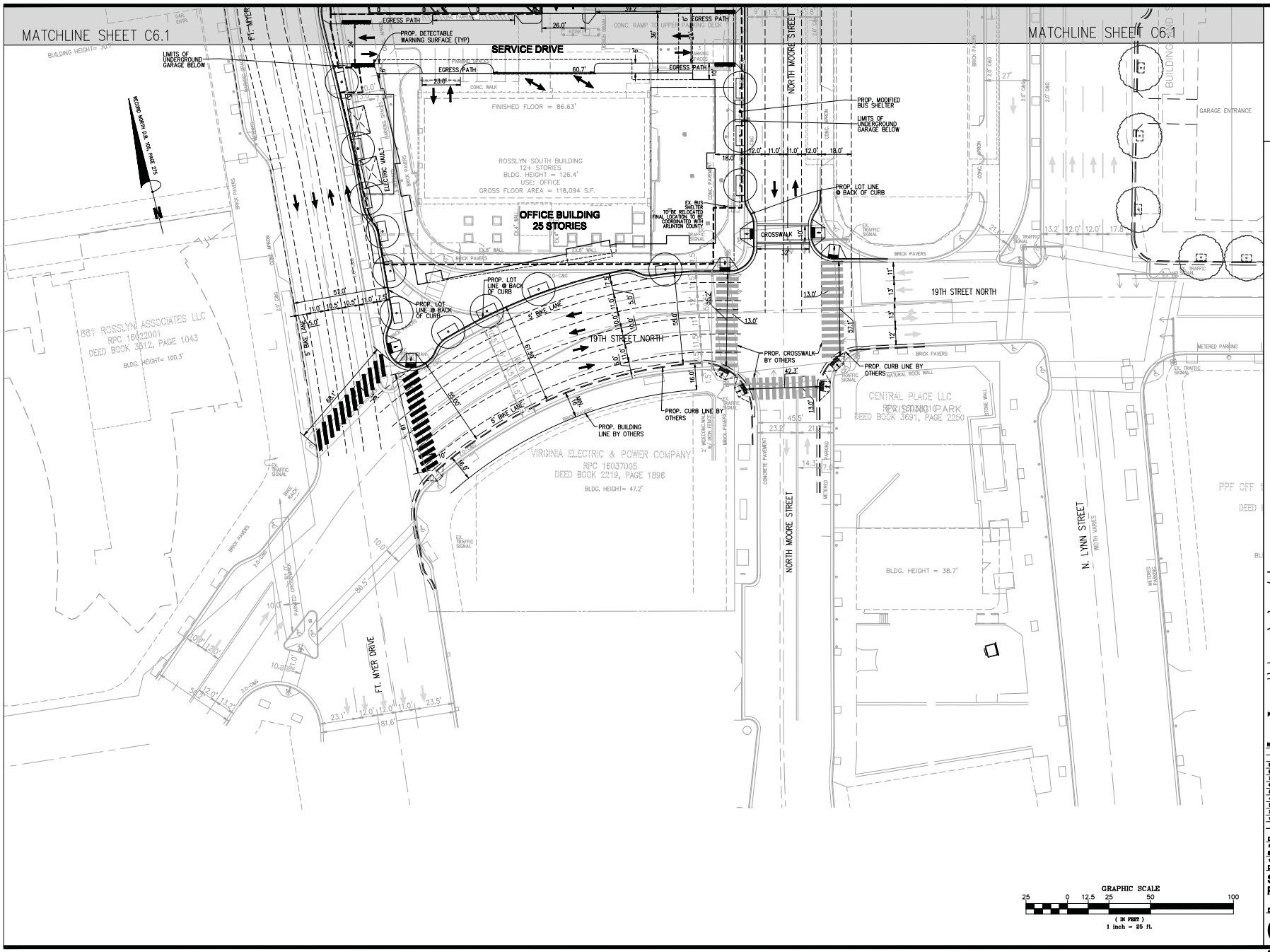

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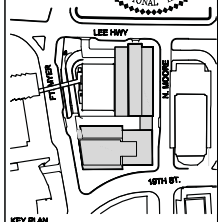

KEY PLAN

PDSP PLANS

No.	ISSUE	DATE
10	PDSP RESUBMISSION	03.15.2012
9	PDSP RESUBMISSION	02.03.2012
7	PDSP RESUBMISSION	09.14.2012
6	PDSP RESUBMISSION	04.30.2012
5	FINAL PDSP SUBMISSION	07.15.2011
4	PDSP SUBMISSION	07.08.2011
3	PDSP SUBMISSION	03.21.2011
2	PDSP SUBMISSION	09.30.2011
1	PDSP SUBMISSION	04.15.2011

DRAWN BY: MCS/KJO
KPF JOB NUMBER: 1010.02
SCALE: 1"=25'
DATE CREATED: 01/05/12

DRAWING TITLE
STRIPING AND MARKING PLAN

DRAWING NUMBER
C6.2

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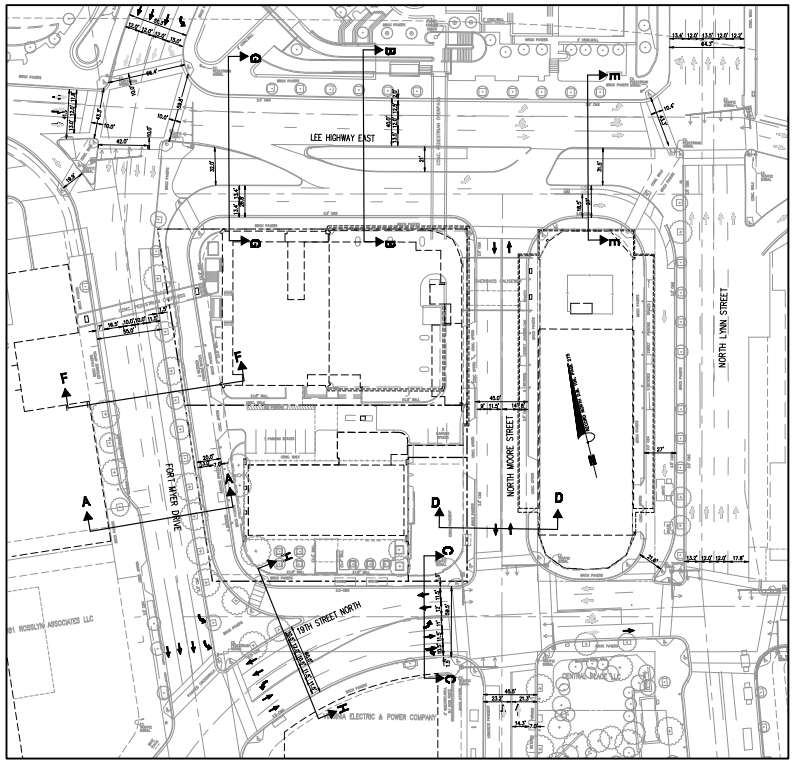
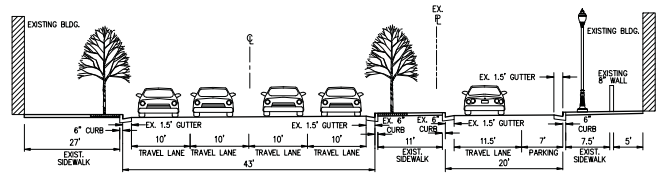
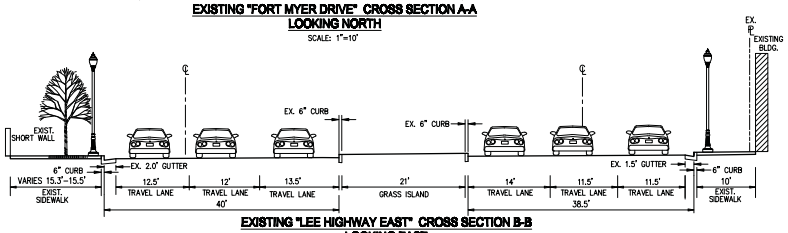


KEY PLAN

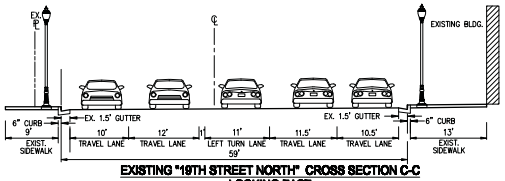
SCALE: 1"=50'



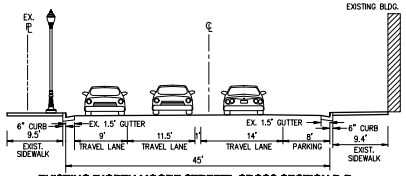
EXISTING "FORT MYER DRIVE" CROSS SECTION A-A
LOOKING NORTH
SCALE: 1"=10'



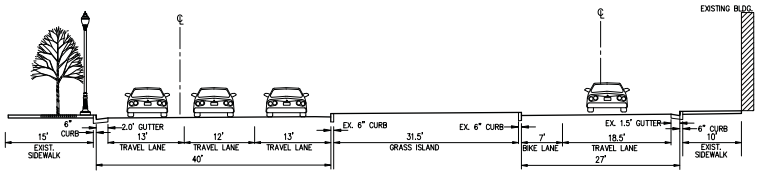
EXISTING "LEE HIGHWAY EAST" CROSS SECTION B-B
LOOKING EAST
SCALE: 1"=10'



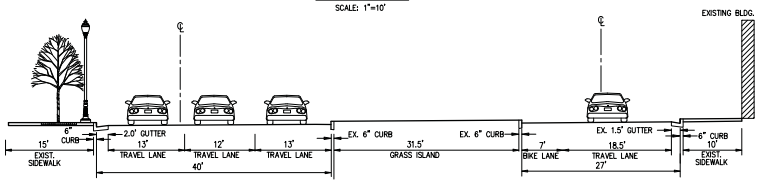
EXISTING "19TH STREET NORTH" CROSS SECTION C-C
LOOKING EAST
SCALE: 1"=10'



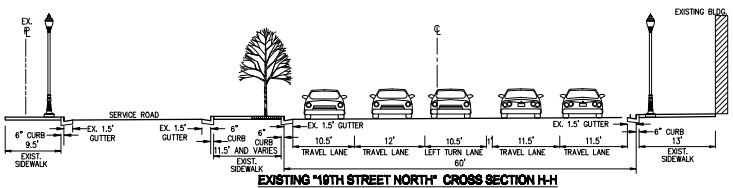
EXISTING "NORTH MOORE STREET" CROSS SECTION D-D
LOOKING NORTH
SCALE: 1"=10'



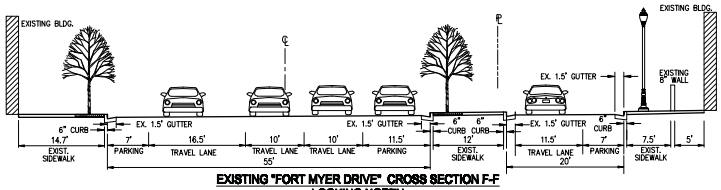
EXISTING "LEE HIGHWAY EAST" CROSS SECTION G-G
LOOKING EAST
SCALE: 1"=10'



EXISTING "LEE HIGHWAY EAST" CROSS SECTION E-E
LOOKING EAST
SCALE: 1"=10'



EXISTING "19TH STREET NORTH" CROSS SECTION H-H
LOOKING EAST
SCALE: 1"=10'



EXISTING "FORT MYER DRIVE" CROSS SECTION F-F
LOOKING NORTH
SCALE: 1"=10'

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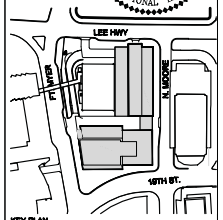

KEY PLAN

PDSP PLANS

No.	ISSUE	DATE
10	PDSP RESUBMISSION	06.15.2012
9	PDSP RESUBMISSION	05.25.2012
7	PDSP RESUBMISSION	05.11.2012
6	PDSP RESUBMISSION	04.25.2012
5	FINAL PDSP SUBMISSION	07.15.2011
4	PDSP SUBMISSION	07.08.2011
3	PDSP SUBMISSION	03.01.2011
2	PDSP SUBMISSION	09.30.2011
1	PDSP SUBMISSION	04.15.2011

