



ARLINGTON COUNTY, VIRGINIA

County Board Agenda Item Meeting of October 13, 2007

DATE: October 4, 2007

- SUBJECTS:**
- A. GP 312-07-1 GENERAL LAND USE PLAN AMENDMENT from “Service Commercial” (Personal and business services. Generally one to four stories. Maximum 1.5 F.A.R. with special provisions within the Columbia Pike Special Revitalization District.) to “Medium Office-Apartment-Hotel” (up to 2.5 F.A.R. Office Density, up to 115 units/acre Apartment Density, up to 180 units/acre Hotel Density) for a property known as 1716 Wilson Boulevard, generally located on the western part of the block in the area bounded by Wilson Boulevard, the proposed North Quinn Street extension, Clarendon Boulevard, and North Pierce Street.
 - B. Z-2537-07-1 REZONING: George Contis, from “C-1” Local Commercial Districts, “C-2” Service Commercial – Community Business Districts, “RA-6-15” Apartment Dwelling Districts to “C-O-2.5” Commercial Office Building, Hotel and Apartment Districts; 1712 – 1716 Wilson Blvd., 1711 - 1717 Clarendon Blvd. (RPC #17-010-008, -009, -022, -023, -030)
 - C. SP #409 SITE PLAN: George Contis, construct approx. 108,753 sq ft office, approx. 27,996 sq ft retail, modification of use regulations for density, exclusion of density for storage, parking, comprehensive sign plan, and outdoor dining; 1712 – 1716 Wilson Blvd., 1711 - 1717 Clarendon Blvd. (RPC #17-010-008, -009, -022, -023, -030)

Applicant:

Dr. George Contis
1716 Wilson Boulevard
Arlington, Virginia 22209

County Manager: _____

County Attorney: _____

Staff: Lorrie Pearson, DCPHD, Planning Division
Anthony Fusarelli, DCPHD, Planning Division
Robert Gibson, DES, Division of Transportation

PLA-4770

By:

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

C. M. RECOMMENDATIONS:

- A. Adopt the attached resolution to approve the General Land Use Plan Amendment from “Service Commercial” (Personal and business services. Generally one to four stories. Maximum 1.5 F.A.R. with special provisions within the Columbia Pike Special Revitalization District.) to “Medium Office-Apartment-Hotel” (up to 2.5 F.A.R. Office Density, up to 115 units/acre Apartment Density, up to 180 units/acre Hotel Density) for a property known as 1716 Wilson Boulevard, generally located on the western part of the block in the area bounded by Wilson Boulevard, the proposed North Quinn Street extension, Clarendon Boulevard, and North Pierce Street.

- B. Adopt the attached resolution to approve the rezoning from from “C-1” Local Commercial Districts, “C-2” Service Commercial – Community Business Districts, “RA-6-15” Apartment Dwelling Districts to “C-O-2.5” Commercial Office Building, Hotel and Apartment Districts for property known as 1712 – 1716 Wilson Blvd., 1711 - 1717 Clarendon Blvd. (RPC # 17-010-008, -009, -022, -023, -030)

- C. Approve the site plan request for SP #409 to allow construction of approx. 108,753 sq ft office, approx. 27,996 sq ft retail, modification of use regulations for density, exclusion of density for storage, parking, comprehensive sign plan, and outdoor dining; 1712 – 1716 Wilson Blvd., 1711 - 1717 Clarendon Blvd. (RPC # 17-010-008, -009, -022, -023, -030), subject to the conditions in the staff report.

ISSUES: None.

SUMMARY: The applicant has submitted a site plan application to build an office building with five stories fronting along Wilson Boulevard and three stories fronting along Clarendon Boulevard, located in the area between Rosslyn and Courthouse Metro station areas. The area where the new building is being proposed currently contains three commercial buildings, one residence, and small parking areas for each use.

The site is currently designated as “Service Commercial” on the County’s General Land Use Plan (GLUP) and zoned a combination of “C-2” Service Commercial-Community Business District, “C-1” Local Community District, and “RA 6-15” Apartment Dwelling District. The applicant is requesting to amend the GLUP to “Medium” Office-Apartment-Hotel and to change the zoning to “C-O-2.5” Commercial Office Building, Hotel, and Apartment District, which would be consistent with the requested General Land Use Plan designation.

The proposal is generally consistent with the proposed GLUP designation and zoning district for the subject site, and with the Rosslyn to Courthouse Urban Design Study and the Retail Action Plan. The site plan would also facilitate the Quinn Street extension, providing a mid-block connection between Wilson and Clarendon Boulevards.

Staff recommends that the County Board approve the proposed GLUP amendment, rezoning, and site plan subject to the proposed conditions. The proposed improvements and conditions ensure that the issues that have been raised and the impacts associated with the additional density from the General Land Use Plan amendment, the rezoning, and the site plan have been ameliorated and that the proposal meets the standards of Section 36.H.3 of the Zoning Ordinance.

BACKGROUND: The applicant has requested a General Land Use Plan amendment, a rezoning and site plan approval to develop a 140,641 sf office development with ground floor retail space.

The following provides additional information about the site and location:

- Site: The site is located between Wilson and Clarendon Boulevards at the terminus of North Quinn Street at Wilson Boulevard and east of the terminus of North Quinn Street at Clarendon Boulevard. Currently on the site are three commercial buildings, one residence, and small parking areas for each use, totaling approximately 11,400 sf of building area. The following uses are adjacent to the site:

- To the north: Wilson Boulevard, North Quinn Street, and Colonial Village Shopping Center designated “Service Commercial” on the General Land Use Plan. The site is zoned “C-2” Service Commercial-Community Business Districts and “RA6-15” Apartment Dwelling Districts.
- To the west: Along Wilson Boulevard is 1800 Wilson Boulevard, the Holladay live-work site plan (SP #371) currently under construction. The 4- to 5- story project consists of 153 residential units (10 live/work) and 5,758 sf of retail and is designated Medium Office-Apartment-Hotel on the General Land Use Plan and is zoned “C-O-2.5”. Along Clarendon Boulevard is a garden-style apartment building, designated “Service Commercial” on the General Land Use Plan and zoned “C-1” Local Commercial Districts. The property has been acquired by the County and is the location of the future North Quinn Street extension.
- To the east: WRIT Rosslyn Center site plan (SP #357, with amendments to SP #83 and #227) consisting of two existing office buildings and two new residential buildings, with retail. The 9-story residential building is immediately adjacent to the site along Wilson Boulevard and the 2-story existing office building owned by the America Chiropractic Association is immediately adjacent to the site along Clarendon Boulevard. Both are designated Medium Office-Apartment-Hotel on the General Land Use Plan and are zoned “C-O-2.5” Commercial Office Building, Hotel and Apartment Districts.
- To the south: Clarendon Boulevard. Across Clarendon Boulevard were garden-style apartment buildings which were recently demolished for a by-right residential project by ABDO, planned to be up to 118 units in 60-foot tall buildings. The area is designated Medium Residential (32-72 units/acre) on the General Land Use Plan and is zoned “RA6-15” Apartment Dwelling Districts.

Zoning: The site is currently zoned “C-1” Local Commercial Districts, “C-2” Service Commercial – Community Business Districts, and “RA6-15” Apartment Dwelling Districts; predominantly consistent with the current General Land Use Plan designation. The applicant has requested a rezoning to “C-O-2.5” Commercial Office Building, Hotel and Apartments Districts.

Land Use: The site is designated on the General Land Use Plan as “Service Commercial” (Personal and business services. Generally a maximum of one to four stories. Maximum 1.5 FAR.). Zoning districts that typically correspond to this designation include: C-1-R, C-1, C-1-O, C-2, C-O-1.5; therefore both existing commercial zoning districts are consistent with the General Land Use Plan designation.

The applicant has requested a General Land Use Plan amendment to “Medium” Office-Apartment-Hotel (Office up to 2.5 FAR; Apartment up to 115 units/acre; and Hotel up to 180 units/acre). The zoning district that typically corresponds to this designation is “C-O-2.5” which is the requested zoning district.

Neighborhood: The site is located within the Radnor-Fort Myer Heights Civic Association and across Wilson Boulevard from North Rosslyn Civic Association and Colonial Village.

Proposed Development: A GLUP amendment, rezoning, and site plan are proposed for the site.

Proposed General Land Use Plan (GLUP) Amendment: The applicant proposes to amend the GLUP from “Service Commercial” to “Medium” Office-Apartment-Hotel for the subject property.

	Density Allowed / Typical Use	Maximum Development
EXISTING GLUP		
“Service Commercial” (appx. 45,523 sf)	Up to 1.5 FAR; Personal and Business Services. Generally one to four stories.	68,284.5 sf
PROPOSED GLUP		
“Medium” Office Apartment-Hotel (appx. 45,523 sf)	2.5 FAR (office), up to 115 units/acre (residential), up to 180 units/acre (hotel);	113,807.5 sf (office) or 120 units (residential) or 188 units (hotel);

Proposed Rezoning: The applicant is also proposing to rezone the site from “C-1”, “C-2”, and “RA6-15” to “C-O-2.5”.

The following table compares the by-right and special exception site plan development potential under the existing zoning designations.

	Uses/Density Allowed	Maximum Development
EXISTING ZONING		
“C-1” (9,829 sf)	By-right: 1.0 office/commercial FAR; or 7.26 units/acre.	By-right: 9,829 sf office/commercial; or 1 residential unit.
“C-2” (29,149 sf)	By-right: 1.5 FAR office/commercial FAR; Hotel – 72 d.u. per acre; or 7.26 units/acre.	By-right: 43,723.5 sf office/commercial; 48 hotel rooms; or 4 residential units.
“RA6-15” (6,545 sf)	By-right: Single Family Residential-8.7 units/acre; 2 Family dwellings-12 units/acre; or Apartments or Townhouses- 48 units/acre (7 units) By site plan: Townhouses-29 units/acre; or Apartments-48 units/acre	By-right: 1 SF or duplex unit or 7 apartments or townhouses. By site plan: 4 townhouses or 7 apartments.
PROPOSED ZONING		
“C-O-2.5” (45,523 sf)	By-right: Single Family Residential @ 7.26 units/ acre; or 0.60 office FAR. By site plan: Office/commercial: 2.5 FAR Apartments: 115 d.u. per acre Hotel: 180 d.u. per acre	By-right: 7 units or 27,313.8 sf office. By site plan: 113,807.5 sf (office) or 120 units (residential) or 188 units (hotel);

Proposed site plan: The table below sets forth the preliminary statistical summary for the proposed development:

	Proposed Site Plan Pre-Dedication	Proposed Site Plan Post-Dedication ¹
Site Area	45,523 sf (1.045 acres)	
Site Area for Street Dedication		4,065 sf (.09 acres)
Post-Dedication Site Area		41,458 sf (.95 acres)
Density		
Total GFA (FAR)	140,641 sf (3.09 FAR)	3.39 FAR
Office GFA (FAR)	114,922 sf (2.52 FAR)	2.77 FAR
Retail GFA (FAR)	25,719 sf (.56 FAR)	.62 FAR
Exclusions GFA, including:	6,841 sf (.15 FAR)	.17 FAR
Below grade storage (5,841 sf)		
Below grade tenant fitness center (1,000 sf)		
Total Net GFA (FAR)	133,800 sf (2.94 FAR)	3.22 FAR
Bonus GFA, including:		20,729 sf (.50 FAR)
--Contribution for off-site portion of Quinn St. (10,364.5 sf or .25 FAR)		
--LEED Silver Certification (10,364.5 sf or .25 FAR)		
One-time credit for dedication of on-site portion of Quinn St. (4,065 sf dedicated area x 2.5 FAR)		10,162.5 sf
Total Net FAR, applying bonuses	102,909 sf (2.22 FAR)	102,909 sf (2.48 FAR)
“C-O-2.5” Permitted GFA	113,807.5 sf at 2.5 FAR	103,645 sf at 2.5 FAR
Building Height		
Average Site Elevation	177.0 feet	
Main Roof Elevation (a.s.l.)	255.67 feet	
Main Roof Height	78.67 feet	
Penthouse Elevation (a.s.l.)	271.67 feet	
Penthouse Height	14.67 feet (93.33 feet a.s.e.)	
Number of Stories	3-5 stories	
“C-O-2.5” Permitted Height	12 stories	
Parking		
Office		
Number of Spaces	187 spaces	
Parking Ratio	1 space per 580 sf	
Required Office Spaces	187 spaces	
Required Office Ratio	1 space per 580 sf	
Retail		
Number of Spaces	44 spaces	
Parking Ratio	1 space per 580 sf	
Required Retail Spaces	44 spaces	
Required Retail Ratio	1 space per 580 sf	
Total	231 spaces	
Total Required Spaces	231 spaces	

¹ The area for the North Quinn Street extension that is within the boundaries of the site plan will be dedicated to the County. This column lists the density based on a site area that does not include the dedicated area.