DRAWN BY: MCS
KPF JOB NUMBER: 1010.02
SCALE: AS SHOWN
DATE CREATED: 04/08/09

DRAWING TITLE
EXISTING STREET SECTIONS

DRAWING NUMBER
C7.0

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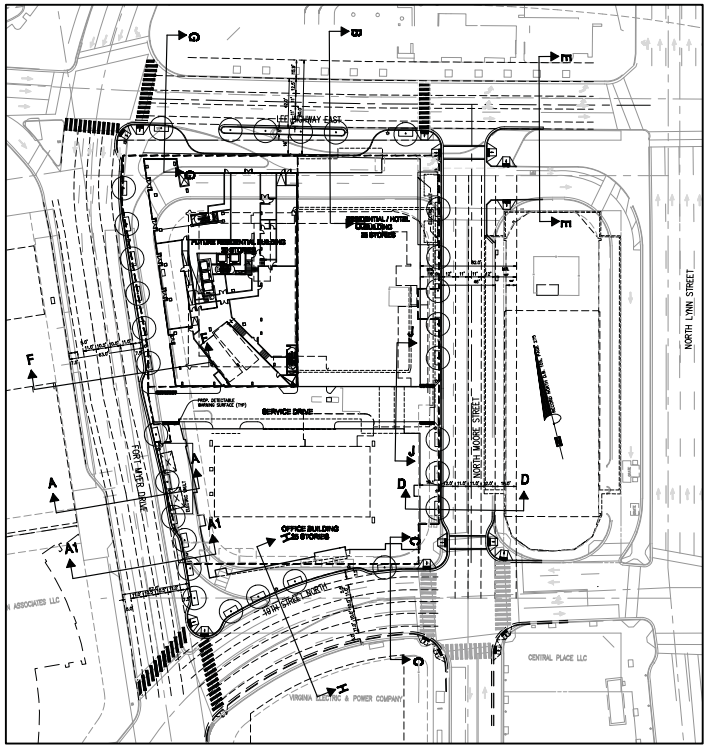
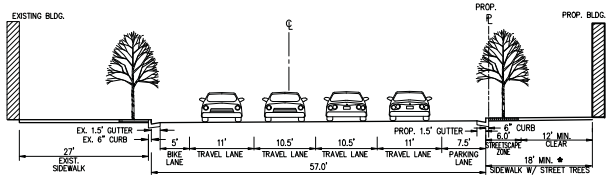


KEY PLAN

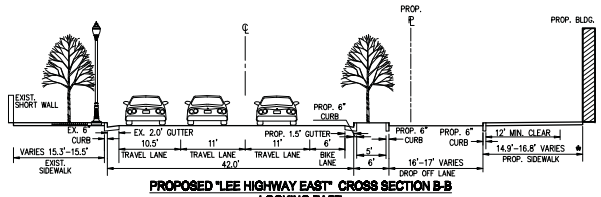
SCALE: 1"=50'

* SIDEWALK MEASURED FROM FACE OF CURB

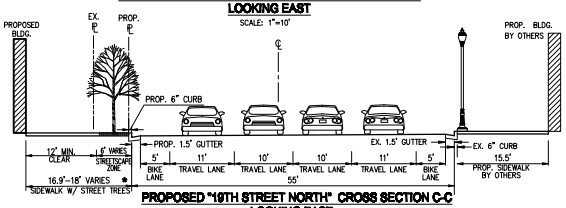
** MINIMUM 5' CLEAR



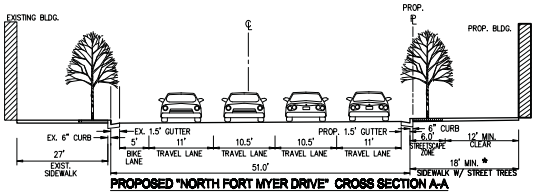
PROPOSED "NORTH FORT MYER DRIVE" CROSS SECTION A1-A1
LOOKING NORTH
SCALE: 1"=10'



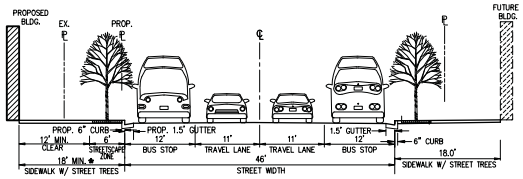
PROPOSED "LEE HIGHWAY EAST" CROSS SECTION B-B
LOOKING EAST
SCALE: 1"=10'



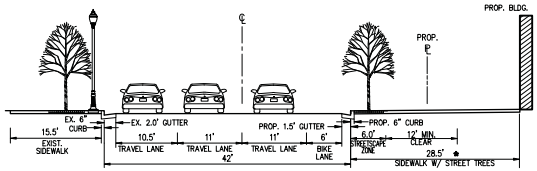
PROPOSED "19TH STREET NORTH" CROSS SECTION C-C
LOOKING EAST
SCALE: 1"=10'



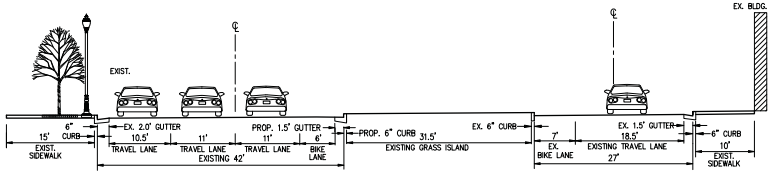
PROPOSED "NORTH FORT MYER DRIVE" CROSS SECTION A-A
LOOKING NORTH
SCALE: 1"=10'



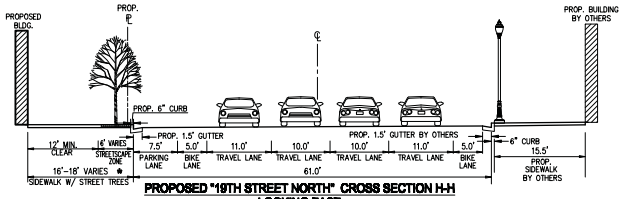
PROPOSED "NORTH MOORE STREET" CROSS SECTION D-D
LOOKING NORTH
SCALE: 1"=10'



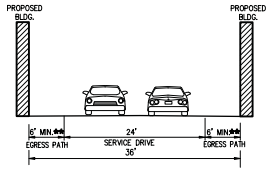
PROPOSED "LEE HIGHWAY EAST" CROSS SECTION G-G
LOOKING EAST
SCALE: 1"=10'



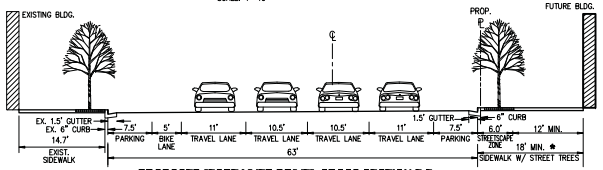
PROPOSED "LEE HIGHWAY EAST" CROSS SECTION E-E
LOOKING EAST
SCALE: 1"=10'



PROPOSED "19TH STREET NORTH" CROSS SECTION H-H
LOOKING EAST
SCALE: 1"=10'



PROPOSED SERVICE DRIVE CROSS SECTION J-J
LOOKING EAST
SCALE: 1"=10'



PROPOSED "FORT MYER DRIVE" CROSS SECTION F-F
LOOKING NORTH
SCALE: 1"=10'

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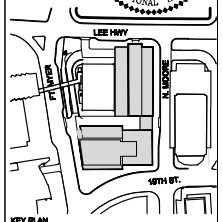

KEY PLAN

PDSP PLANS

No.	ISSUE	DATE
8	PDSP RESUBMISSION	06.15.2012
7	PDSP RESUBMISSION	05.25.2012
6	PDSP RESUBMISSION	05.14.2012
5	PDSP RESUBMISSION	04.30.2012
3	FINAL PDSP SUBMISSION	07.18.2011
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3	PDSP SUBMISSION	03.21.2011
2	PDSP SUBMISSION	09.30.2011
1	PDSP SUBMISSION	04.18.2011

DRAWN BY: MRD
KPF JOB NUMBER: 1010.02
SCALE: AS SHOWN
DATE CREATED: 04/08/2010

DRAWING TITLE
PROPOSED STREET SECTIONS

DRAWING NUMBER
C8.0

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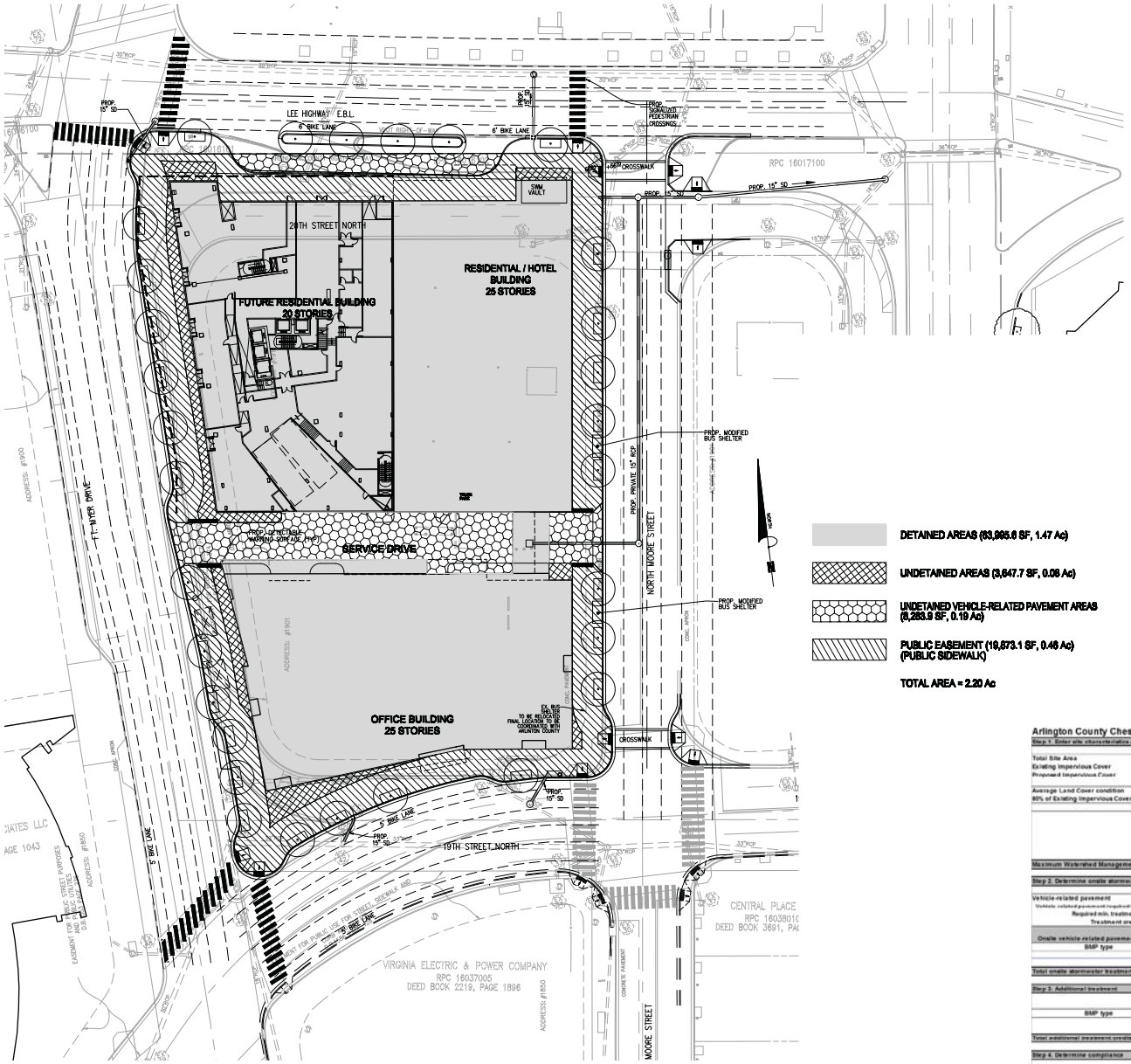

DETAINED AREAS (63,995.6 SF, 1.47 Ac)

UNDETAINED AREAS (3,647.7 SF, 0.08 Ac)

UNDETAINED VEHICLE-RELATED PAVEMENT AREAS (8,283.9 SF, 0.19 Ac)

PUBLIC EASEMENT (19,873.1 SF, 0.46 Ac) (PUBLIC SIDEWALK)

TOTAL AREA = 2.20 Ac

ARLINGTON COUNTY STORMWATER DETENTION CALCULATION

1. SITE DESCRIPTION: Rosslyn Gateway Total
ENTER 1 FOR FOUR MILE WATERSHED OR
2 FOR POTOMAC WATERSHED 2

LOCATION: POTOMAC WATERSHED

TOTAL AREA = 2.20 Ac.
EASEMENT FOR PUBLIC STREET AND SIDEWALK = 0.460 Ac.
AREA REQUIRED FOR DETENTION 1.740 Ac.
EXISTING CONDITION:

BUILDING AND ASPHALT		1.730 X 0.9 =	0.01 X 0.30
IMPERVIOUS AREA =	1.730		
PERVIOUS AREA =	0.010		
TOTAL AREA =	1.740	1.74	
COMPOSITE "C" =	0.99		

PROPOSED CONDITION

OFFICE / RETAIL		1.710 X 0.9 =	0.03 X 0.30
IMPERVIOUS AREA =	1.710		
PERVIOUS AREA =	0.030		
TOTAL AREA =	1.740	1.74	
COMPOSITE "C" =	0.99		

TIME OF CONCENTRATION = 5 MIN.
RAINFALL INTENSITY I10 = 8.79 8.79 IN/HR
I100= 8.10 IN/HR

2. PRE/POST/UNDETAINED RUNOFF
C = 0.20 (SPECIFIED BY ORDINANCE)
C = 0.34 BY PARTIAL WAIVER
Q10 = 9.38 CFS

3. UNDETAINED FLOW :

		0.270 X 0.9 =	0 X 0.30
UNDETAINED AREA =	0.270 AC.		
UNDETAINED "C" POST DEV	0.90		
Q10 =	1.65 CFS	0.27	

4. PUBLIC ACCESS EASEMENT AREA PASSING THRU THE DETENTION FACILITY UNDETAINED AND OFF-SITE AREA UNDETAINED:

		0.00 X 0.9 =	0.00 X 0.30
EASEMENT AREA =	0.000		
EASEMENT "C" POST DEV =	0.90		
OFF-SITE AREA =	0.000		
OFF-SITE "C" POST DEV =	0.90		
		0	
Q10 =	0.00 " 8.79 IN/HR "	0 Ac.	
Q10 =	0.00 CFS		

5. ALLOWABLE RELEASE RATE
Q ALLOWABLE = (Q10) PRE - (Q10) POST UNDETAINED FROM #3
Q ALLOWABLE = 6.38 " 1.65 " 4.73 CFS

ACTUAL RELEASE RATE = 4.73 CFS

6. STORAGE VOLUME REQUIRED:

DETAINED AREA =	1.470	AC.
1.44 AC. * 0.90 =	1.32	
0.03 AC. * 0.30 =	0.01	

TOTAL A"C" = 1.332 IMPERVIOUS AC.
COMPOSITE "C" = 0.90

TIME (MIN.)	TIME (SEC.)	I 10 (IN/HR)	IMP. AC. (A"C)	Q 10 (CFS)	VOL.IN (CF)	DISCHARGE (CFS)	VOL. (CF)	STORAGE (CF)
5	300	9.10	1.332	12.121	3636	4.73	1,418	2,217
10	600	7.28	1.332	9.697	5818	4.73	2,836	2,982
15	900	6.32	1.332	8.386	7547	4.73	4,254	3,292
20	1200	5.60	1.332	7.328	8791	4.73	5,676	3,115
25	1500	4.97	1.332	6.620	9930	4.73	7,095	2,835
30	1800	4.57	1.332	6.087	10957	4.73	8,514	2,443
35	2100	4.23	1.332	5.641	11844	4.73	9,933	1,911
40	2400	3.96	1.332	5.301	12723	4.73	11,352	1,371
50	3000	3.56	1.332	4.742	14226	4.73	14,190	36
60	3600	3.25	1.332	4.329	15584	4.73	17,028	(1,443)
90	5400	2.64	1.332	3.516	18989	4.73	25,542	(6,553)
120	7200	2.27	1.332	3.024	21770	4.73	34,055	(12,285)
180	10800	1.83	1.332	2.438	26326	4.73	51,083	(24,757)

***** DISCHARGE BASED ON ACTUAL ORIFICE RATE OF FLOW *****
CONCLUSION: MAX. STORAGE = 3300 C.F. AT 15 MIN. (10 - YEAR)

NOTE: A STORMWATER DETENTION WAIVER IS BEING REQUESTED UNDER SEPARATE COVER FROM ARLINGTON COUNTY.

Arlington County Chesapeake Bay Preservation Ordinance Stormwater Requirements Worksheet

Step 1. Enter site characteristics and determine impact area

	Area (sf)	%	
Total Site Area	95784.3		
Existing Impervious Cover	95352.3	99.5%	
Proposed Impervious Cover	94344.3	98.5%	
Average Land Cover condition	15325	16.0%	
80% of Existing Impervious Cover	85617	89.6%	

			Impact area (sf)
(pre==avg)	post!=avg	No	–
(pre!=avg)	post!=avg	No	–
(pre=avg)		Yes	8527
		Total Impact Area	8527
Impact area > 50% of total impervious area?			No
Impact Area Requirement			8527
Maximum Watershed Management Fund fee		$ 2.55	$ 21,318

Arlington County
Chesapeake Bay Preservation Ordinance
Stormwater Requirements
Worksheet

Applicant:
ZOM Mid-Atlantic
Rosslyn Gateway

Step 2. Determine onsite stormwater treatment requirements

	Area (sf)
Vehicle-related pavement	8283.9
Vehicle-related pavement required to be treated	4431
Required min. treatment efficiency	50%
Treatment credit needed	3314

Not to exceed Impact Area Requirement

Onsite vehicle-related pavement treated	Impervious area treated (sf)	Treatment efficiency	Treatment Credit (sf)
BMP type	(A)	(B)	(A X B)
		50%	0
			0
Total onsite stormwater treatment credits			0

If your are requesting an administrative exception for any of the circumstances described in Section 4.2 of the Interim Guidance Manual, note circumstance here and attach any supporting documentation:

Is onsite treatment requirement met?
NO

Administrative exception is request because of less than 2,000 sf of vehicle related pavement

Future Road is to be public and therefore exemp from stormwater treatment requirements

Step 3. Additional treatment

	Impervious area treated (sf)	Treatment efficiency	Treatment Credit (sf)
BMP type	(A)	(B)	(A X B)
	0	50%	0
			0
Total additional treatment credits			0

Step 4. Determine compliance

	Area (sf)
Impact area	8527
Total treatment credits	0
remaining impact area	8527
Total Watershed Management Fund fee	$ 21,318

NOTE: WATER QUALITY STRUCTURES WILL BE NEEDED WITHIN THE GARAGE TO SATISFY WATER QUALITY TREATMENT REQUIREMENTS DUE TO VEHICLE-RELATED PAVEMENT AREAS.

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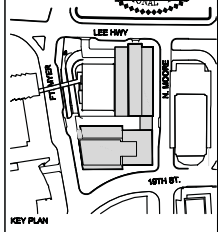

KEY PLAN

PDSP PLANS

No.	ISSUE	DATE
10	PDSP RESUBMISSION	06.15.2012
9	PDSP RESUBMISSION	05.25.2012
7	PDSP RESUBMISSION	05.11.2012
6	PDSP RESUBMISSION	04.30.2012
5	FINAL PDSP SUBMISSION	07.18.2011
4	PDSP SUBMISSION	07.08.2011
3	PDSP SUBMISSION	05.31.2011
2	PDSP SUBMISSION	05.05.2011
1	PDSP SUBMISSION	04.15.2011

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OVERALL STORMWATER MANAGEMENT PLAN

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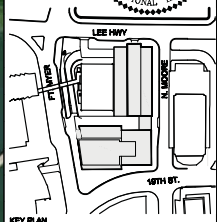

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2	PDSP SUBMISSION	05.05.2011
1	PDSP SUBMISSION	04.15.2011

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SITE AERIAL PHOTOGRAPH

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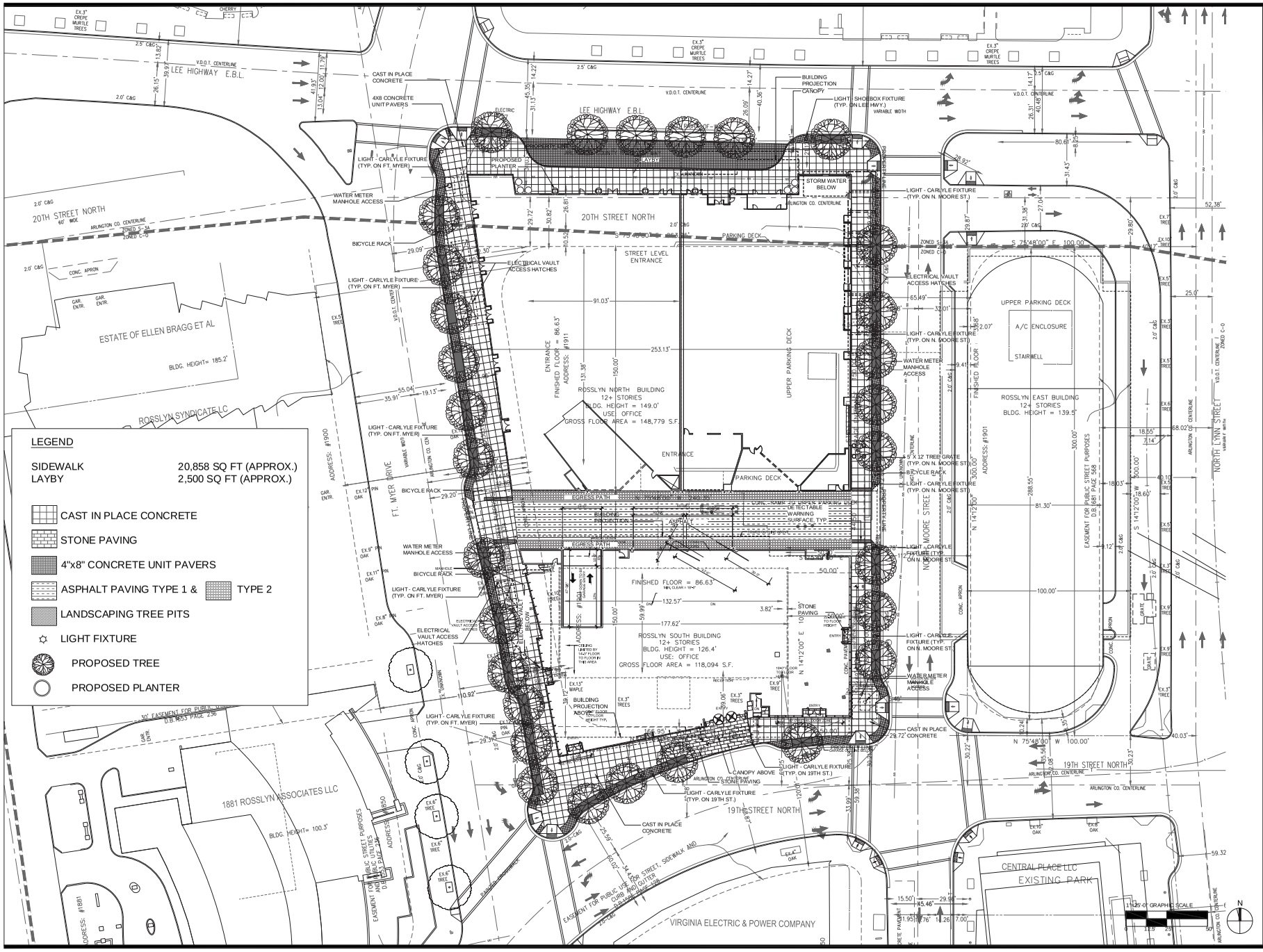

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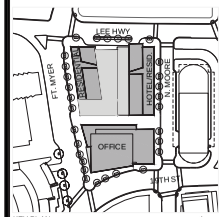

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#3	4.1 Submission	06.21.2011
#2	4.1 Submission	05.25.2011
#1	4.1 Submission	04.15.2011

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CONCEPTUAL LANDSCAPE PLAN - STREETSCAPE