Bicycle – number of spaces provided	26	
Bicycle – number of spaces required	26	
Coverage	34,190 sf (75%)	34,190 sf (82.5%)
LEED Score – Core and Shell	31 points (Silver Certified)	

Site and Design: The applicant proposes to construct a 140,641 sf office building including 25,719 sf of ground floor retail space. The proposed building would be constructed with facades of brick with a precast base. Windows would be defined by precast lintels and aluminum frames. The building would be 2 stories above a ground floor retail level along Clarendon Boulevard and 4 stories above a ground floor retail level along Wilson Boulevard. The architecture has been revised to provide two curved corners along Wilson Boulevard: one at the future Quinn Street and one at the western corner where the building meets the WRIT/Rosslyn building.

The proposed building fronts on Wilson and Clarendon Boulevards and the future Quinn Street extension. The office building entrance is on Wilson Boulevard; retail entrances are located on all three street frontages. The garage entrance has been revised from its original location along Clarendon Boulevard to adjacent to the proposed loading dock accessed from the future North Quinn Street on the west side of the building. The applicant has proposed 3 levels of below-grade parking with a total of 231 spaces.

The proposed LEED-Core and Shell score is currently 31 including credits for sustainable sites, water efficiency, energy and atmosphere, materials and resources, environmental quality, and innovation and design process. The applicant requested bonus density (.25 FAR or 10,364.5 sf) for LEED certification at the silver level.

Quinn Street: A portion of the future Quinn Street extension will require a dedication from the applicant of approximately 4,065 sf of site area, which at a 2.5 FAR, would result in a density of 10,162.5 sf. A credit of density in this amount is recommended to be applied to the project. The remainder of the future street will be located on County-owned property. The developer has agreed to construct the off-site street and would receive additional density of .25 FAR (10,364.5 sf). The dedication and construction of Quinn Street is agreed to in Conditions #78 and #79.

In conjunction with the construction of the Quinn Street extension, the applicant has also agreed to construct two triangular plazas along new street. The plazas are located at the northeast corner of Clarendon and North Quinn Street and in the corner of the 1800 Wilson building. Each proposes areas of hardscape with seating and areas of landscaping. Although the land over which the plazas would be constructed is owned by the County, the applicant has agreed to maintain the plaza adjacent to the proposed building. That plaza may also incorporate on-site public art.

Transportation: The Master Transportation Plan (MTP) classifies Wilson Boulevard and Clarendon Boulevard as Principle Arterials. Wilson and Clarendon Boulevards operate as a one-way pair system with Wilson Boulevard operating in the westbound direction and Clarendon Boulevard operating in the eastbound direction. In 2003 the MTP was updated to show the future

extension of North Quinn Street between Wilson Boulevard and Clarendon Boulevard to be constructed in conjunction with this project.

The Department of Environmental Services collects regular traffic counts on Wilson and Clarendon Boulevards near the site. As shown below, the volume of traffic on both streets has fluctuated but is expected to increase in the future from 2006 levels as a result of planned development in the Rosslyn – Ballston Corridor. All day directional traffic volumes for Wilson Boulevard (westbound direction) and Clarendon Boulevard (eastbound direction) in the vicinity of the site are detailed below.

24-Hour Traffic Volumes

Street	2002	2003	2004	2006
Wilson Boulevard @ North Troy Street	12,950	11,448	12,359	10,860
Clarendon Boulevard @ North Rhodes Street	11,560	11,111	NA	11,750

Source: Arlington County Department of Environmental Services

Trip Generation: A Traffic Impact Analysis (TIA) submitted by the applicant, prepared by Wells and Associates and dated May 4, 2006 and revised on September 13, 2007, assessed the impacts of the development on the adjacent street system. The proposed 107,663 square feet of office space and 25,719 square feet of commercial/ retail is estimated to generate 171 a.m. and 336 p.m. peak hour vehicle trips, but relative to the existing vehicle trips at the site, the proposal is estimated to produce 161 new a.m. peak trips and 319 new p.m. peak trips

Streets and Sidewalks: The applicant’s proposed streetscape sections are consistent with the adopted streetscape standards for the Rosslyn – Ballston Corridor and the *Rosslyn to Courthouse Urban Design Study*. Wilson Boulevard currently measures 43.5 feet in width with a bike lane and on-street parking on both sides of the street. Wilson Boulevard is proposed to be narrowed to 36.5 feet providing an 8-foot wide parking lane on the north side of the street with a 5-foot wide bike lane, two 11-foot travel lanes and a foot and a half wide gutter on the south side of the street. The parking lane adjacent to the property will be replaced with a wider sidewalk. Clarendon Boulevard’s width is currently 43.5 feet with a bike lane and on-street parking mostly on the south side of the street. The street will remain at 43.5-feet in width, however it will be restriped to provide two 8-foot wide parking lanes, a 5.5-foot wide bike lane, and two 11-foot wide travel lanes. With the future redevelopment of the parcel located on the south side of Clarendon Boulevard across from the site, Clarendon Boulevard should be further narrowed to 43-feet. The sidewalk along the Clarendon Boulevard frontage is proposed to be 18 feet wide, which includes, 5-foot wide tree pits and a 12-foot 4-inch wide clear sidewalk. The sidewalk along the Wilson Boulevard frontage is proposed to vary from 29.25 feet wide at the west corner, decreasing to 24.67 feet at the eastern property line, which includes 5-foot wide tree pits and a minimum 10-foot wide clear sidewalk. This area provides ample room for the option of sidewalk café seating, which should not narrow the sidewalk to less than 10 feet of clear sidewalk.

The site is currently located mid-block between Rhodes Street and Pierce Street. The block is approximately 1,000 feet long which is exceptionally long, limiting pedestrian and vehicle connectivity in the area. Therefore it was identified in the *Rosslyn to Courthouse Urban Design Study* that Quinn Street be extended through the block to improve connectivity. As part of the proposed project, North Quinn Street will be constructed between Clarendon Boulevard and Wilson Boulevard. North Quinn Street is proposed to be 30 feet wide, providing an 8-foot wide parking lane on the west side of the street and a single 11-foot travel lane in each direction. A 11.5-foot wide streetscape from back of curb and will provide 5-foot wide tree pits and a 5.83-foot clear sidewalk along Quinn Street. South of the parking garage entrance the alignment of Quinn Street shifts to the west allowing for a plaza area to be constructed with the project.

Public Transit: Excellent public transportation is available near the site. The property is located approximately halfway between the Courthouse Metrorail Station and the Rosslyn Metro Center. The Court House Metrorail Station is served by Metrorail Orange Line and bus connections to other areas in Northern Virginia and the District of Columbia. The Rosslyn Metro Center is served by both the Orange and Blue Metrorail lines and is also a regional bus transfer center. There is an existing bus shelter located along both Clarendon Boulevard within a few hundred feet of the site at North Rhodes Street providing access to eastbound Metro and Art bus service. Bus service in the westbound direction from Rosslyn is available nearby on Wilson Boulevard with a bus stop located near North Pierce Street. Metrobus Route 4 provides service between Seven Corners and the Rosslyn Metrorail Station. Metrobus Route 38 provides service between Ballston and Farragut Square in the District of Columbia. ART Bus 61 provides service between Courthouse and Rosslyn.

Bicycle Access: The subject site has convenient access to the County's bike trail system. On-street bicycle lanes are signed adjacent to the site along Wilson and Clarendon Boulevards and extend between Rosslyn and Clarendon and along North Rhodes Street near the site which provides connections to the Arlington Boulevard Trail to the south and the Key Boulevard Trail and Custis Parkway Trail to the north. The Custis Memorial Parkway Trail (I-66) and the Mount Vernon Trail are located approximately three-quarters of a mile to the north toward Lee Highway. Consistent with site plan development and the Arlington Bicycle Transportation Plan, the developer would also provide secure bicycle storage facilities for employees, visitors and guests to the site.

Transportation Management Plan (TMP): Consistent with site plan development and the County's adopted TDM Policy, staff recommends that the developer implement a TDM Plan to encourage reduced single occupancy vehicle (SOV) trips to and from the site. Staff recommends, and the applicant agrees, to implement the TDM strategies that are briefly summarized below and referenced in Condition #51 of the site plan conditions:

- Contribute \$7,500 annually for fifteen (15) years to Arlington County Commuter Services (ACCS).
- Provide a Transportation Kiosk in the lobby.
- Distribute transit information, to new employees, to include site-specific transit-related information.

- Provide a parking management plan including a schematic drawing depicting an area parking plan for all block faces abutting the site.
- Provide free SmarTrip cards with \$50.00 in fares for new employees.
- Designate a member of the building management team as Property Transportation Coordinator with responsibilities for completing and coordinating TDM Plan obligations.
- Provide parking for two car sharing vehicles in the garage should the County request the spaces.

Utilities: To support the redevelopment of the site the additional water main improvements will be required. Adequate sanitary sewer capacity is available to serve the proposed development. The developer has agreed to abandon approximately 150 feet of existing 8-inch water main in Wilson Boulevard upgrading it to 12-inch water main and to reconnect any existing services and appurtenances to the new water main. The 8-inch water main shall be replaced between the existing North Quinn Street intersection and the proposed North Quinn Street extension, connecting to the existing 12-inch water main in Wilson Boulevard and the new 12-inch water main in North Quinn Street extension. The developer further agrees to construct approximately 330 feet of new 12-inch water main in North Quinn Street extended between Wilson Boulevard and Clarendon Boulevard, connecting to the existing 12-inch water main in Clarendon Boulevard and the new 12-inch water main in Wilson Boulevard. Consistent with site plan development and the Utility Undergrounding Plan, the developer has agreed to contribute to the Utility Underground Fund in the amount of \$52,250 (\$50,000 x 1.045 acres). The developer will also remove or relocate all existing aerial utility lines along the periphery of the site. The developer will be required to comply with the new Chesapeake Bay Preservation Ordinance and the Plan of Development requirements, including a Resource Protection Area Delineation (site is not located in an RPA), a Landscape Conservation Plan, a Storm Water Management Plan, and an Erosion and Sediment Control Plan.

DISCUSSION:

Adopted Plans and Policies: The General Land Use Plan, Rosslyn to Courthouse Urban Design Study, and Retail Action Plan guide development on the subject site.

General Land Use Plan and Rezoning: Staff concludes that the proposed “Medium” Office-Apartment-Hotel GLUP designation is appropriate to achieve the redevelopment goals envisioned for the subject site and as outlined in the Study. The proposed rezoning to “C-O-2.5” is consistent with the proposed General Land Use Plan designation and is an appropriate tool to facilitate redevelopment of the site with uses and building height, taper and form that is compatible with the guidelines established in the Rosslyn to Courthouse Urban Design Study.

Rosslyn to Courthouse Urban Design Study: The Rosslyn to Courthouse Urban Design Study, a design guide for development in the area bounded by Wilson Boulevard, North Pierce Street, Clarendon Boulevard and North Courthouse Road, presents guidelines for appropriate land uses, form, and heights for the area. The subject site is located in the Study area.

The proposed site plan is generally consistent with the Preferred Concept Plan as adopted in the Study, and the Urban Design Guidelines established for the Study area. In addition to the mix of uses and building height, bulk and continuity, the site plan is consistent with other design

guidelines established by the Study. The Study establishes guidelines to place buildings to build-to lines along the streets and to physically attach and connect neighboring buildings on both sides. This recommendation encourages a form of development that brings buildings closer to the sidewalk, creating a continuous wall or edge along the street and enhancing the pedestrian experience. In order to achieve the desired building envelope and the guidelines for building heights and building walls to lot lines, additional density may be necessary and appropriate. The site plan application proposes this type of placement and form which are compatible with the proposed General Land Use Plan designation and zoning. A chart comparing the guidelines within the Study and the proposed site plan is attached as Appendix A.

Retail Action Plan: The Retail Action Plan identifies Wilson and Clarendon Boulevards as shopping streets providing personal and business services. The proposed site plan is generally consistent with the Plan. It provides two corner retail spaces along Wilson Boulevard which would be constructed with the necessary mechanical systems to accommodate restaurant uses. Along Clarendon Boulevard, the site plan provides for a retail space large enough to potentially accommodate a neighborhood scale market use. With the exception of a small office lobby and building service areas, the entire ground floor is dedicated to retail use.

Modification of Use Regulations: The applicant has requested modification of use regulations for density, the exclusion of density for below grade storage, for parking, for outdoor dining, and for a comprehensive sign plan.

Density: The applicant has requested two density bonuses of .25 FAR each. The first request is bonus density for obtaining LEED silver certification and is supported by staff as the request is consistent with previous actions and County policy. The second request is for bonus density for constructing the off-site portion of the North Quinn Street extension, including the plazas. Staff also supports this request, as construction of the street would provide an off-site community facility that fulfills the County goal of creating a street in this location to break up a superblock. In addition, the amount of these bonuses (10,364.5 sf each for a total of 20,729 sf) allows the building to achieve the building form that the *Rossllyn to Courthouse Urban Design Study* recommends at this location.

The applicant has also requested that 5,841 sf of below-grade storage and 1,000 sf for below-grade tenant fitness center be excluded from the density calculation. The criteria for excluding the fitness center is outlined in standard condition #43. Staff supports the below-grade exclusions as they do not contribute to the bulk of the building and are consistent with exclusions previously approved by the County Board.

In addition, as the applicant will be dedicating 4,065 sf of land toward the North Quinn Street extension, the density from which (10,162.5 sf) may be credited to the proposed building, consistent with previous site plan applications involving street dedications. Staff supports the density credit for this project, but the density will not be available to any future projects on the site after dedication.

Outdoor Dining: The applicant has requested a modification to permit outdoor dining along Wilson and Clarendon Boulevards and North Quinn Street. Condition #67 requires a minimum 10-foot clear sidewalk width in these areas.

Loading: In addition to the modifications above, the applicant proposes to provide two loading spaces (as shown on sheet 30.01), while the Zoning Ordinance would require one space for the office building and two for the amount of retail proposed for a total of three spaces. Staff supports the reduction with proper management.

Comprehensive Sign Plan: The applicant has requested approval of a comprehensive sign plan that complies with the Zoning Ordinance in terms of sign type and size. Condition #50 addresses the details of the sign plan.

Community/Project Benefits: The applicant has proposed the following benefits in conjunction with this project:

Public Art: The applicant has proposed a \$75,000 contribution toward on-site public art, possibly incorporated within the plaza created along the North Quinn Street extension.

Affordable Housing: Section 36.H.6.i states: "Site plan applications that include an application to change the GLUP designation of the site may be subject to an affordable housing requirement in addition to the above ADU requirement. Such affordable housing requirements shall be addressed separately in the process of the County Board's consideration of the approval of the site plan." If the standard formula were to be applied, the affordable housing contribution for this project would be \$314,669.

As there is an associated GLUP amendment, consistent with recommendations within an adopted plan, staff recommends, and the applicant has agreed to, a contribution of \$460,785. The method for calculating the affordable housing contribution is the same as was done with 2000 Wilson Boulevard. This method treats the increase in GFA over the existing GLUP as if it were over 3.0 FAR. The contribution amount was calculated by applying the ADU formula at \$1.58 and \$4.23 per square foot to the density allowed under the existing GLUP (1.5 FAR) and applying the ADU formula at \$8.45 per square foot to the increase in GFA over the existing GLUP. Bonus density in this project results from the LEED certification and from the applicant's construction of the new street and is not attributable to the provision of affordable housing. In addition, an FAR credit results from the dedication of site area for the street.

LEED Score: The applicant proposes to achieve a minimum of 31 points on the LEED-CS scorecard, and obtain certification at the silver level. The applicant is also requesting a .25 FAR density bonus for LEED silver certification.

Public Right-of-Way: The applicant has agreed to dedicate, in fee, approximately 4,065 square feet of right-of-way for a portion of the North Quinn Street extension.

Community Process

Site Plan Review Committee (SPRC): The SPRC discussed the items at their July 2, July 30, and September 20, 2007, meetings. Issues discussed included how the building fits into the surrounding area, bonus density, the design of the corner of the building at Wilson and Quinn Streets, and the design of the plazas and crosswalks created by the extension of Quinn Street.

Transportation Commission: The Transportation Commission considered these items at their September 27, 2007, meeting. The Commission voted 7-0-1 to recommend approval of the items, subject to the conditions of the staff report and with four recommendations:

- Staff should review if the use of the provisions identified in section 36H of the Arlington County Zoning Ordinance are the appropriate mechanisms to be used by the County to facilitate the construction of N. Quinn Street and the associated public plazas located between Clarendon Boulevard and Wilson Boulevard.
Staff Response: Staff has reviewed the provisions and has determined that construction of the off-site street can be achieved through the requested bonus density.
- The project should provide public parking and public access to the garage between 6:00 p.m. and 7:00 a.m. to allow overnight shared parking. Should the developer choose not to operate the garage during these hours the developer must allow Colonial Village, Rosslyn Renaissance or the Rosslyn BID to operate the garage for public use during these hours. Should the garage be operated by any of these entities they would be responsible for all the operating costs (including insurance) associated with operating the garage for use by the public.
Staff Response: Staff and the applicant are discussing methods to provide shared parking.
- The project should add an additional retail entrance along Clarendon Boulevard to further activate the street and sidewalk.
Staff Response: The applicant has noted that corner doors are shown as the applicant is seeking a single tenant such as a small format grocer for this location and that the tenant would likely request a single entrance area. Although additional entrances are generally favored, leasing the space to a tenant such as a small format grocer would activate the street even with a limited number of entrances. Should the retail space along Clarendon Boulevard be occupied by more than one tenant, then additional door(s) would be provided.
- Add bicycle racks to provide a minimum of 12 on-street visitor bicycle parking spaces.
Staff Response: Staff and the applicant concur. Condition #43 has been revised to provide a minimum of 12 street level visitor bicycle parking spaces around the site on Clarendon Boulevard and Wilson Boulevard.

Planning Commission: The Planning Commission considered these items at their October 1, 2007, carryover meeting on October 3, 2007. The Commission voted 9-0 to recommend approval of the items subject to the following recommendations:

- Include the standard transparency requirements for retail space in Condition #64.
Staff Response: Staff has confirmed the standard requirements are required in Condition #34.
- Provide additional analysis to the County Board on the use of bonus density for street and plaza construction.
Staff Response: Staff will provide additional analysis in a supplemental report.
- The applicant should work with staff to select more decorative garage and loading doors.
Staff Response: Staff and the applicant concur and are discussing a site plan condition.
- Examine the use of power doors and/or proximity sensors and require the appropriate method for providing ADA access.
Staff Response: Staff and the applicant concur and are examining the issue.
- That the Planning Commission recommendation is dependent on the Housing Commission determining that it has no serious reservations about the proposed affordable housing contribution.
Staff Response: The Housing Commission is scheduled to consider the items at their October 4, 2007, meeting.
- Evaluate the use of a stamped asphalt crosswalk across the North Quinn Street extension at Wilson and/or Clarendon Boulevards.
Staff Response: Staff is evaluating the request.
- Include the standard building salvage site plan condition.
Staff Response: Staff concurs and has confirmed that Condition #12 addresses some of the concern and is discussing with the applicant additional condition language.

Housing Commission: The Housing Commission is scheduled to consider these items at their October 4, 2007, meeting.

CONCLUSION: The applicant has designed a project that generally meets the goals of the Rosslyn to Courthouse Urban Design Study and is generally consistent with the General Land Use Plan designation and zoning district for the subject site. Staff concludes that the proposal complies with the standards of Section 36.H.3 of the Zoning Ordinance, and that the issues that have been raised and the impacts associated with the additional density from the General Land Use Plan amendment, the rezoning, and the site plan have been ameliorated through the design of the project and the conditions. Therefore, staff recommends, based on the merits of the project its consistency with the Plan and the Code, and good planning practices, that the County Board adopt the resolutions to approve the attached General Land Use Plan amendment and the rezoning and that it approve the site plan request, subject to the conditions of the staff report.

CONDITIONS

- **The following Conditions of site plan approval (#1 through #14) are valid for the life of the site plan and must be met by the developer before issuance of the Clearing, Grading and Demolition Permit.**

1. **Site Plan Term**

The developer (as used in these conditions, the term “developer” shall mean the owner, the applicant and all successors and assigns) agrees to comply with the standard conditions set forth below and as referenced in Administrative Regulation 4.1 and the revised plans dated September 24, 2007, and reviewed and approved by the County Board and made a part of the public record on October 13, 2007, including all renderings, drawings, and presentation boards presented during public hearings, together with any modifications proposed by the developer and accepted by the County Board or vice versa.

This site plan approval expires three (3) years after the date of County Board approval if a building permit has not been issued for the first building to be constructed pursuant to the approved plan. Extension of this approval shall be at the sole discretion of the County Board. The owner agrees that this discretion shall include a review of this site plan and its conditions for their compliance with then current County policies for land use, zoning and special exception uses. Extension of the site plan is subject to, among other things, inclusion of amended or additional site plan conditions necessary to bring the plan into compliance with then current County policies and standards together with any modifications proposed by the owner and accepted by the County Board or vice versa.

2. **Pre-Construction Meeting**

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

3. **Tree Protection and Replacement**

- a. The developer agrees to complete a tree survey, which shows existing conditions of the site and locates and identifies all trees which are four (4) inches in diameter or greater. The survey shall include any tree on adjacent sites whose dripline extends onto the subject site.

- b. The developer agrees to file and implement a tree protection plan which will designate any trees proposed to be saved by the developer. Trees designated to be saved on the tree protection plan, or those specified to be saved by the approved site plan and shown on any filing in connection with this case, will be protected. This plan shall include any tree on adjacent sites whose dripline extends onto the subject site. The tree protection plan shall be developed by a certified arborist or other horticultural professional with a demonstrated expertise in tree protection techniques on urban sites and shall be submitted and approved, and found by the County Manager to meet the requirements of this site plan, before the issuance of the Clearing, Grading and Demolition Permit.
- c. Upon approval of the tree protection plan the developer agrees to submit to the Department of Parks, Recreation, and Cultural Resources (DPRCR) a performance bond estimate for the trees to be saved. Upon approval of the performance bond estimate by the DPRCR, the developer agrees to submit to the DPRCR a performance bond, in the approved amount of the estimate, and the approved tree protection plan, which bond shall be executed by the developer in favor of the County before the issuance of the Final Building Permit. Prior to the release of the public improvement bond, the developer agrees to submit to the DPRCR as-built drawings showing the location of all saved trees.
- d. The Developer agrees that any tree proposed to be saved on the tree protection plan or other filing shall be saved. At a minimum, this plan shall include:
 - (1) A site grading plan at two (2) foot intervals, including the location of all proposed improvements and utilities.
 - (2) Detailed specifications for any tree walls or wells proposed.
 - (3) A description of how and where building materials and equipment will be stored during construction to ensure that no compaction occurs within the critical root zone of the trees to be saved.
 - (4) Identification of tree protection measures and delineation of placement of tree protection.
 - (5) Any tree required to be saved pursuant to this condition, which dies (any tree which is 30% or more dead as determined by the County's Urban Forester shall be considered to have died) prior to, or within ten (10) years of, the issuance of the Master Certificate of Occupancy shall be removed and replaced by the developer at his expense with the number of major deciduous and evergreen trees consistent with the Tree Replacement Guidelines and which meet the minimum size and other requirements of Condition #21 below, provided, however, that replacement as specified in

this subparagraph (3.b.5) does not relieve the developer of any violation resulting from the failure to save identified trees.