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LS-1

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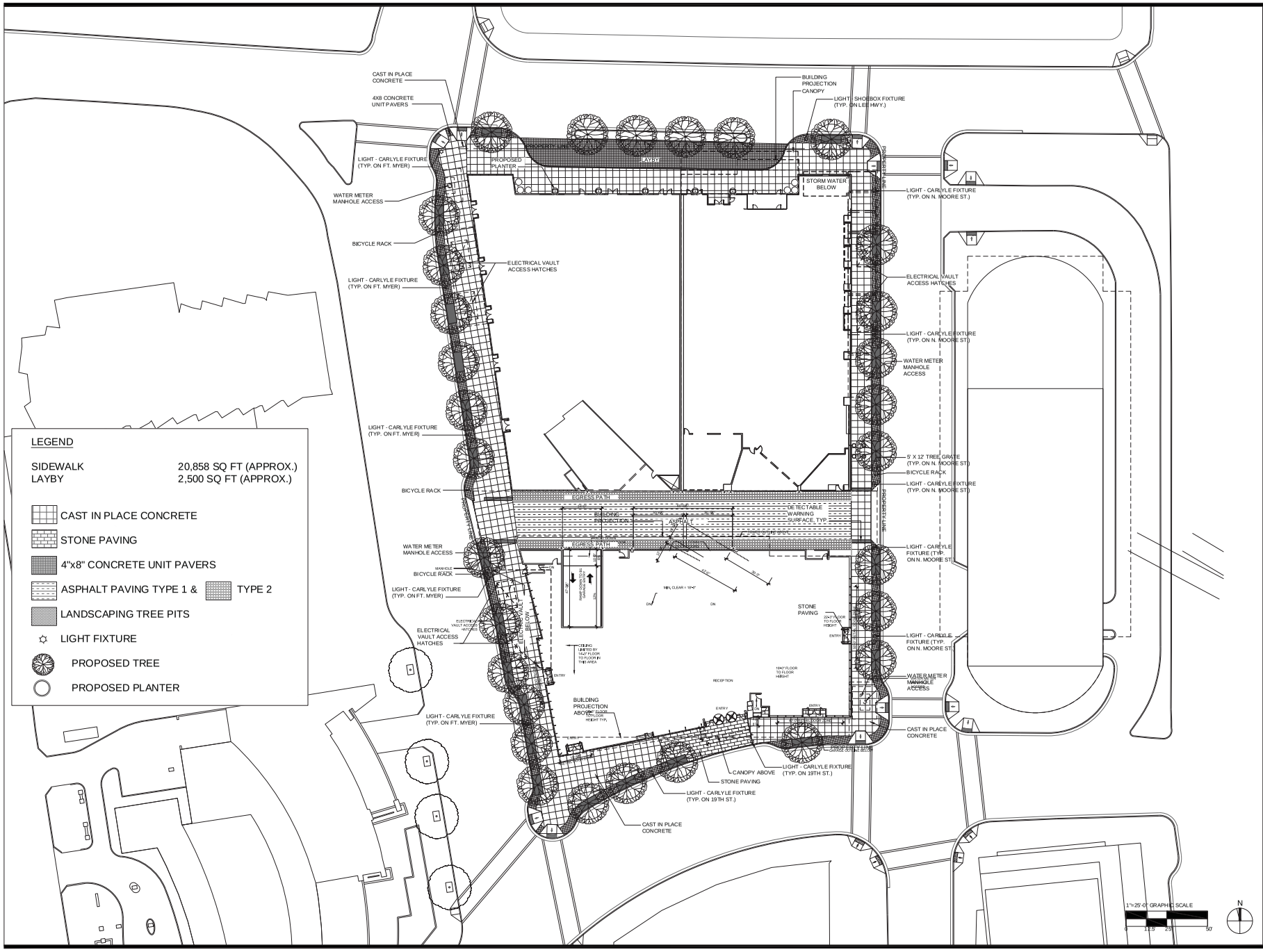

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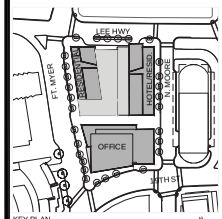

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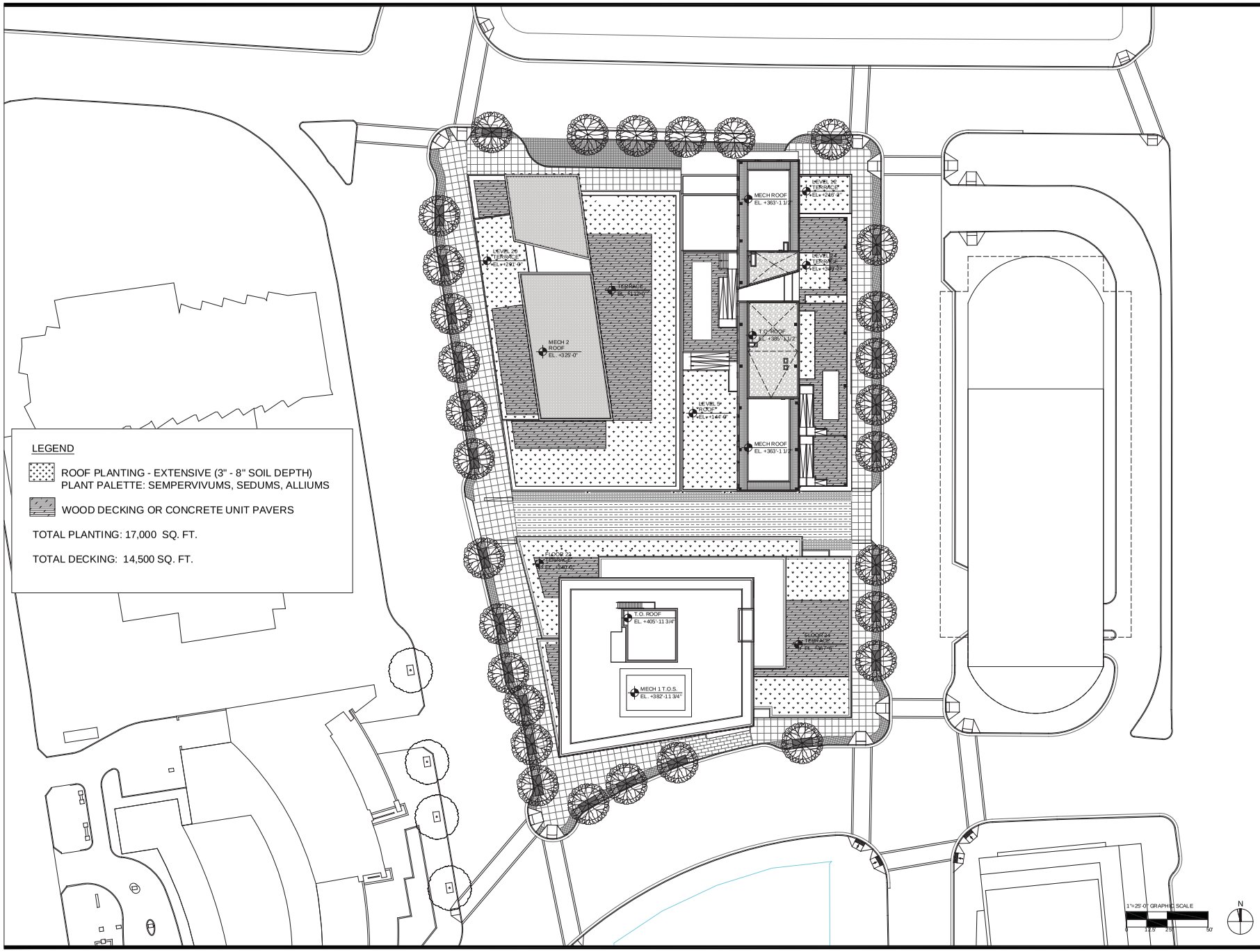

LEGEND

ROOF PLANTING - EXTENSIVE (3" - 8" SOIL DEPTH)
PLANT PALETTE: SEMPERVIVUMS, SEDUMS, ALLIUMS

WOOD DECKING OR CONCRETE UNIT PAVERS

TOTAL PLANTING: 17,000 SQ. FT.

TOTAL DECKING: 14,500 SQ. FT.

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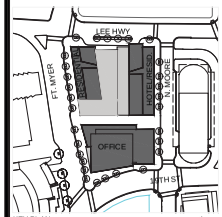

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CONCEPTUAL LANDSCAPE PLAN - ROOF TERRACES

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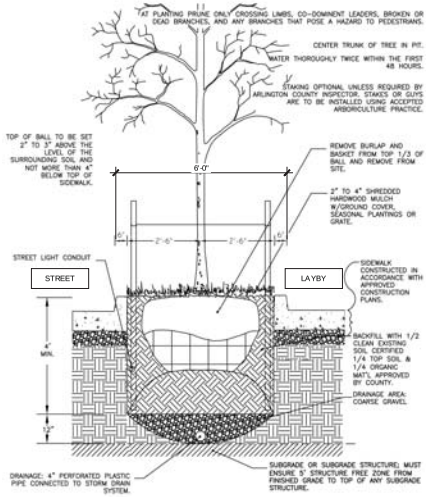
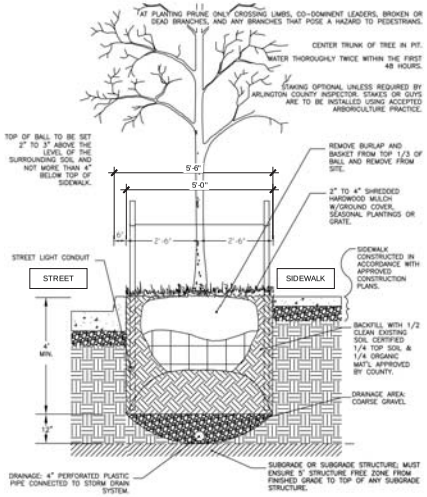


2 TYPICAL TREE PIT SECTION @ MEDIAN

Scale: 1/2" = 1'-0"



1 TYPICAL TREE PIT SECTION @ SIDEWALK

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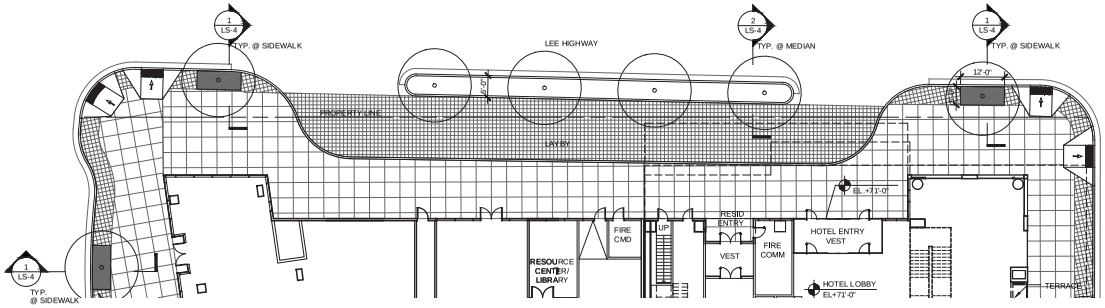

3 PART PLAN

Scale: 1/16" = 1'-0"

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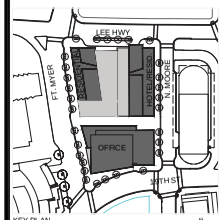

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#1	4.1 Submission	04.15.2011

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TYPICAL TREE PIT SECTION

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ROSSLYN GATEWAY

URBAN DESIGN MANUAL
JULY 15, 2011
REVISED JUNE 13, 2012

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THE JBG COMPANIES®

OVERVIEW

Rosslyn Gateway is mixed-use development located at the Virginia landing of the Francis Scott Key Bridge in Rosslyn, VA. The development will serve as a gateway to Virginia and the Rosslyn-Ballston corridor, considered one of the country's preeminent transit-oriented urban environments in which residential, retail, office and cultural uses all seamlessly integrate into the built environment.

The Rosslyn Gateway phased development plan proposes three new towers - office, hotel/residential and residential which are bound to the north by Lee Highway East, to the south by 19th Street, to the west by Ft. Myer Drive, and to the east by North Moore Street. Project phasing currently includes two phases: an initial phase which will include the new office building replacing the existing building on the south end of the site and a hotel/residential tower replacing an existing above-grade parking garage at the northeast corner of the site. During this phase, the existing office building located in the northwest corner of the site will remain in place. The final phase will consist of this building being replaced by the new residential tower on the site, completing the integrated, three building site plan.

Rosslyn Gateway, through its architecture and landscape design, will extend the reach of the active central business district in downtown Rosslyn, by featuring pedestrian-friendly streetscapes, vibrant ground floor retail amenities, and convenient access to nearby parks and bicycle paths. Attention to details such as planting, seating and lighting will also contribute to the quality of the pedestrian experience.

The redevelopment of an urban location and multi-modal access to the development minimizes the impact that the new buildings will have on the environment. As such, sustainability is a critical component of the design, with elements and features incorporated into the buildings to improve the development's environmental footprint. The Rosslyn Gateway development will create a world-class destination to work, live, and play in Arlington, Virginia

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CREATING A GOOD URBAN PLACE

Active Streetscape:

- Establish pedestrian friendly streetscapes that encourage active use of ground level and sidewalk program.
- Maintain retail and signage standards of Arlington County while encorporating retailer's unique and varied signs.
- Integrate paving, seating and lighting to enhance pedestrian experience and complement the existing Rosslyn streetscape fixtures.
- Ensure that ground level program is designed for public access along the sidewalks and from building lobbies to provide retail amenities to the surrounding community.
- Appropriate sizing of public spaces (streets + sidewalks) for their use and purpose.