- e. In addition to saving identified trees, the developer also agrees to replace all trees shown on the Tree Survey that are removed as a result of the new construction in accordance with the Arlington County Tree Replacement Guidelines. The developer agrees to submit tree replacement calculations and a tree replacement plan in accordance with the Arlington County Tree Replacement Guidelines. The tree replacement calculations shall be developed by a certified arborist or other horticultural professional with a demonstrated expertise in assessing the condition of trees. Any replacement trees shall conform to the standards and specifications set forth in Condition #21a below and shall be installed on the project site or on County-owned land, determined by the County Manager. The developer agrees to submit and obtain approval of this plan by the County Manager as part of the final site development and landscape plan.

4. **Photographic Record of Development**

The developer agrees to produce and submit to the Zoning Administrator a photographic record of development, starting with a record of the site as it appears before demolition is begun, including photographic records during construction, and ending with a photographic record of the development as it appears after completion of construction. These photographs shall comply with the following specifications:

All photographic records shall be taken using black and white film. Submission of a photo contact sheet and 8" x 10" prints on photographic paper shall be the minimum acceptable standard. Color photographs on compact disc must be submitted in addition to black and white photographs and the photo contact sheet at the end of the project prior to the issuance of the Master Certificate of Occupancy.

The photographic record shall include photos taken at the following points in construction, and photos shall be submitted as taken:

- a. Before Clearing, Grading and Demolition of the site (shall be submitted before issuance of the Clearing, Grading and Demolition Permit)—Views of north, south, east and west facades, as location permits, of buildings to be demolished, as well as at least one photo of the site before any clearing or grading including the existing physical relationship with adjacent buildings and streets. The photographic record shall also include all historic aspects of the facades of the building to be demolished, consistent with the requirements described in Condition #54 below.
- b. Site Clearance (shall be submitted before issuance of the Footing to Grade Permit)—Views of cleared site facing north, south, east and west, as location permits, with adjacent buildings and streets included.

- c. Construction Phase (shall be submitted before issuance of the Shell and Core Certificate of Occupancy Permit)–At a minimum, views of the site: during excavation, upon completion of the first floor above grade, at topping out, and during the exterior cladding phase.
- d. Site Completion (shall be submitted before issuance of the Master Certificate of Occupancy)–North, south, east and west facades of completed building or buildings, as well as at least one view of completed project in context of adjacent buildings and streets.

The photographic records for which no time is specified above, including the completed compact disc with the entire photographic history, shall be delivered to the Zoning Administrator, before the issuance of a Master Certificate of Occupancy for placement in the County archives.

If the developer uses the "Fast Track" Permit Process, the Site Clearance and Construction Phase photographs shall be submitted before the issuance of the Footing to Grade Structure Permit, or the first Building Permit, whichever comes first. The Construction Phase photographs, showing any construction to grade, shall be submitted before the Final Building Permit. The Construction Phase photographs showing all construction above grade and the Site Completion Photographs and completed compact disc showing the entire photographic history of the site shall be submitted before issuance of the Master Certificate of Occupancy.

Utility Fund Contribution

- 5. In addition to funding and constructing the utility undergrounding work, the developer agrees to contribute in the amount specified in Site Plan conditions to the County utility fund before the issuance of the Building Permit or prorated consistent with an approved phasing plan for the development. The total utility fund contribution for this site is \$52,250 ($\$50,000 \times 1.045$ acres). These funds may, but need not, be used by the County for the purpose of providing the undergrounding of utilities along the properties which are not redeveloping in this undergrounding district. If the area of the site plan is subdivided, the contribution to be made by each owner shall be based proportionally on the amount of site area allocated to each subdivided parcel. The contribution, if not obligated by the County to pay for utility undergrounding projects within 10 years from the date of payment, will be refunded without any accrued interest to the development owners of record at the time of any refund.

Plan for Temporary Circulation During Construction

- 6. The developer agrees to develop and implement (after approval) a plan for temporary pedestrian and vehicular circulation during construction. This plan shall identify temporary sidewalks, interim lighting, fencing around the site, construction vehicle routes, and any other feature necessary to ensure safe pedestrian and vehicular travel around the site during construction. Exceptions may be made only during an emergency as defined below, during actual demolition, and for such limited periods as are unavoidable for utility upgrades. The developer agrees to submit this plan to, and obtain

approval of the plan from, the County Manager as meeting these standards, before the issuance of the Clearing, Grading and Demolition Permit. The developer agrees to provide a copy of the approved plan to the appropriate civic associations. The County Manager may approve subsequent amendments to the plan, if consistent with this approval.

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

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

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

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

Residential Relocation

7. The developer agrees to coordinate with the Arlington County Relocation Program Coordinator in order to provide each rental household living in either an apartment unit or a single-family dwelling which is displaced by the construction of this site plan, except those who sign initial leases for a unit in the project after the date of this site plan approval, with at least the following:
 - a. A minimum of 120 days written notice to vacate.
 - b. Relocation payments, in accordance with the *Arlington County Tenant Relocation Guidelines* adopted by the County Board and in effect on the County Board date identified in Condition #1,
 - c. Relocation services in accordance with the *Arlington County Tenant Relocation Guidelines* adopted by the County Board and in effect on the County Board date identified in Condition #1,

If the developer decides to limit relocation benefits to persons who executed initial leases before adoption of the site plan, the developer agrees to notify, in writing, any tenant moving in after the date that the site plan is approved of his/her ineligibility for relocation payments and services. Any tenant who has not signed a waiver of rights to relocation assistance must receive the assistance. In cases where State law requires 120-day notice to vacate (displacement from multi-family buildings containing four or more units), notice cannot be waived, but the lead time for such notice may be reduced by mutual agreement in writing. Evidence of compliance with this condition shall be provided to the Zoning Administrator before the issuance of the Clearing, Grading and Demolition Permit.

Retail Relocation

8. The developer agrees to coordinate with the Department of Economic Development in order to provide the following relocation assistance to all retail tenants under lease as of the date of the approval of the proposed site plan:
 - a. The developer agrees to keep all retail tenants informed of the redevelopment schedule by providing periodic updates with regard to material changes in the development program for the site, including the phasing of the project, anticipated

- b. The developer will assist the County to make available to all retail tenants, either directly or through the developer, information on available commercial space in the County, business counseling services and appropriate business courses.
- c. The developer agrees to cooperate with the retail tenants by referring tenants who so request to private sources of professional assistance in regard to lease negotiation (i.e., understanding lease terms, trends and negotiation strategy), space planning and other related sources of help.
- d. Except for provisions in any lease to the contrary, the developer agrees to maintain the site, structures and systems in good repair and in a businesslike appearance until the last retail tenant vacates or until the notice to vacate expires, whichever comes first.
- e. The developer agrees to show compliance with the terms of this condition to the Zoning Administrator before the issuance of the Clearing, Grading and Demolition Permit.

Compliance with Federal, State and Local Laws

- 9. The developer agrees to comply with all federal, state and local laws and regulations not modified by the County Board's action on this plan and to obtain all necessary permits. In addition, the developer agrees to comply with all of the agreed-upon conditions approved by the County Board as a part of this site plan approval. The developer specifically agrees that the County has the authority to take such actions as may be necessary, to include the issuance of a stop work order for the entire project, when the developer is not in compliance with the agreed-upon conditions. Further, temporary Certificates of Occupancy will not be issued without approval by the Zoning Administrator.

Post-County Board 4.1 Filing

- 10. The developer agrees to file three copies of a site plan and the tabular information form, and digital copies on compact disc in JPEG, PDF, and DXF formats, which complies with the final approval of the County Board and with Administrative Regulation 4.1, with the Zoning Administrator within 90 days of the County Board approval and before the issuance of the Clearing, Grading and Demolition Permit.

The developer agrees to include on the post-4.1 plans details regarding existing traffic signal system infrastructure, e.g., poles, meters, controller cabinets, and to indicate on the plans if any part of the system will be moved and to where it is proposed to be moved.

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

The developer also agrees that no changes to the approved post-4.1 plans can take place in the field. All post-4.1 plan changes must be approved by the lead DCPHD contact for the site plan.

Community Liaison and Activities During Construction

11. The developer agrees to comply with the following before issuance of the Clearing, Grading and Demolition Permit and to remain in compliance with this condition until the Master Certificate of Occupancy is issued.
 - a. The developer agrees to identify a person who will serve as liaison to the community throughout the duration of construction. This individual shall be on the construction site throughout the hours of construction, including weekends. The name and telephone number of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site, representatives from the Radnor Fort Myer Heights Civic Association, North Rosslyn Civic Association, Clarendon Courthouse Civic Association, Colonial Village I, II, III, the 1800 Wilson Condominium Association, WRIT, and to the Zoning Administrator, and shall be posted at the entrance of the project.
 - b. Before commencing any clearing or grading of the site, the developer shall hold a community meeting with those whose property abuts the project to review the construction hauling route, location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Zoning Administrator and the Arlington County Police representative must be notified once the community meeting dates/times are established. The developer agrees to provide documentation to the Zoning Administrator of the date, location and attendance of the meeting before a Clearing, Grading and Demolition Permit is issued. The developer agrees to submit to the Zoning Administrator two (2) sets of plans or maps showing the construction hauling route, construction worker parking and temporary pedestrian and vehicular circulation (one set of which will be forwarded to the Police). Copies of plans or maps showing the construction hauling route, construction worker parking and temporary pedestrian and vehicular circulation shall be posted in the construction trailer and given to each subcontractor and construction vehicle operator before they commence work on the project. The location of all construction trailers shall be approved either by Administrative Change approval or to be shown on the Tree Protection Plan, with the construction staging's location and travel routes shown on a map approved as part of that plan. All trailers shall require approval by DES staff, and the site plan's Arlington County Police representative shall receive a copy of the aforementioned map.

- c. Throughout construction of the project, the developer agrees to advise abutting property owners in writing of the general timing of utility work in abutting streets or on-site that may affect their services or access to their property.
- d. At the end of each work day during construction of the project, the developer agrees to ensure that any streets used for hauling construction materials and entrance to the construction site are free of mud, dirt, trash, allaying dust, and debris and that all streets and sidewalks adjacent to the construction site are free of trash and debris.
- e. The developer agrees that construction activity, except for construction worker arrival to the construction site and indoor construction activity, will commence no earlier than 7:00 a.m. and end by 6:30 p.m. on weekdays and will commence no earlier than 10:00 a.m. and end by 6:30 p.m. on Saturdays, Sundays, and holidays. "Holidays" are defined as New Year's Day, Martin Luther King Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Columbus Day, Veterans' Day, Thanksgiving, and Christmas. Indoor construction activity defined as activity occurring entirely within a structure fully enclosed on all sides by installed exterior walls, windows, and/or doors shall end at midnight each day, and any such activity that occurs after 6:30 p.m. shall not annoy or disturb reasonable persons of normal sensitivities. The developer agrees to place a minimum of one sign per street front around the construction site, indicating the permissible hours of construction, to place one additional sign within the construction trailer containing the same information, to provide a written copy of the permissible hours of construction to all subcontractors, and to require its subcontractors to observe such hours.
- f. Storage of construction materials, equipment and vehicles shall occur on the site or an approved off-site location, or as approved by the County Manager.

C & D Waste

- 12. The developer agrees to provide a plan for diverting from landfill disposal the demolition, construction, and land clearing debris generated by the project. The plan should outline recycling and/or reuse of waste generated during demolition and/or construction. The plan should outline specific waste streams and identify the means by which waste will be managed (reused, reprocessed on site, removed by licensed haulers for reuse/recycling, etc.). The plan must include letters from contracted haulers, reprocessors, and recyclers indicating that they are able to manage waste from the project. The developer agrees to obtain the County Manager's approval of this plan prior to the issuance of the Clearing, Grading, and Demolition permit, and to implement the plan throughout demolition and construction of the project. Compliance with this condition may contribute to achieving LEED credits MR 2.1 and 2.2 (Construction Waste Management.)