Architecture:

- Design a building whose massing is consistent with surrounding context and creates a visually appealing symbolic gateway to Arlington County.
- Provide consideration of the human scale at street level, transitioning scales and incorporating materials appropriate for their public function.
- Utilize high quality materials throughout the project.

Green Elements:

- Street planting and other vegetation contribute to softening the sidewalk and create a buffer between pedestrian and vehicle.
- Integrate greenery into the building itself with landscaped roof terraces and green walls as appropriate.
- Provide enhanced access to existing park + open spaces.

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SITE ANALYSIS

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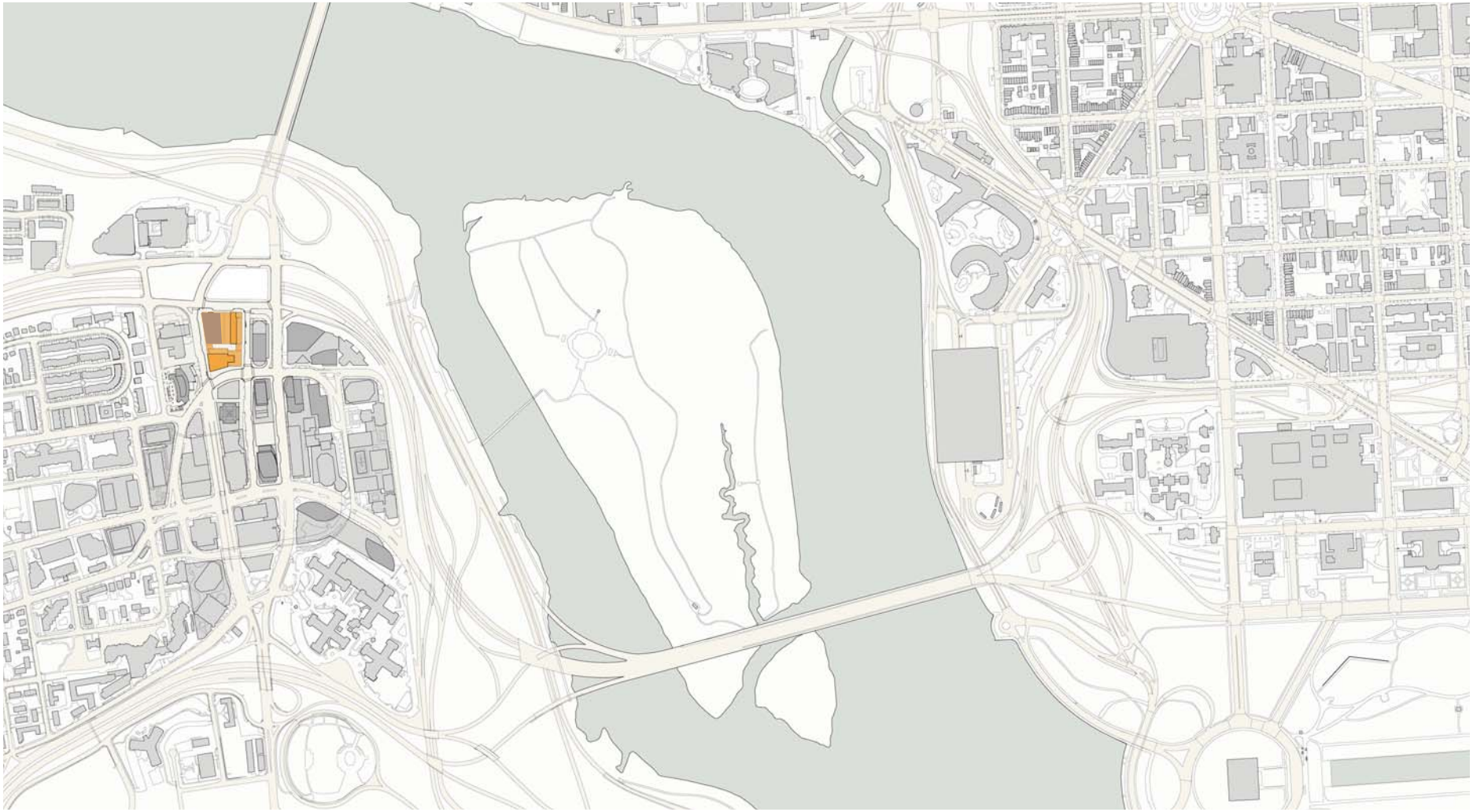
CONTEXT

Rosslyn Gateway is comprised of a site in northeast Rosslyn, VA overlooking the Potomac. Located in the DC metro area, this site has direct views to the National Mall to the east and Georgetown to the north. The site's location at the Virginia landing of the Francis Scott Key Bridge allows the project to effectively serve as a gateway to Arlington County.



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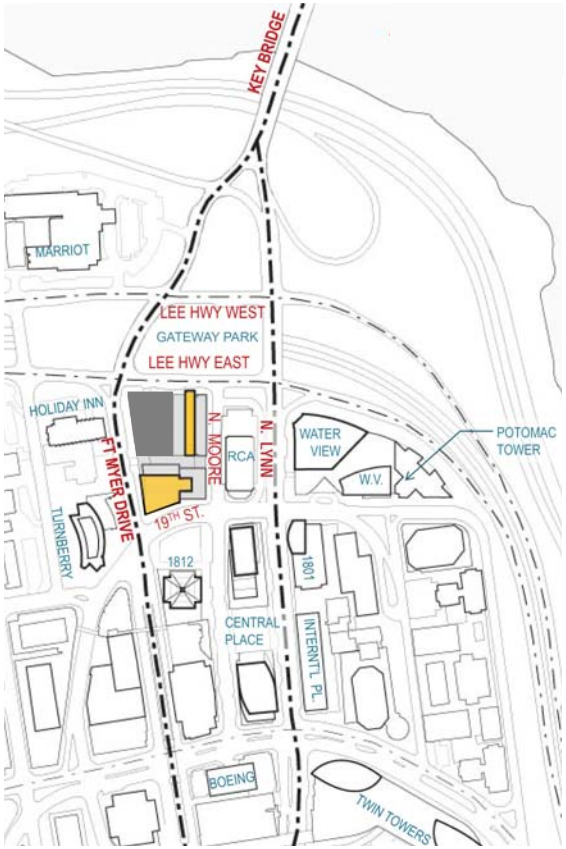
Surrounding Land Use

The land surrounding the site consists primarily of office buildings with a few hotels and residential towers.

- The RCA site to the east contains a 12 story office building with an above-grade parking garage.
- The site to the west contains the Holiday Inn Hotel and the above grade parking which supports that hotel use, along with the Turnberry Condominium building. The hotel is 18 stories tall and is located on the north end of the site, with the above-grade hotel parking located in the middle of the block. The Turnberry building is 26 stories tall and is located at the south end of the block.
- The site to the south contains the Dominion power substation, 1812 N Moore Street office building, the Rosslyn Metro escalator entrance and the Rosslyn Center retail and office building. The Dominion power substation is located directly across 19th Street from the Rosslyn Gateway site, is approximately 24 feet tall, and will be clad in curtain wall matching 1812 N Moore, with a large art piece on the north face of the substation. 1812 N Moore Street will be a 30 story, 384' tall office building located in the middle of the block. The Rosslyn Metro station entrance is located south of the 1812 N Moore building and is the primary entrance to the Rosslyn station today. The Rosslyn Center building is located at the south end of the block, and contains several lower floors of retail space and upper floors with office space.
- There are also several 300' C-O Rosslyn Buildings existing in nearby blocks and buildings in excess of 300' approved on the central place block to the south of the site.

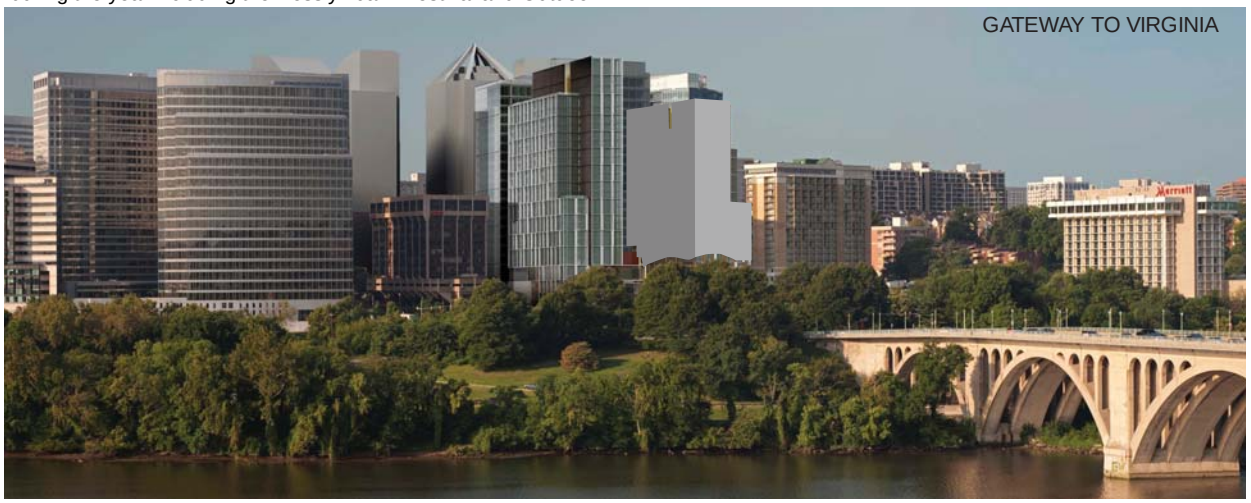


Arlington Gateway Park

- Arlington Gateway Park is located directly across Lee Highway from the site. The Park hosts numerous community events during the year including the Rosslyn Jazz Festival and Outdoor Film Festival and is a popular location for Fourth of July.

Current Use of the Site

- Two office buildings and a parking structure (circa 1966-1968) are currently located on the site. The applicant proposes to eventually add three new towers (office, hotel/residential and residential) to the site under a Phased Development Site Plan. The initial phases would tear down one office building and the above-grade parking structure and construct a new office building and a hotel/ residential tower. An additional residential building would be constructed at a later phase. The loop road is desired to be removed by Arlington County to provide a better public realm for pedestrians and other users of Rosslyn by extending the building faces out to the primary streets and construction new public sidewalks that surround the Rosslyn Gateway site. The applicant is proposing to vacate and purchase the loop road areas from Arlington County and extend the building footprints into those current roadway areas. This provides strong streetwall continuity, reduces the separation from Gateway Park, provides the opportunity for more and better retail and fulfills the goal of creating a pedestrian friendly place. The vacation of the Arlington County property will meet the goals of Arlington County regarding future requirements for public space.



View from Georgetown

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EXISTING TRANSPORTATION

Located one block north of the Rosslyn Metro station and near several bus stops along North Moore Street, as well as being located immediately off Lee Highway and Fort Myer which provide access to Route 66, Key Bridge, George Washington Memorial Parkway, and Downtown DC the site offers convenient access from both public transportation and the adjacent highways. A loop road currently encircles the site but will be replaced by sidewalks and retail frontage after redevelopment. The loop road was created to allow traffic to travel in counter flow directions to the one-way streets (Lynn, Ft Myer), but provides unfavorable pedestrian sidewalk conditions. Currently, several shuttles utilize the south east corner of the Rosslyn Gateway site on N Moore (Georgetown University, Circulator) as a bus stop location. Metro and Arlington utilize the portion of Moore Street between 19th Street and Wilson Boulevard, south of the site, as a bus hub for moving significant passengers between the train and bus system. There are many sawtooth bus stops along the west side of Moore on the block south of Rosslyn Gateway providing regional service for metro riders and Arlington residents.