Green Building Fund Contribution

- 13. The developer agrees to make a contribution to the County's Green Building Fund of \$3,087 (\$0.03 X 102,909 square feet). The payment shall be made to the Department of

Environmental Services prior to the issuance of the Clearing, Grading, and Demolition Permit, and compliance with this condition shall be provided to the Zoning Administrator in the form of a letter at the time of payment. If the project achieves formal certification as a LEED Green Building from the U.S. Green Building Council within one year of issuance of the Master Certificate of Occupancy, the Green Building fund contribution shall be refunded upon receipt of written request, and documentation of LEED certification, by the applicant.

14. **Vacations and Encroachments**

The developer agrees submit Vacation and Encroachment application(s) or waiver form(s) prior to the issuance of any permits for the site plan. Vacations and encroachments shall be recorded before the Final Building Permit is issued.

- **The following Conditions of site plan approval (#15 through #35) are valid for the life of the site plan and must be met by the developer before issuance of the Excavation/Sheeting and Shoring Permit.**

15. **Coordination of these plans: final site development, landscape and site engineering**

The developer agrees to attach the County Board meeting minutes outlining the approved conditions and the conditions themselves to each set of Building Permit drawings that they submit to the County. The developer agrees to submit to the Zoning Administrator and obtain approval from the County Manager a detailed final landscape plan prior to issuance of the Excavation/Sheeting and Shoring Permit. The final landscape plan shall be submitted at a scale of 1 inch = 25 feet, in conjunction with the final civil engineering plan as required in Condition #21 below, as well as a vicinity map with major streets labeled. The final landscape plan shall be developed by, and display the professional seal of, a landscape architect certified to practice in the Commonwealth of Virginia. The developer further agrees that the final landscape plan and the final civil engineering plan shall verify, by means of survey, that there are no conflicts between the street trees and utilities. The developer shall obtain approval by the County Manager for both plans as meeting all requirements of the County Board's site plan approval and all applicable county laws and plans before the issuance of the Excavation/Sheeting and Shoring Permit. The plan shall be consistent with the conceptual landscape plan approved as a part of the site plan, and, at a minimum, shall conform to: the landscaping requirements in Condition #21 below; the *Arlington County Streetscape Standards* if applicable; the Sector Plans if applicable; the County's landscaping, planting, and sidewalk and driveway construction specifications; and/or other applicable urban design standards approved by the County Board. In order to facilitate comparison with the final civil engineering plan, the landscape plan shall be at a scale of 1 inch = 25 feet; the County may require more detailed plans appropriate to landscape installation at a larger scale to also be submitted. The County may permit minor changes in building, street and driveway locations and other details of design as necessitated by more detailed planning and engineering studies if such changes are consistent with the provisions of the Zoning Ordinance governing administrative approval and with the intent of the site plan approval. The landscape plan shall include a Street Tree Plan which shall be reviewed by DPRCR and DCPHD, and shall be accompanied by the civil engineering plan. The installation of all plant materials

shown on the final landscape plan shall take place before the issuance of the first Certificate of Occupancy for the respective phase of construction. The final landscape plan shall include the following details:

- a. The location and dimensions of traffic signal poles and control cabinets, utility meters, utility vaults and boxes, transformers, mechanical equipment, fire hydrants, standpipes, storm water detention facilities, bus stops, the location of all existing and proposed utility lines and of all easements. The location of traffic control cabinets shall be shown on the final civil engineering plan and placed so they do not obstruct pedestrian travel or be visually obtrusive. Traffic control cabinets (existing or proposed) shall not be located in the pedestrian clear zone of the public sidewalk, including but not limited to access areas to ADA ramps, crosswalks, building entrances, and interior walkways. Transformers shall not be placed above grade in the setback area between the building and the street.
- b. Intake and exhaust garage ventilation grates may not be located within public sidewalks or streets, or within areas between the street curb and any building which is used as a walkway. The developer agrees to provide drawings showing how the garage will be ventilated as part of the post-County Board Administrative Regulation 4.1 drawings required in Condition #10 above. Ventilation grates shall be located and/or screened so as not to be visible from public rights-of-way. The developer shall obtain approval from the County Manager of the location and screening of all ventilation grates as part of the review of the final civil engineering plan and the final landscape plan before issuance of the Footing to Grade Permit.
- c. The location, dimensions, materials, and pavement pattern, where applicable, for driveways and access drives, automobile drop-off areas, ADA ramps, driveway aprons, service drives, parking areas, interior walkways and roadways, plaza areas and sidewalks, as well as for address indicator signs. Interior walkways shall have a minimum width of four (4) feet. All plaza areas, access drives, automobile drop-off areas, interior walkways and roadways shall contain special treatments that coordinate in design, color and materials with the treatment of the public sidewalk. The materials and colors used are subject to approval by the County Manager according to adopted Sector Plans or other urban design standards approved by the County Board as a part of review and approval of the final landscape plan.
- d. The location and types of light fixtures for streets, parking, walkway and plaza areas, and associated utilities, as contained in the lighting plan required in Condition #53 below.
- e. Topography at two (2) foot intervals, ~~and~~ the finished first floor elevation of all structures, and top-of-slab elevation for any proposed underground structures.
- f. Landscaping for open space areas, plaza areas, courtyards, raised planters (including cross-sections of raised planters), surface parking areas, and service drives, including a listing of plant materials; details of planting, irrigation and drainage; and details of

proposed furnishings for all areas, including but not limited to dimensions, size, style(s), materials(s), finish(s) and manufacturer(s) of seating, bollards, trash receptacles, bike racks, arbors, trellises, and water features, and other landscape elements or structures. Include public art information, if known.

- g. The location and planting details for street trees in accordance with Department of Environmental Services Standards and Specifications for planting in public rights-of-way and as shown on the final civil engineering plan .
- h. The limits of demolition and construction.

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

Landscape Standards

- 16. The developer agrees that all landscaping shall conform to Division of Transportation Standards and Specifications and to at least the following requirements:
 - a. Plant materials and landscaping shall meet the then-current American Standard for Nursery Stock, and shall also meet the following standards:
 - (1) Major deciduous trees (shade or canopy trees such as Oaks, Maples, London Plane Trees, Japanese Zelkovas, etc.) other than street trees—a minimum caliper of 4 to 4 1/2 inches, except as indicated in Condition #21 below.
 - (2) Evergreen trees (such as Scotch Pines, White Pines, Hemlocks, etc.)—a minimum height of 7 to 8 feet.
 - (3) Ornamental deciduous trees (such as Cherries, Dogwoods, Serviceberries, Hornbeams, etc.)—a minimum caliper of 3 to 3 1/2 inches. Multi-stem trees shall not be less than 10 feet in height.
 - (4) Shrubs—a minimum spread of 18 to 24 inches.
 - (5) Groundcover—in 2 inch pots.
 - b. The developer agrees to coordinate with the DPRCR urban Forester to determine an appropriate and acceptable season in which to conduct planting. Planting is to occur during a season so as to best ensure the viability of the plantings. In addition, the developer agrees to plant trees prior to issuance of the first Certificate of Occupancy Permit.

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

Utility Company Contacts

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

Final site engineering plan approval by DOT

- 18. The developer agrees to submit final site engineering plans the Division of Transportation. The plans shall include a receipt from the Zoning Office that the landscape plan has been accepted. Staff comments on the final engineering plans will not be provided to the developer without submission of the landscape plan to the Zoning

Office. The plans shall be drawn at the scale of 1 inch = 25 feet and be 24 inches by 36 inches in size. Neither the Excavation/Sheeting and Shoring permit nor the first Building Permit shall be issued until final site engineering plans which agree with the approved final site development and landscape plans, and the sequence of construction, has been approved by the Division of Transportation and the CPHD Site Planner, as consistent with all site plan approval requirements and all County laws. To ensure final sign-off, the plans shall include CPHD Site Planner review and signature blocks. Upon completion of the construction of a project, the developer agrees to submit one (1) set of as-built mylar plans for sanitary, storm sewer and water main construction to the Division of Transportation for recording.

Pavement, Curb and Gutter Along All Frontages

19. The developer agrees to show on the final engineering plans pavement, curb and gutter along all frontages of this site in accordance with the then-current Arlington County Standard for concrete curb and gutter and the then-current standards for pavement and according to the following dimensions. The pavement, curb and gutter shall be constructed prior to issuance of the first Certificate of Occupancy for occupancy of the applicable phase of the project.
 - a. The developer agrees to construct new curb and gutter along Clarendon Boulevard creating a uniform 43-foot street width, which shall be approximately 21.5 feet from the Arlington County survey centerline, as shown on the final engineering plan approved by the County Manager or his designee. At the intersection of Clarendon Boulevard and North Quinn Street shall construct a nub narrowing the street to approximately 36.5 ft reducing the pedestrian crossing distance at the handicap ramp. The developer also agrees to construct one crosswalk and accompanying handicap ramp at the intersection of North Quinn Street (east side).
 - b. The developer agrees to construct new curb and gutter along Wilson Boulevard creating a uniform 36.5-foot street width, which shall be approximately 14 feet from the Arlington County survey centerline, as shown on the final engineering plan approved by the County Manager or his designee. The developer also agreeest to construct one crosswalk and accompanying handicap ramp at the existing intersection of North Quinn Street (west side).
 - c. The developer agrees to construct new curb and gutter to create North Quinn Street between Wilson Boulevard and Clarendon Boulevard creating a uniform 30-foot street width. The developer also agrees to construct one crosswalk and accompanying handicap ramps at the intersection of Clarendon Boulevard (north side) and one crosswalk and accompanying handicap ramp at the intersection of Wilson Boulevard (south side).
 - d. The developer agrees to contribute \$100,000 to the County for the design, signalization and other such costs for signalization improvements at the intersection of Clarendon Boulevard and North Quinn Street and the intersection

of Wilson Boulevard and North Quinn Street. Such contribution will be paid prior to the issuance of the first Certificate of Occupancy.

All improvements to curb, gutter, sidewalks and streets for pedestrian and/or vehicular access or circulation shall be in full compliance with the Americans with Disabilities Act (ADA) and any regulations adopted thereunder, as well as any other applicable laws and regulations. The developer further agrees that all improvements to curb, gutter, sidewalks, crosswalks, and streets for pedestrian and/or vehicular access or circulation shall be as determined by the County Manager on the final Site Development and Landscape Plan and on the final Site Engineering Plan, in accordance with the Rosslyn-Ballston Corridor Streetscape Standards or other applicable urban design standards in effect at the time of final Site Engineering Plan Approval; provided, however, that the provision of such improvements shall not increase the projected cost anticipated for such improvements as shown on the site plan drawings dated September 24, 2007, unless the County provides additional funding to offset such increased cost.

Survey Monuments

20. The developer shall submit a boundary survey of the site, with an error of closure within the limit of one (1) in twenty thousand (20,000), related to the Virginia Coordinate System of 1983 (VCS 83). Two (2) adjacent corners or two points on every plan sheet shall be referenced to the VCS 83 with coordinate values shown in feet. If a conversion from meters to feet is necessary, the foot definition used for conversion is the U.S. Survey Foot of 1 ft = 1200/3937 E+00 meters. If the development is located more than one-half mile from an Arlington County Survey Control Network (ACSCN) monument, the developer shall utilize a Virginia Licensed Land Surveyor to establish a permanent second order accuracy (or higher) survey control monument. The surveyor shall comply with standards and specifications contained in the current VDOT Survey Manual. The surveyor will be required to submit his or her computations to the Office of the County Surveyor for inclusion into the ACSCN. Plans referenced to the VCS 83 shall be annotated as follows: "The site shown hereon is referenced to the Virginia Coordinate System of 1983 as computed from a field survey which ties this boundary to the Arlington County Survey Control Network."

Sidewalk Design and Improvements

21. The developer agrees that the final sidewalk pattern/design and final selection of materials and colors to be used shall be as determined by the County Manager on the final landscape plan and final civil engineering plan, in accordance with the Arlington County Streetscape Standards or other applicable urban design standards approved by the County Board and in effect at the time of the final landscape plan approval. The clear pedestrian zone of all public sidewalks shall also be indicated.