Highway

Primary Street

Secondary Street

Bike Route

MetroRail Orange Line

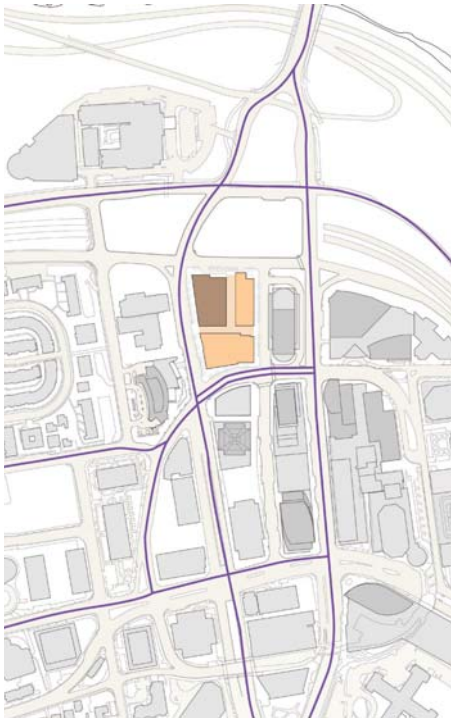
MetroRail Blue Line

Metrobus

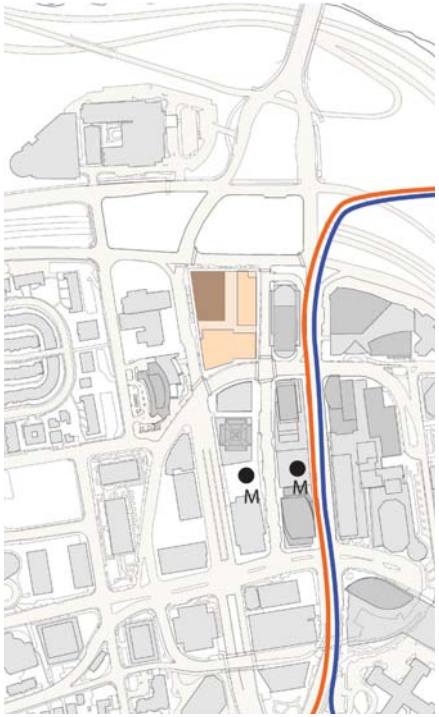
Metrobus Express

ART

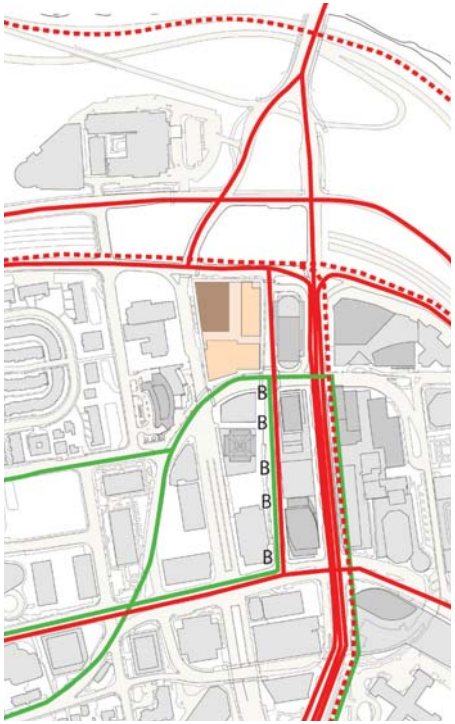
Street Hierarchy



Bike Lanes



MetroRail



Metrobus and ART

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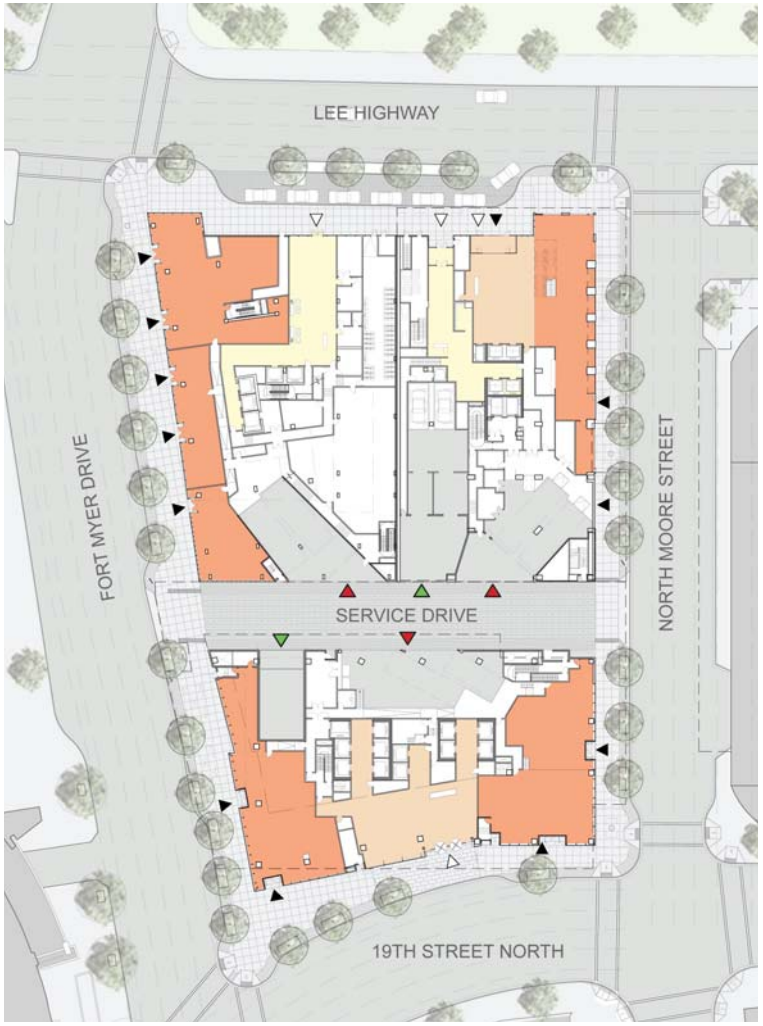

LEGEND

- RETAIL ENTRANCE
- LOBBY ENTRANCE
- TRUCK LOADING
- CAR ENTRANCE

CIRCULATION

Vehicular

- All parking and loading access to the buildings will be through a service drive, running east-west through the center of the site. The service drive eliminates the need for loading and garage entrances directly onto the public streets. The hotel and residence drop off is on Lee Highway.

Pedestrian

- The site is a short walk from the Rosslyn Metro stop to the south. Pedestrians may enter through the various lobby and retail entrances listed below.

Bicycle

- Bicycle storage will be provided in B1 level of the garage. Bike lanes are proposed along North Lynn Street, Fort Myer Drive 19th street and Lee Highway. Bicycle access to the buildings will be through the service drive running east-west through the center of the site.

ENTRANCES

Hotel/Residential

- The hotel/residential lobby and drop off is located on the north edge of the site off of Lee Highway, which activates the building across from Gateway Park.

Office

- The office lobby and entrance are on the south edge of the site, the closest entrance to the metro.

Residential

- The residential lobby is adjacent to the hotel/residential lobby and drop off to the north of the site, providing activity on the north face of the project.

Service

- Service vehicles may enter through the service drive in the center of the site and loading and handling will be managed within the parking garages and truck dock to avoid blocking the street.

Parking

- Parking for the building is provided through two separate garages. The office, hotel, and future residential uses are all located fully-below grade which provides a significantly better building plan and retail opportunities due to the lack of above-grade ramping and garage design constraints. This is a significant step forward in C-O Rosslyn buildings, which have historically had partially or fully above-grade parking garages. The residential parking in the hotel/ residential building utilizes 1.5 levels of above grade parking, but does so through an innovative automated robotic parking system, which utilizes car elevators, rather than drive ramps, and does not require drive aisles or other typical constraints which limit the design flexibility of the building. The system being utilized allows the garage to have no impact on the ground floor plan of the building, and allows the garage to be fully concealed within the building behind the typical hotel curtainwall system and form. This eliminates the blank “dead-walls” often associated with above grade parking garages.
- Access for all of the parking garages and loading docks is being provided through a single service drive, which allows the buildings to be served while minimizing the number of curb cuts on the public faces of the project.

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PLANNING CONTEXT

In late 1977, as part of Arlington County's Metro Station Area Planning process, the County released the Rosslyn Transit Station Area Study, which provided planning guidance for the area generally bounded by Lee Highway, Interstate 66/Highway 110, Arlington Boulevard and North Rhodes Street. The Study partially updated the 1962 Rosslyn Plan and was intended to "ensure coordination of public and private improvements within the Metro station areas in accordance with the recently-adopted General Land Use Plan."

In 1992, the County released the Rosslyn Station Area Plan Addendum, which updated the Rosslyn Transit Station Area Study and provided area-wide planning objectives, as well as site-specific goals for the project site. The Addendum included, among others, the following area-wide objectives for Rosslyn:

- Restructure and enhance retail, restaurant, and entertainment facilities.
- Integrate the sidewalks and skywalks into a comprehensive pedestrian circulation system, which links all the major components of Rosslyn (residential, office, and retail) into a unified whole.
- Create a more urban form where buildings relate well to one another, and to the street, and exemplify good architectural and urban design practice.
- Enhance entries both from within and without Arlington.
- Increase opportunities for housing within the core of Rosslyn.
- Expand and enhance Rosslyn's hotel resources.
- Develop an office inventory, which is both more cosmopolitan and more competitive in the marketplace.

The Addendum also suggested the following specific potentials for the project site:

- The possibility of providing an effective counterbalance to the focal building in the central place, thereby creating a much more complete urban design composition.
- A much improved skyline and, therefore, image for Rosslyn. This is especially true if sites A [site of the Waterview] and D [site of the Holiday Inn and Turnberry Tower] also redevelop. By the same token, the northern gateway for Rosslyn and the County could become one of the most spectacular in the region.
- The mini-loop road, the system of reverse flow lanes around these two blocks, could be eliminated. The space thus gained could be used partially for additional sidewalk width and to provide additional buildable area. The end result would be a more attractive streetscape with reduced emphasis on the automobile and better spatial relationships block to block.
- The creation of additional housing in the core of Rosslyn.

The current General Land Use Plan designates the project site as High Office-Apartment-Hotel and within the Rosslyn Coordinated Redevelopment District. The project site is currently zoned C-O, which allows only "limited office building land use, and under appropriate conditions…rebuilding with high-rise office buildings, hotels, or multiple-family dwellings."

The Applicant has requested a rezoning to C-O Rosslyn, which zoning classification was adopted in 1996 because the County recognized that, although "Rosslyn is modern, densely developed, and well located in the area, in the coming years property owners will be faced with the need to rehabilitate buildings or face the loss of tenants and Rosslyn's competitive edge in the region." In order to respond to this anticipated need for development and to implement the "bold new vision for Rosslyn" established in the Addendum, the County adopted the C-O Rosslyn classification, which provides incentives for building owners to rehabilitate or redevelop sites to achieve many of the same goals identified in the Addendum. Specifically, C-O Rosslyn encourages developers to:

- Create premier office space suitable for regional and national headquarters of major corporations and international firms.
- Provide hotels that expand and enhance hotel services for Rosslyn and Arlington County businesses, residents, and visitors.
- Provide residential development that meets the housing goals and policies of Arlington County.
- Implement urban design, streetscape, and open space plans and policies.
- Achieve the policy objectives for increasing retail commercial services in the center of Rosslyn.
- Facilitate the implementation of public features and amenities, including the Central Place, and the Esplanade.

The Applicant's proposal meets the goals of the Rosslyn Station Area Plan Addendum and the C-O Rosslyn zoning classification by providing mixed-use development, including a high quality hotel, residential units, an office tower, and street level retail in the heart of Rosslyn.