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

- a. Continue across all driveway aprons for loading and garage entrances along all

frontages of the site plan, and there shall be no barriers to impede the flow of pedestrian traffic.

- b. Not be less than six feet wide at any point
- c. Allow encroachments by sidewalk cafes only in accordance with Condition # 67 and under the provisions of the Arlington County Streetscape Standards
- d. Allow pinch-points only under the provisions of the Arlington County Streetscape Standards
- e. Use plain, un-tinted concrete or, subject to approval, an integral tint that harmonizes with its setting. Non-standard materials or surface treatments may be used subject to approval and under the provisions of the Arlington County Streetscape Standards.
- f. Not contain joints or use patters that create gaps of ¼-in depth or greater at spacings of less than 30”

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

The sidewalks shall contain street trees placed in either tree pits, tree grates or planting strips, consistent with the Standards for Planting and Preservation of Trees in Site Plan Projects, and as specified below. Placement, planting and root enhancement options shall be consistent with the Standards for Planting and Preservation of Trees in Site Plan Projects, and as specified below. Street trees shall not be placed within the vision obstruction area. All public walkways shall be constructed to County Standard. The developer, or any subsequent owner, also agrees to maintain and replace the street trees and sidewalks for the life of the site plan. The sidewalk sections and street tree species shall be as follows:

Wilson Boulevard – A minimum 24.66-foot wide sidewalk measured from the back of curb, including 5-foot by 12-foot tree pits planted with 4 to 4 ½ inch caliper Willow Oak street trees and such ground cover as liriopé muscarii, hypericum, calycinum (Aarons Beard), or juniperus conferta (Shore Juniper), placed approximately 30 feet apart on center and a minimum of eight (8) inches back from the back of curb.

Clarendon Boulevard - A minimum 18-foot wide sidewalk measured from the back of curb, including 5-foot by 12-foot tree pits planted with 4 to 4 ½ inch caliper Willow Oak street trees and such ground cover as liriopé muscarii, hypericum, calycinum (Aarons Beard), or juniperus conferta (Shore Juniper), placed approximately 30 feet apart on center and a minimum of eight (8) inches back from the back of curb.

North Quinn Street - A minimum 11.5-foot wide sidewalk measured from the back of curb, including 5-foot by 12-foot tree pits planted with 4 to 4 ½ inch caliper Willow Oak street trees and such ground cover as liriopé muscarii, hypericum, calycinum (Aarons Beard), or juniperus conferta (Shore Juniper), placed approximately 30 feet apart on center and a minimum of eight (8) inches back from the back of curb.

Subsurface Structure-free Zone for Utilities and Streetscape

22. The developer agrees that in order to accommodate the subsurface requirements of utilities and streetscape elements (including street trees), the final design of the project shall provide a structure-free zone under the public sidewalk along all street frontages, as required in the *Standards for Planting and Preservation of Trees in Site Plan Projects*. This zone shall be a minimum of five (5) feet deep and shall extend from the back of the street curb to the far edge of the public sidewalk. No subterranean structures (such as parking garages) shall intrude into this five foot deep zone. Within the zone, underground utilities and utility vaults shall not be located in a manner that interferes with the appropriate spacing and replacement of street trees, consistent with the approved final site and development and landscape plan. Utility lines shall not be located beneath street trees. The location of all existing and proposed utility lines shall be shown on both the final landscape plan and the final site engineering plan.

Water Service Requirements

23. The developer agrees that the location of the water services will be determined at the time of the review of the final engineering plan in accordance with the following standards: water meter installations shall be located behind and adjacent to the curb line in an area clear of driveways, a minimum of five (5) feet clear of other utilities and a minimum of 10 feet clear of structures; a clear space 15 feet wide by 20 feet long by 10 feet deep shall be provided for three (3) inch and four (4) inch meter installations, and 20 feet wide by 25 feet long by 10 feet deep for six (6) inch and larger meter installations; and the building walls shall be adjusted as necessary to provide these clearances.

Sanitary Sewer and Water Main Requirements

24. The developer agrees that all sanitary sewers and water mains, including water services, shall have a minimum of ten (10) feet horizontal clearance from each other and five (5) feet clearance from all other utilities, and shall have a minimum of 10 feet horizontal clearance from buildings and other structures. Water mains 16 inch and larger, and mains placed more than 10 feet deep shall have a minimum of 15 feet horizontal clearance from buildings and other structures; and sanitary sewers 15 inches and larger, or sewers placed more than 10 feet deep shall have 15 feet minimum clearance from buildings and other structures. All water mains and sanitary sewers shall meet County Standard design criteria.

The developer agrees that the minimum clear horizontal separation between each individual barrel of the storm sewer and proposed buildings or other permanent structures shall be as follows: 10 feet from the center line of storm sewer mains less than 27 inches in diameter and 10 feet or less in depth; 15 feet from the center line of storm sewer mains less than 27 inches in diameter and greater than 10 feet in depth; 15 feet plus half the diameter from the center line of storm sewer mains greater than 27 inches in diameter, at any depth.

Existing Water Main or Fire Hydrant Service

25. The developer agrees that no existing water main or fire hydrant shall be taken out of service or made inaccessible without the prior approval of the Division of Transportation. This approval shall be obtained before the issuance of the Excavation/Sheeting and Shoring Permit.

Water Main Improvements

26. The developer agrees to show, on the final engineering plans, water main improvements in accordance with the following. The water main improvements shall be constructed prior to the issuance of the Final Building Permit for the respective phases of construction.

The developer agrees to construct approximately 150 feet of 12-inch water main in Wilson Boulevard between the existing North Quinn Street intersection and the proposed North Quinn Street extension, connecting to the existing 12-inch water main in Wilson Boulevard and the new 12-inch water main in North Quinn Street extension. The developer agrees to abandon the existing 8-inch water main in Wilson Boulevard being replaced by the new 12-inch water main and to reconnect any existing services and appurtenances to the new water main.

All proposed water meter services shall be provided from connections to new water main.

The developer agrees to construct approximately 330 feet of 12-inch water main in North Quinn Street extended between Wilson Boulevard and Clarendon Boulevard, connecting to the existing 12-inch water main in Clarendon Boulevard and the new 12-inch water main in Wilson Boulevard.

Sanitary Sewer Main Improvements

27. The developer agrees to show, on the final engineering plans, and to construct sanitary sewer main improvements in accordance with the following. The sanitary sewer main improvements shall be constructed prior to the issuance of the Final Building Permit.

The County will TV-Inspect the sanitary sewer lines serving the site and shall identify any improvements that are necessary to adequately service the development. The developer agrees to repair or replace any sections or appurtenances of the sanitary sewer serving the development that are found to be deficient or damaged by the developer, as identified by County staff and as shown on the final engineering plan approved by the County Manager.

Horizontal Standpipe or Fire Hydrant Requirements

28. The developer agrees to show, on the final engineering plan, horizontal standpipes or fire hydrants at intervals of not more than 300 feet in order to provide adequate fire protection. The County shall specify kind of service and locations at the time of the final site engineering plan approval based on applicable safety standards. The fire hydrants shall be installed prior to the issuance of the Final Building Permit, and horizontal standpipes shall be installed prior to the issuance of the first Certificate of Occupancy.

The developer agrees to provide calculations to demonstrate the needed fire flow as defined in the Arlington County Department of Environmental Services Construction Standards and Specifications Manual. This information shall be clearly shown on the cover sheet of each plan set submitted.

Replacement of Damaged Existing Curb, Gutter and Sidewalk

29. The developer agrees to remove and replace, according to the Arlington County Department of Environmental Services Construction Standards and Specifications Manual, any existing curb, gutter and sidewalk along the street frontages of this site which is in poor condition or damaged by the developer, prior to the issuance of the first Certificate of Occupancy.

Street Lighting Requirements

30. The developer agrees to show on the final engineering plans street lighting along all frontages of the site prior to the issuance of the Excavation/Sheeting and Shoring Permit. The plans shall include the height and color of the street light poles. The developer agrees, at its cost, to purchase and install approved Arlington County street lighting along the frontages of the site prior to the issuance of the Shell and Core Certificate of Occupancy. In addition, the developer agrees to furnish and install all conduit and junction boxes necessary for the lighting system. All construction shall meet Arlington County standards.

The developer agrees to purchase and install double-globe Virginia Power "Carlyle" standard street lights along the Wilson Boulevard and Clarendon Boulevard frontages of the site and single-globe Virginia Power "Carlyle" standard street lights along the North Quinn Street extension in accordance with adopted County Street Lighting Policy. The height of the street lights shall be 16 feet, measured from the sidewalk to the base of the luminaire. The developer agrees to remove all standard thoroughfare lights from the site, unless the County decides that one or more are required to provide adequate lighting for street safety purposes at intersections. The developer agrees to pay the cost of moving existing or installing additional standard thoroughfare lights if required above.

Underground Existing Aerial Utilities

31. The developer agrees to remove or place underground all existing aerial utilities within or along the periphery of the entire site plan site as shown on the final site development and landscape plan and the final engineering plan approved by the County Manager. Any utility improvements necessary to provide adequate utility services to this development or utility work necessary to provide a terminus to the underground facilities shall be paid for by the developer and shall not result in the installation of any additional utility poles, or aerial devices. All utility relocation shall be completed prior to the issuance of the Shell and Core Certificate of Occupancy.

Off-street Parking for Construction Workers

32. The developer agrees to provide off-street parking for all construction workers without charge to the workers. In lieu of providing parking, the developer may provide a subsidy for the construction workers in order that they may use Metro, provide a van for van

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

Address Indicator Signs

33. The developer agrees to install address indicator signs on the site which comply with Section 27-12 of the Arlington County Code or successor provision in a location visible from the street and as shown on the final site development and landscape plan.

Façade Treatment of Buildings

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

The developer agrees that all retail storefronts along public rights-of-way are required to have an overall minimum transparency of 50% as measured from floor to ceiling. In addition, the portion of the retail storefronts that is located between three and eight feet from grade is required to be at least 80% transparent. The purpose of this condition is to allow pedestrians to view the activity within the retail establishment and to allow patrons and employees of the retail establishments to view the activity on the sidewalk and street. "Transparency" shall mean using glass or other transparent exterior material offering a view into an area of the retail establishment where human activity normally occurs and shall not be satisfied by views into areas blocked by display cases, the rear of shelving, interior walls, blinds, hallways, or the like. Provided that the exterior material is glass or

other transparent material, a tenant may apply to the County Board for a site plan amendment to grant an exception to this condition for a specified duration.

Recordation of Public Easements and Dedications

35. All required public deeds of easement and deeds of dedication shall be submitted to the Division of Transportation prior to the issuance of the Excavation/Sheeting and Shoring Permit, and be approved and recorded among the land records of the Clerk of the Circuit Court of Arlington County, by the developer before the issuance of the Final Building Permit. The developer agrees that there shall be no building construction within the easement area without approval by the County Manager or the County Board. Dedications granted by the developer for street and public right of way purposes and improvements shall be dedicated in fee simple to the County. Dedications granted by the developer for improvements, including, but not limited to, sidewalks, street trees, other streetscape plantings, and water, storm sewer, sanitary sewer, and other utilities, may be dedicated by easement to the County.
- **The following conditions of site plan approval (#36 through #44) are valid for the life of the site plan and must be met by the developer before issuance of the Footing to Grade Structure Permit.**

Plat of Excavated Area

36. The developer agrees to submit one (1) plat, drawn at the scale of 1 inch = 25 feet and 24 inches x 36 inches in size, of the excavated area showing spot elevations which confirm that the construction drawings are consistent with the average site elevation, and with the building's ground floor elevation(s) at the building's lowest level(s), as approved by the County Board and as indicated in the plans referenced in Conditions #1 and #10 above.

Public Improvements Bond

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

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

Underground Electrical Transformers

38. The developer agrees that all new electrical transformers shall be placed underground in vaults which meet Virginia Power standards. These vaults may be placed in the street

right-of-way or in driveways if approved by the County on the final site engineering plan. Ventilation grates may not be located within public sidewalks or streets, or within areas used as a walkway between the street curb and any building. The locations of the vaults shall be coordinated with other utility locations so as to have a minimum clearance of five (5) feet to conduits and manholes and a minimum clearance of 10 feet to water mains and sanitary sewers unless otherwise approved by the owner of that utility. The developer shall obtain approval from the County Manager on the location of all vault ventilation grates and utilities as part of the review of the final site engineering plan and the final site development and landscape plan before the issuance of the Footing to Grade Structure Permit.

Interior Trash Collection and Recycling Areas

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

Interior Loading Spaces

40. The developer agrees that all loading spaces shall be in the interior of the building and shall also comply with the following requirements: minimum 12-foot clear width (including entrances), 30 foot-length and 14-foot height clearance. Any loading dock to be used for trash removal shall have a minimum interior height clearance of 18 feet. All loading docks shall contain roll-down doors. Use of the loading dock for deliveries or trash pick-ups, excluding moving vans, shall be limited to the hours from 8:00 a.m. to 6:00 p.m., seven (7) days a week. If a tenant demonstrates the need for deliveries at other times, for example of baked goods or other perishable items, the hours may be administratively changed by the Zoning Administrator through an Administrative Change request. The loading dock door shall also be closed during overnight hours when the loading dock is not permitted to be in use and when the loading dock is in use, except when necessary for entry or exit of vehicles, venting of vehicle exhaust, or when required for similar operational or safety measures.

Parking Garage Van Access

41. The developer agrees that new parking garages shall be designed to allow access and use by vans. At least 1% of the total new parking supply shall be accessible to vans, shall be conveniently located on the level of the garage closest to street level, and shall have a minimum clearance of 98 inches. All other areas of the garage shall have a minimum clearance of 84 inches. Compliance with this condition shall be determined by review of the building plans by the Zoning Administrator before the issuance of the Footing to Grade Structure Permit, which review shall not relieve the developer from constructing in accordance with this condition.

Parking Space Compliance with Zoning Ordinance

42. The developer agrees to ensure that all parking spaces comply with the requirements of Section 33 of the Zoning Ordinance. Unless otherwise approved by the County Board, the number of compact spaces may not exceed the Zoning Ordinance requirement. The developer shall submit drawings showing that these requirements are met, and shall obtain approval by the Zoning Administrator before the issuance of the Footing to Grade Structure Permit.

Bicycle Storage Facilities

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

Office and Residential Bicycle Storage Facilities:

One (1) employee bicycle parking space for every 7,500 square feet, or portion thereof, of office floor area and one (1) additional such visitor space for every 20,000 square feet, or portion thereof, of office floor area.

~~One (1) resident bicycle parking space for every three (3) residential units, or portion thereof, of residential units and one (1) visitor space for every 50 residential units, or portion thereof, of residential units.~~

Employee and resident bicycle parking facilities shall be highly visible to the intended users and protected from rain and snow within a structure shown on the site plan. The facilities shall not encroach on any area in the public right-of-way intended for use by pedestrians or any required fire egress. The facilities for office users and resident bicycle parking must meet the acceptable standards for Class I storage space as contained in the Arlington Bicycle Transportation Plan, dated April 1994 with Amendments through March 2003, and be highly visible from an elevator entrance, a full-time parking attendant, a full-time security guard or a visitor/customer entrance. Visitor parking must be located within 50 feet of the primary building entrance. Any bicycle parking racks used on the site must conform to the Arlington County Standard or be approved by the Bicycle and Pedestrian Program Manager. Drawings showing that these requirements have been met shall be approved by the Zoning Administrator before the issuance of the Footing to Grade Structure Permit. Residential condominium covenants shall not prohibit the storage of bicycles in individual condominium units.

In addition, the developer agrees that for every 50,000 square feet or fraction thereof of office Gross Floor Area (GFA), one (1) shower per gender shall be installed, up to a maximum of three (3) showers per gender. Also, a minimum of one (1) clothes storage locker per gender shall be installed for every required employee bicycle parking space. The lockers shall be installed adjacent to the showers in a safe and secured area and both showers and lockers shall be accessible to all tenants of the building. The location, layout and security of the showers and lockers shall be reviewed by the Arlington County Police Department before issuance of the Footing to Grade Structure Permit. The developer agrees that an exercise/health facility containing a maximum of 1,000 square

feet shall not count as density (FAR) but shall count as GFA if this facility meets all of the following criteria: 1). The facility shall be located in the interior of the building and shall not add to the bulk or height of the project; 2). Showers and clothes lockers shall be provided as required above; 3). The lockers shall be installed adjacent to the showers in a safe and secured area within the exercise facility and both showers and lockers shall be accessible to all tenants of the project; 4). The exercise facility shall be open only to tenants of the project and shall not accept or solicit memberships from outside of the project. The exercise facility, including the showers and lockers, shall be open during normal working hours.

Retail Bicycle Storage Facilities:

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

Street Level Visitor Bicycle Parking

The developer agrees to provide a minimum of 12 street level bicycle parking spaces distributed along Wilson and Clarendon Boulevards as part of their requirement to provide visitor bicycle parking.

Emergency Vehicle Access/support on Parking and Plaza Areas

44. The developer agrees to construct all plaza areas used for vehicular access and all surface parking areas to support the live load of any fire apparatus. Architecturally designed bollards or curbs shall be used on pedestrian plazas to separate the areas intended for emergency vehicle use from areas intended for pedestrian use. No above-grade structure shall be allowed to obstruct fire lanes. The requirements of this condition shall be incorporated in the drawings submitted for the Footing to Grade Structure Permit.
- **The following conditions of site plan approval (#45 through #49) are valid for the life of the site plan and must be met by the developer before the issuance of the Final Building Permit. If the developer uses the "Fast Track" Permit Process, then the following conditions of site plan approval (#45 through #49) are valid for the life of the site plan and must be met by the developer before the issuance of the Structure Permit.**

Wall Check Survey

45. The developer agrees to submit one (1) original and three (3) copies of a wall check survey to confirm its consistency with the plans approved by the County Board, as referenced in Conditions #1 and #10 above.

Screening of Mechanical Equipment

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

Use of Penthouse

47. The use of any penthouse shall be limited to mechanical equipment and equipment maintenance space or telecommunication transmitter and/or receiver equipment as required in Condition #58 below.

Review by Crime Prevention Through Environmental Design (CPTED) Practitioner

48. The developer agrees to submit to the Zoning Administrator and the Operations Division of the Arlington County Police Department documentation that a Crime Prevention Through Environmental Design (CPTED) practitioner referred by the Police Department has reviewed and accepted the site plan for meeting CPTED design requirements.

FAA Documentation

49. The developer agrees to obtain from the Federal Aviation Administration (FAA), before the issuance of the final building permit, a written statement that the project is not a hazard to air navigation or that the project does not require notice to or approval by the FAA.

- **The following conditions of site plan approval (#50 through #55) are valid for the life of the site plan and must be met by the developer before the issuance of the First Certificate of Occupancy.**

Comprehensive Sign Plan

50. The developer agrees to develop and submit a comprehensive sign plan and that all exterior signs (including identification and directional signage) shall be consistent with the guidelines contained in "Sign Guidelines for Site Plan Buildings" and with Section 34 of the Zoning Ordinance. The Zoning Administrator shall determine whether the signs meet the standards of the guidelines and the Ordinance. No sign permits will be issued until a comprehensive sign plan is approved. The developer agrees to obtain approval from the Zoning Administrator of the comprehensive sign plan before the issuance of the first Certificate of Occupancy. All proposed rooftop signs, defined as all signs that are 35 feet or more above the ground, shall require a site plan approval or amendment.

Transportation Management Plan

51. The developer agrees to develop and implement a Transportation Management Plan (TMP) in order to achieve the desired results of the Arlington County Transportation Demand Management (TDM) program. The developer agrees to obtain the approval of the County Manager or his designee for such plan before the issuance of the first Certificate of Occupancy for each respective building.

Annual assessment rates will be adjusted for inflation by the U.S. Department of Labor, Bureau of Labor Statistics Consumer Price Index (CPI) Inflation Calculator from the date of site plan approval.

The Transportation Management Plan shall include a schedule and details of implementation and continued operation of the elements in the plan. The developer agrees that the Transportation Management Plan will include, but not be limited to, the following strategies:

Participation and Funding

- a. Maintain an active, on going relationship with Arlington Transportation Partners (ATP), or successor entity, on behalf of the property management company.
- b. Designate a member(s) of building management as Property Transportation Coordinator to be a primary point of contact with the county and undertake the responsibility for coordinating and completing all TMP obligations. The applicant and /or building management will provide, and keep current, the name and contact information of the PTC to ACCS. The Property Transportation Coordinator shall be appropriately trained, to the satisfaction of ACCS, to provide rideshare, transit, and other information provided by Arlington County intended to assist with transportation to and from the site.
- c. In addition to supporting the ongoing activities of the Property Transportation Coordinator and other commitments of this TMP, the developer agrees to contribute to the Arlington County Commuter Services (ACCS) to sustain direct and indirect on-site and off-site services in support of TMP activities annual contributions of \$7,500 per year for a period of 15 years. Payment on this commitment will begin as a condition of issuance of the first Certificate of Occupancy in the first completed building. Subsequent payments will be made annually.

Facilities and Improvements

- a. The developer agrees to provide a Transportation Information Center Display, the content/design/location of which shall be approved by ACCS / ATP to contain printed materials related to local transportation alternatives and maintain a stock of said materials at all times.
- b. Provide in the building lobby a means to call a taxi.
- c. During construction, maintain or coordinate relocation of any existing bus stops at the developer's expense.

- d. Comply with requirements of Site Plan conditions to provide bicycle parking/storage facilities, van access to the garage, showers and lockers, and construction worker parking. Bicycle clothing lockers will be a minimum size of 12” wide, 18” deep, and 36” high and shall be available for use during normal building hours and shall permit overnight storage.
- e. Upon request of the County Manager or his designee, up to two (2) Car sharing spaces shall be set aside in the garage-for car sharing services, if the demand exists, as determined by the County Manager or his designee for the additional spaces, and with six (6) month written notice given to the developer by Arlington County. Upon a determination by the County Manager that such spaces are needed, the spaces shall be provided by the developer to the car sharing service at no cost for six (6) months and at market rate thereafter. These spaces shall be located convenient to the garage entrance, available to the members of the car during normal garage operating hours (for security reasons the garage may be gated— in such event, members of the car sharing service would have access to the spaces via a key pad combination to a pass code system, or other similar device). There shall be internal and external signage to direct people to the spaces. Until requested, the spaces may be used for retail or office use. Signs will be planned and included in the comprehensive sign plan, but not installed until the garage spaces are requested. The car sharing spaces shall be counted towards the parking requirements of the project.

Parking Management Plan

- a. The developer agrees to prepare and obtain approval by the County Manager as being consistent with all aspects of the site plan approval, of a parking management plan prior to issuance of the first Certificate of Occupancy. The parking management plan will address: taxi passenger loading and unloading; accessible paratransit pick-up, drop-off, handicapped access, and passenger waiting area; loading zones for short-term deliveries; bus stops; bicycle parking, car sharing locations; and on-and off-street parking for residents, employees, and visitors. Such plan shall include a schematic drawing depicting an area parking plan for all block faces abutting the site. Additionally, this plan will note restrictions as to times that various activities (such as deliveries and parking) are permitted in the respective spaces.
- b. Provide reserved spaces for carpools and vanpools that are conveniently located with respect to the elevators serving the buildings. Oversee a program to provide carpools and vanpools with a parking subsidy. Subsidies shall be:
 - (a) Two-person car pool equal to two thirds the single-occupant vehicle monthly parking rate.
 - (b) Three-person (or more carpool) equal to one third the single-occupant vehicle monthly parking rate
 - (c) Provide registered vanpools with free parking.

- c. No on-street loading will be permitted.
- d. Establish monthly parking rates for single occupant vehicles (SOV) consistent with comparable office buildings located in the Arlington County development corridors.
- e. Provide effective directional signage subject to approval of a Comprehensive Sign Plan to direct residents and visitors to appropriate locations on the property, such plan to include provision for the items specified in the Parking Management Plan.