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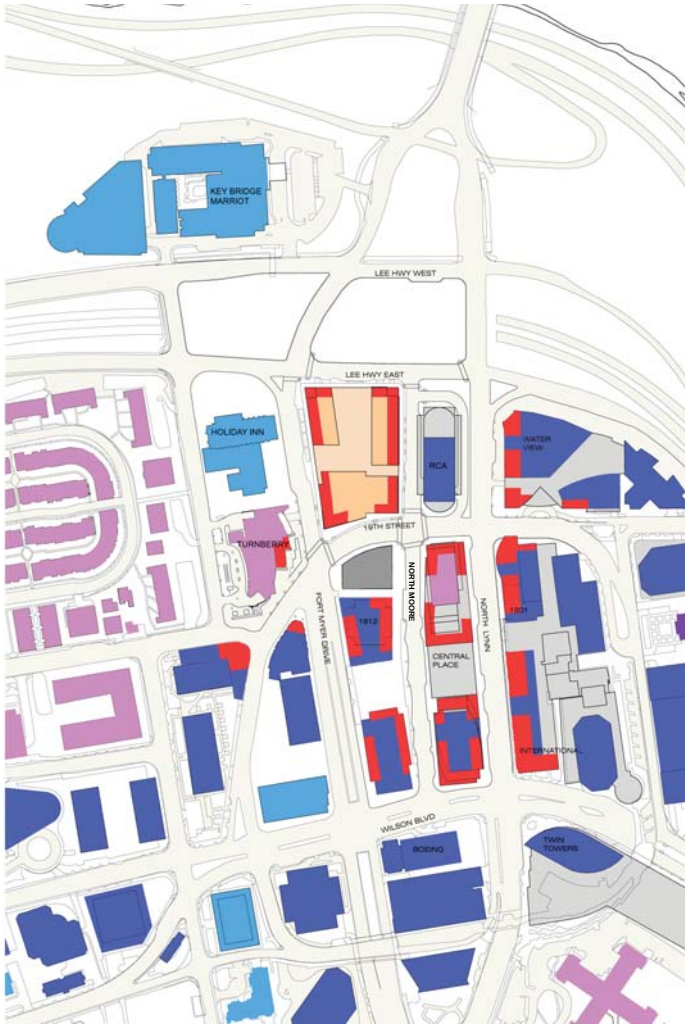

Office

Hotel

Hotel / Residential

Residential

Retail Frontage

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URBAN DESIGN PRINCIPLES

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505 Fifth Avenue - Active retail storefront

Canal Housing - Pedestrian streetscape with outdoor dining and retail

Keys to a Good Urban Plan

- Create walkable pedestrian friendly streets and sidewalks with a logical hierarchy.
- Create pedestrian connections that include planting, seating and lighting, and other landscape elements.
- Provide for street level program such as retail or restaurant that activates the street and sidewalk and invites the pedestrian to interact with the building.
- Allow the architecture and landscape design to help reinforce a sense of community within Rosslyn and create a variety of interesting spaces.
- Provide a clear hierarchy of massing within the building elements and as the building meets the street.
- Make sure that adjacencies are considered so that complementary uses are located in close proximity.
- Keep service areas away from public areas and within buildings if possible.
- Build sidewalks that are the appropriate width for their use and purpose.

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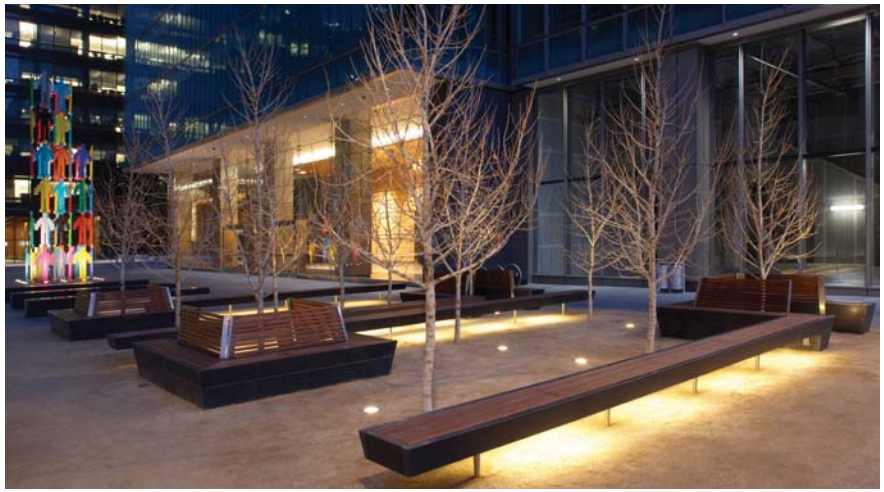

Mission Street - Outdoor seating and lighting

The Landmark - Active retail storefront and lobby

When creating an effective urban plan for Rosslyn Gateway, focusing on creation of an active streetscape, attention must be paid to primary urban planning considerations. Retail storefronts can activate the street as seen in both 505 Fifth Avenue in New York, New York and The Landmark located in Hong Kong. Additionally, allowance for outdoor dining or other seating elements allow the sidewalk to function as a continuation of indoor programed space as shown in the Canal Housing project located in Incheon, South Korea. Attention to details such as planting, seating and lighting contribute to the quality of the outdoor environment. Street furniture and lighting will be consistent with other adjacent developments to unify the streetscape of Rosslyn. Mission Street in San Francisco, California (shown to the right) combines lighting with seating to create a unique pedestrian friendly environment. We have encorporated these features and considerations into the Rosslyn Gateway planning effort.

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ARCATA BENCH BY LANDSCAPE FORMS

IRONSITES S-42 TRASH RECEPTICLE

RING BIKE RACK BY LANDSCAPE FORMS

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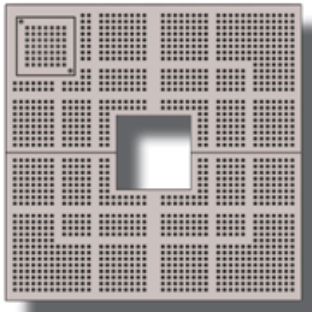
STREET FURNITURE



MARKET TREE GRATE BY IRONSMITH

CASCADE PLANTERS BY QUICKCRETE

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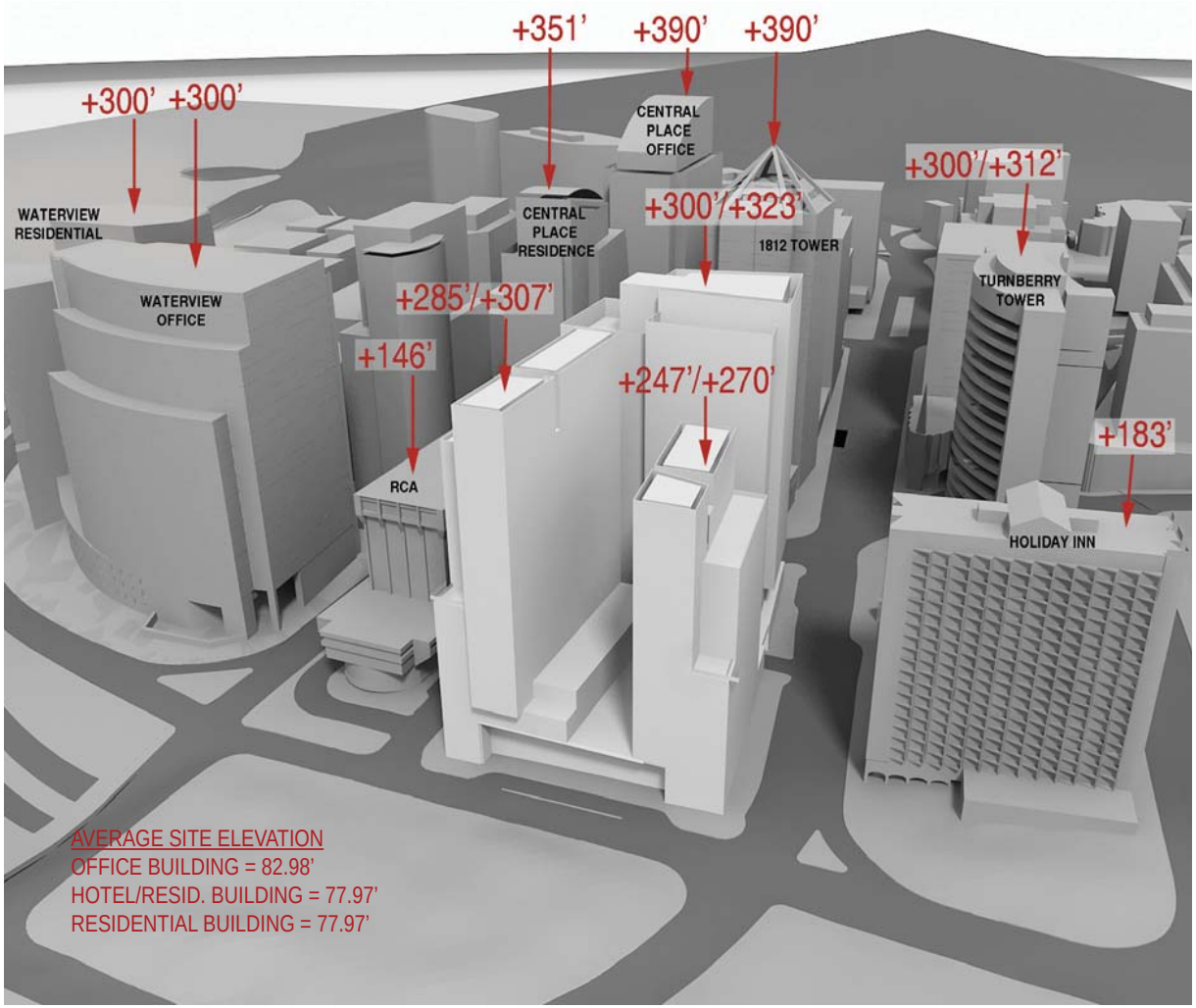

The proposed heights and massing of the buildings relates to their context. The three towers step down in height as they approach the water and are appropriately scaled to fit in with the existing urban fabric.

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URBAN FABRIC

Rosslyn Gateway

Gateways in urban design may be characterized as urban landmarks that provide focal points and visual orientation at or near the boundary of an urban district or neighborhood. They may also, in and of themselves, comprise nodes concentrating potentially high levels of human activity and interest. In the case of Rosslyn Gateway, Key Bridge and Fort Myer Drive serve as the path that enter the Rosslyn district. Fort Myer Drive transects the edge of the district, defined by Lee Highway and the building street wall facing Gateway Park and the Potomac River beyond. The Rosslyn Gateway project is intended to serve the dual functions of a gateway, as a landmark focal point and a node center of activity.

In general, the gateway may be described as having the following components:

• A clear, visible spatial relationship to Key Bridge providing access to Virginia

• Accessible, convenient, safe and legible access to reach both the Gateway Park and past the Rosslyn Gateway project into Rosslyn

• An environmental setting that encourages human activity and enjoyment

• Monumentality and generation of an iconic sense of place

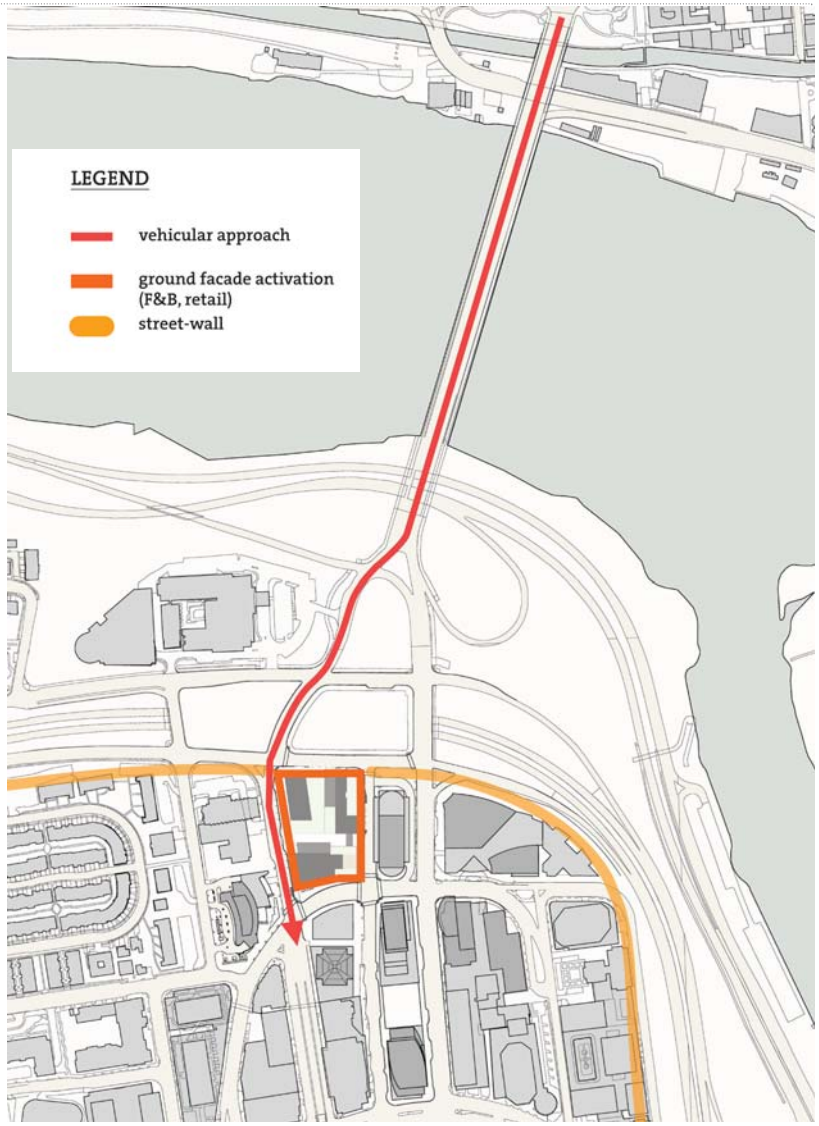
These components are given form through the application of distinctive urban design elements applied to the Rosslyn Gateway buildings and their immediate context.

• **Iconic Elements**:
Distinct vertical building elements and façade projection. These architectural forms on the north side of the future Residential building and the Hotel/Residential building are particularly applicable to urban centers in commercial developments which are the focal points of activity in the community. The grand arboreal front portico of the Lee Highway drop off gives an iconic sense of place to the street wall facing Gateway Park.

•**Pedestrian Accessibility**:
Design of pedestrian environments surrounding the gateway buildings enable convenient, safe, inviting and visible access to Gateway Park and to and from the center of Rosslyn.

• **Retail and Ground Floor Façade Activation**:
The site's function as a node is facilitated through the development of activity-generating and highly visible retail environments on the buildings' ground floors, as well as the mix of hotel, office and residential uses atop the retail. Retail storefronts, visible cafes and F&B facilities, sidewalks, street furniture, building architectural features, and street landscaping all serve to differentiate the building and identify the node as a gateway.

The elimination of the loop road and proposed orientation of the buildings shifts the street wall to the north facilitating a closer and more active relationship between Gateway Park and Rosslyn.



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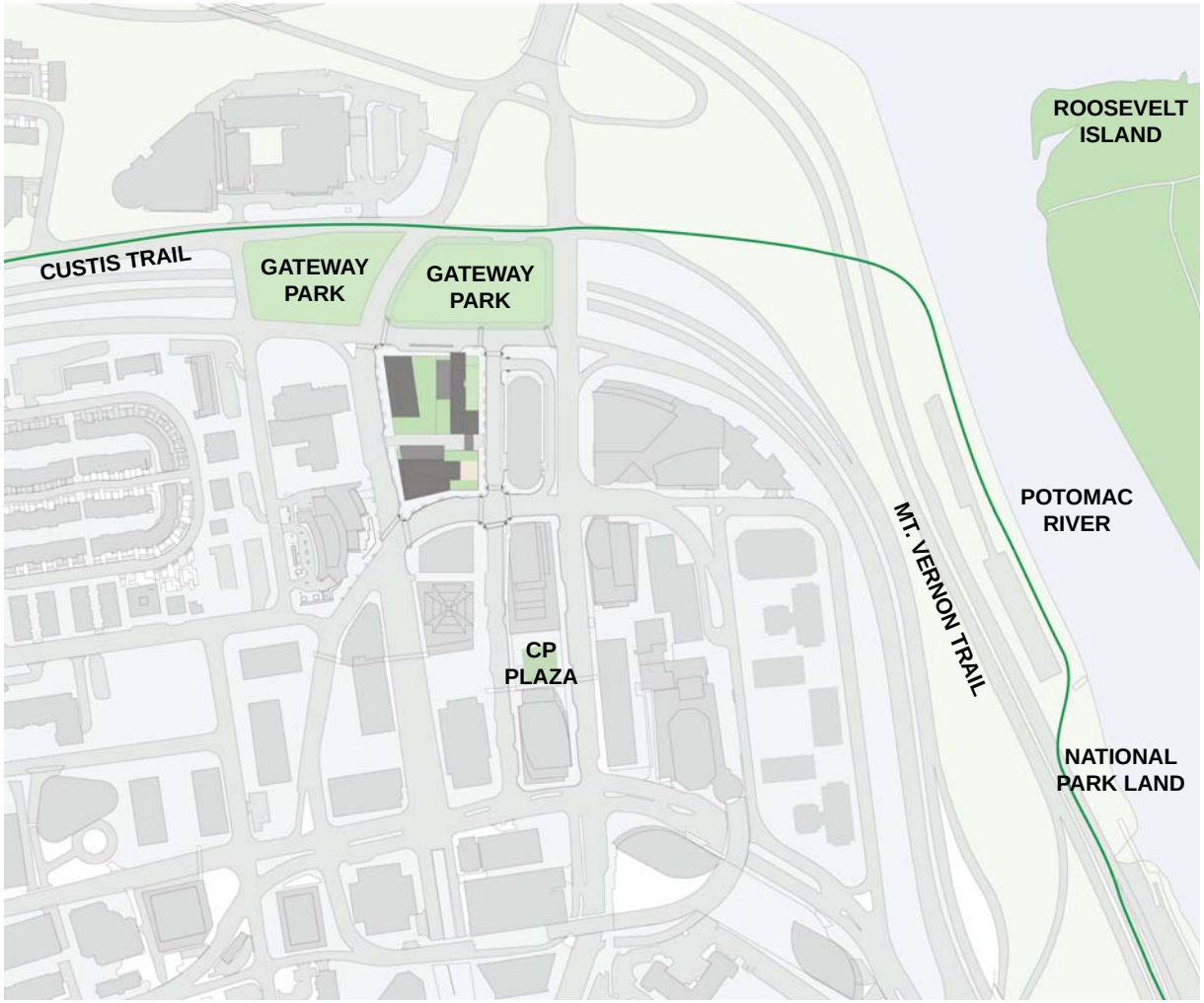
ROSSLYN GREEN SPACES + GREEN ROOFS OF PROJECT



- The proposed Hotel/Residential and Residential buildings are oriented to face Gateway Park, encouraging a more direct relationship between Rosslyn and the Park.
- Residents, guests and employees will have easy access to the trails, bike paths, parks and other recreational amenities in and around Rosslyn.
- Green roofs and terraces provide additional outdoor spaces for each building.

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PHASED DEVELOPMENT

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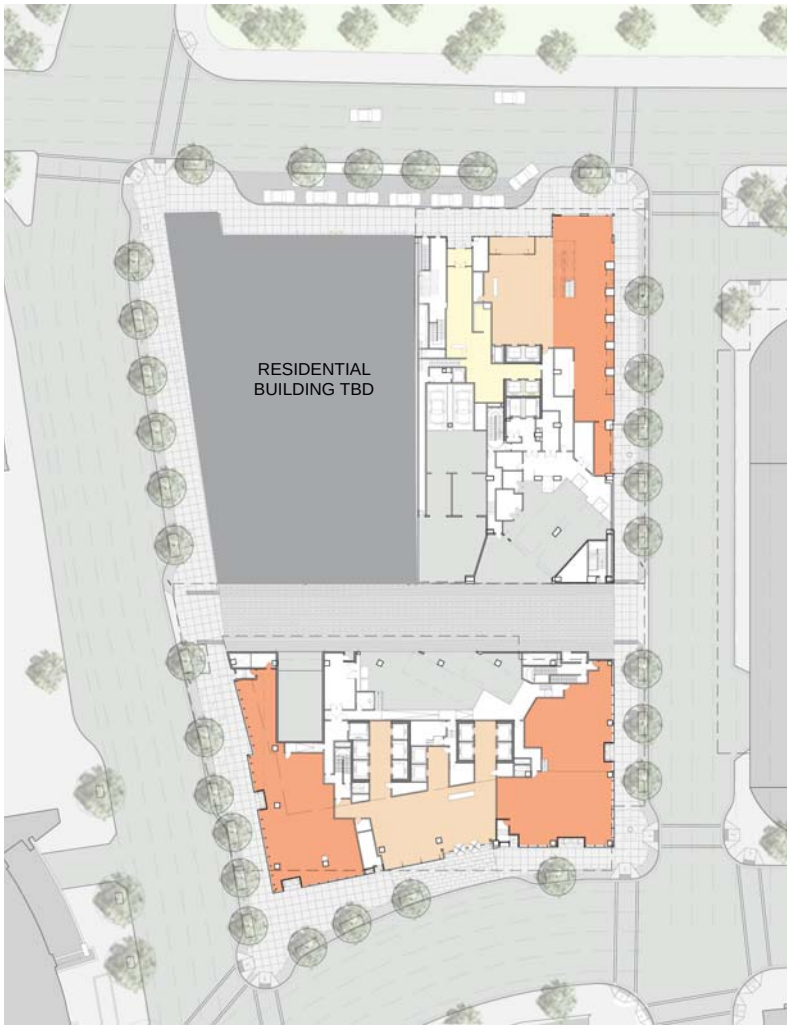
Ground Floor Interim Phase with Existing Rosslyn North Tower



Ground Floor Final Buildout

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Interim Phase with Existing Rosslyn North Tower

Final Buildout

Project Phasing

Project phasing currently includes two phases: an interim phase in which the existing northwestern building will remain standing while a new office tower and hotel/residential tower are built around it, and the final buildout phase in which the new residential tower will be completed. The initial intermim phase demolishes the existing office building at the south end of the site and the above-grade parking garage at the northeast corner of the building.

During the interim phase, the curb will be completed and the space previous occupied by the loop road will be transformed into a temporary public plaza. We envision the temporary public plaza to be an inviting place with attractive finishes, furniture and plantings. This public area will be located along Fort Myer and on the north side of the existing Rosslyn Gateway North building in the area where the loop road currently exists.

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BUILDING GUIDELINES

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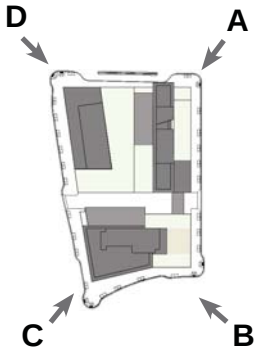
MASSING

A. Massing View from the Northeast

C. Massing View from the Southwest

B. Massing View from the Southeast

D. Massing View from the Northwest



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Height and Massing

The final buildout of Rosslyn Gateway consists of three towers which decrease in height as they near Rosslyn's northern edge and the Potomac River. The height and overall proposed massing are consistent with the surrounding buildings and create a courtyard facing the water which maximizes potential for light and views. The two towers at the north side of the site are oriented in the north- south direction, opening up the site to light and air. This rotated configuration acts as a welcoming gateway to Rosslyn, while providing strong street walls on Fort Myer and Moore Street.

Architectural Elements

The base of the buildings are designed to relate to the adjacent sidewalk and human scale. Ground floor retail and food service contribute to the pedestrian experience with storefront glass increasing visibility into these program spaces.

The northern face of the buildings at grade creates a connection with Gateway Park and allows for a continuous pedestrian experience along Lee Highway. A green wall extends into the service drive on the south side of the hotel and residential building while a backlit architectural feature wall is created at the southeast corner along North Moore. The office building contains a series of retail spaces at grade as well as a green wall on the northwestern corner along Fort Meyer.

The hotel and residential building's exterior wall system is composed of precast concrete, metal panels, and glass. At and below the podium level stone will be used in place of the precast. Recessed Juliet balconies, along with typical recessed balconies, are integrated into the curtain wall for the condo units and their glass guardrails are flush with the building facade. The office building's exterior wall is a glass curtainwall system, with vertical frosted glass fins on the corner volume. All mechanical systems will be located within the building, screened at the roof, or will be designed so that they merge seamlessly with the building facades.

All loading doors shall be solid metal or horizontal slat doors and shall be located within the service drive. They shall be painted so that they blend with the surrounding facade.

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GROUND FLOOR RETAIL

Ground Floor Retail Characteristics

Ground floor retail and food service shall be located along all four sides of the buildings along Fort Myer Drive,19th Street North, North Moore Street, and Lee Highway. At grade the hotel and residential building houses a two story restaurant space with exterior seating as well as a soup and ice cream counter to activate the pedestrian experience along North Moore street. The main entrance to the office building is on the south side of the building. Retail entrances are on the west and south sides of the building. The street facade of the retail portion shall be composed as a single plane that integrates with the curtainwall system with options for differentiation available within the outer glass shell.

- Windows and doors
  - Window glass shall be clear for retail.
  - Doors shall be made of stainless steel and clear glass.
  - Accent materials are glass rods, and stone.
- Ground floor commercial space shall be serviced by loading facilities internal to the building.
- Outdoor seating areas will not encroach on public right of way or reduce accessibility on sidewalks.

Signage

The food service storefront signage may be integrated with the typical stainless steel signage of the building but may also be expressed dramatically on the buildings by retailers if desired, while the retail signs may be painted metal but may also reflect specific retailer's desires and needs for unique signs. The retail signs will serve to establish retail identities that allow for successful retail at the base of the towers. The retail will have an independent identity in the buildings.

- Square footage of all signage has been provided within the limits set out by Arlington County.
- Signage locations will be provided for the office and residential tower and guidelines will be set up for the individual retail tenants in the comprehensive sign plan.

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