Promotions, Services, Policies

- a. The developer agrees to provide preloaded SmarTrip cards to first time employees, with a maximum value not to exceed \$16,500.
 - i. Provide SmarTrip cards at a plus \$50.00 Metro fare media per person, for free, one time, per employee, to each of the tenants' employees.
 - ii. Provide SmarTrip cards plus \$50.00 Metro fare media per person, for free, one time, to each on-site employee of the property management company and/or building operator. Provide or administer a sustainable commute benefit program for these employees (the program shall include, at a minimum, at the developer's option, pre-tax employee contributions and/or tax-free transit or vanpool monthly contributions.)
 - iii. Provide SmarTrip cards plus \$50.00 Metro fare media per person, for free, once per employee, to new on-site employees of each of the retail tenants.
- b. Provide website hotlinks to CommuterPage.comTM under a "transportation information" heading from the developer and property manager's websites regarding this development.
- c. Distribute a new-employee package, material provided by Arlington County, which includes site-specific ridesharing and transit-related information to each employee. Packages will be distributed to employee no later than the first day of work at the building. Distribute equivalent package to new employees no later than their first day of work.
- d. Reference to the Rosslyn and Courthouse Metro Stations and bus routes in promotional materials and advertisements.
- e. Cooperate with Arlington County to assist the County in implementing a transit-advertising program that will distribute information four times per year

to all residents, tenants, employees, and visitors.

- f. Participate in Ozone Action Days and other regionally sponsored clean air, transit, and traffic mitigation promotions by posting notice of such promotions in locations within the building(s).
- g. Encourage each of the building tenants to offer variable/flexible work hours and telework to their employees in order to spread peak period transportation demand.

Performance and Monitoring

- a. Upon approval of the TMP by the County, the developer agrees to implement all elements of the plan with assistance when appropriate by agencies of the County.
- b. Conduct a transportation performance monitoring study at two years, five years, and ten years after issuance of first Certificate of Occupancy and provide a report summarizing findings report findings to the County. The County will specify the scope of the study. The study may include average vehicle occupancy, daily vehicle-trips to and from the site, and parking availability by time of day for the site and pedestrian traffic. Such report shall include an all-day count of site-generated vehicle traffic and a voluntary mode-split survey. The building owner and/or operator will assist and encourage tenant's employee participation in mode split surveys which may be of an on-line, email variety.
- c. During the first year of start up of the TMP and on an annual basis thereafter, the Applicant will submit an annual letter to the County Manager, describing completely and correctly, the TDM related activities of the site.

Residential Parking and Parking Management Plan

52. Intentionally Omitted.

Lighting Plan for Public Areas

53. The developer agrees to include a lighting plan for all internal and external public areas, including parking areas, as part of the final site development and landscape plan. This lighting plan shall be subject to review by the County Manager, including street lighting as described in Condition #30 above. The developer shall include in the site development and landscape plan certification that the lighting plan meets the minimum standards of the Zoning Ordinance, Section 2, Subsection H, and the Illumination Engineering Society of North America Standards. The developer agrees to obtain the approval of all lighting from the County Manager, and to install approved lighting, before the issuance of the First Certificate of Occupancy for occupancy of the applicable phase of the project.

Documentation of Historical Artifacts, Features and Buildings

54. The developer agrees to be responsible for documenting any historical artifact or historical natural feature uncovered during construction on the site. This documentation shall include written notation describing the artifact or natural feature, color photographs, and mapping of the location and/or depth of the site excavation at which the item was found. The developer agrees to submit a copy of this documentation to Arlington County before issuance of the First Certificate of Occupancy.

In the event an historical artifact or natural feature is found on the site, and is to be disturbed or removed from the site during construction, the developer agrees to contact the Arlington County Historic Preservation Program, Neighborhood Services Division before removing or disturbing the artifact or natural feature. Arlington County shall be given the opportunity to accept donation of the artifact or natural feature before the item is offered to any other organization or individual.

If historic buildings are located on the site, then photographic documentation shall be consistent with Historic American Building Survey (HABS) standards. Should the project be assessed as a possible archaeological site, the developer agrees to pursue, at a minimum, a level one and two archaeological study. The developer agrees to submit to the Arlington County Historic Preservation Program all written results of the level one and two archaeological study and all artifacts found on the site.

Availability of Site Plan Conditions to Residential Condos, Cooperatives and Homeowners Associations

55. If the project includes a residential condominium or cooperative component, then the developer agrees that a copy of the conditions of this site plan approval shall be made available to all prospective purchasers with the condominium's, cooperative's or homeowners association's bylaws or agreements. Documentation that this condition has been satisfied shall be provided to the County Manager before the issuance of the First Certificate of Occupancy. If the project includes a residential rental component that is converted to a condominium or a cooperative, then the developer agrees that a copy of the conditions of this site plan approval shall be made available to all prospective purchasers with the condominium's, cooperative's, or homeowners' association's bylaws or agreements prior to the issuance of the first Certificate of Occupancy following the conversion.
- **The following condition of site plan approval (#56) is valid for the life of the site plan and must be met by the developer before the issuance of the Master Certificate of Occupancy.**

Building Height Certification

56. The developer agrees to submit, before the issuance of the Master Certificate of Occupancy, drawings certifying the building height as measured from the average site elevation to both the building roof and to the top of the penthouse roof.

- **The following condition of site plan approval (#57) is valid for the life of the site plan and must be met by the developer within 90 days of receipt of the partial Certificate of Occupancy for full occupancy of the building.**

Obtain Master Certificate of Occupancy

57. The developer agrees to obtain a Master Certificate of Occupancy within 90 days of receipt of any partial Certificate of Occupancy for full occupancy of the building.

- **Post Certificate of Occupancy: the following Conditions of site plan approval (#58 through #63) are valid for the life of the site plan.**

County Installation of Telecommunications Transmitter and/or Receiver Equipment

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

Structural Additions

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

Snow Removal

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

Maintenance of Residential Common Areas

61. Intentionally Omitted.

Retention of Approved Parking Ratio over Subdivided Site

62. The developer agrees to provide parking for each building according to the approved parking ratio; when this parking is not located within the parcel designation of each

building but located within the overall project, it shall continue to be committed to the entire project for purposes of administering the Zoning Ordinance.

Retention of Approved Density over Subdivided Site

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

- **The following unique site specific conditions (#64 through #80) are valid for the life of the site plan and must be met before the issuance of the permit specified in each Condition.**

64. **Retail Elements**

- a. The developer agrees to develop and implement a retail attraction and marketing plan for the 25,719 square feet of retail space located on the first floors of the office and residential buildings. The plan shall identify the types of retail desired, the marketing strategy to attract the retail, and strategies to retain the retail. The retail attraction and marketing plan shall be in accordance with the approved Retail Action Plan for the Rosslyn-Ballston Corridor, dated January 2001. The retail attraction and marketing plan shall be reviewed and approved by the Department of Economic Development before being submitted to the Zoning Administrator. The above-grade building permit shall not be issued until documentation has been provided to the Zoning Administrator assuring that the plan has been approved by the Department of Economic Development. Any change in the use of the retail space from retail to office or other non-retail use shall require a site plan amendment.
- b. The retail spaces shall be designed and constructed to include interior and exterior improvements necessary to ensure that they are functional and attractive to prospective retailers and that they animate the street frontage. These elements shall include, but are not limited to: approximately 17 foot floor to floor heights, as shown on the plans dated September 24, 2007; access to the service corridor/areas as shown on the architectural plans dated September 24, 2007; direct street frontage and access; rough-in of utilities, i.e., sprinkler heads, plumbing, electrical wiring, and stubs for extensions; provision for any venting systems required for any food preparation or restaurant use; and sufficient transparency of the building facade to achieve adequate street exposure.

Public art

65. The developer agrees to commission a professional artist to create public art for a minimum cost of \$75,000, inclusive of artist fees, fabrication, installation, transportation, artist travel/expenses but exclusive of art consultant fees, fees for coordinating with artist or with other design professionals on the project (architect, landscape architect, engineer, etc.), and other in-house costs or fees. The public art shall

respond to the themes and priorities discussed in the Public Art Master Plan (adopted December 2004) in support of the goals of the Public Art Policy (adopted September 2000). If the contribution is made more than 12 months after site plan approval, the contribution amount will be adjusted based on the Consumer Price Index.

The developer agrees to obtain the approval of the County Manager for the process to be followed in the selection of artist, art proposal development, maintenance plan, placement and design of informational signage in accordance with Public Art Program signage specifications, and then to implement that approved process. The developer agrees to notify the County Manager when the artist selection process is about to begin. The County Manager at his option may, within 15 business days following receipt of this notification, request that a panel process be undertaken and designate panel members to be included or artists to be considered. If requested, the developer agrees to use a panel to select the artist and the art. The panel used by the developer will consist of at least three persons, up to two of whom may be professional artists or arts professionals, as defined by the County, and should include representatives from the developer's project team, including architect, landscape architect and other design professionals. The developer agrees to include in its panel those persons designated by the County Manager and to compensate them at a reasonable hourly rate agreed to by that individual.

The selection panel will consider at least three different artists for the commission, including any named by the County Manager as set forth in this condition. The developer agrees that artists who are currently under contract in the County will not be eligible for commissions for public art within four years after the time of signing a contract or otherwise being initially engaged to create public art. The developer agrees to present its or the panel's choice of artist to, and obtain approval of this choice from the Arlington Commission for the Arts/Public Art Committee (ACA/PAC), prior to issuance of the Clearing and Grading Permit. The developer further agrees to present the art proposal to, and obtain approval from, the ACA/PAC prior to issuance of the Excavation/Sheeting and Shoring Permit. The art proposal shall consist of visual and written representations of the public art and its proposed location within the site, list of materials, proposed maintenance plan, and an itemized budget. The developer further agrees to resubmit the art proposal to reflect any revisions made in response to any recommendations made by ACA/PAC to the County Manager prior to issuance of the Footing to Grade Permit. The public art shall be installed prior to the issuance of the Certificate of Occupancy for the top floor of the building.

In order to prevent the public art from conflicting with other elements of the site plan, the developer also agrees to represent the public art on the landscape plan, building elevation or other plan that represents the site of the art, in the normal course of submission of such plans as provided for in these site plan conditions. The plan(s) on which the art is represented will be determined based upon the art's chosen location within the site plan.

The developer may choose to make a contribution of \$75,000 to the Public Art Fund to fund County-initiated public art projects in the Rosslyn/Courthouse metro/or other specified area in lieu of commissioning public art through the process set forth above.

Such contribution shall be made to the Public Art Fund prior to issuance of the first above grade building permit. If the contribution is made more than 12 months after site plan approval, the contribution amount will be adjusted based on the Consumer Price Index.

After-hours Parking in Office Garages

66. The developer agrees to make all parking in the garage available to the public for parking after standard office hours (weekday evenings after 6:00 p.m., weekends, and all legal holidays) until 12:00 midnight or until the close of business of retail operations, whichever is later. The developer further agrees to make some parking spaces on the B-1 levels of the garage available for use exclusively by the retail tenants' employees and customers; at a minimum, the number of spaces to be so reserved shall be consistent with the requirements of the Zoning Ordinance for the retail uses that occupy the space, but need to leave sufficient spaces for other uses. The developer agrees to implement a validation program to allow free use of such spaces for retail customers and employees between 6:00 p.m. and 12:00 midnight or until the close of business of retail operations, whichever is later.

Outdoor Cafes

67. Outdoor cafes shall be permitted in the public right-of-way or within public easements along Wilson Boulevard in accordance with the applicable provisions of the Zoning Ordinance, with a maximum seating area and all other applicable requirements as set forth in the Zoning Ordinance and as determined by the Zoning Administrator. A minimum of 10 feet of clear sidewalk width must be maintained along Wilson Boulevard. Plans for all outdoor cafes shall be subject to prior administrative approval by the Zoning Administrator for consistency with County ordinances, regulations and policies. Any outdoor café shall be administratively reviewed one year following its approval to evaluate it after a season of operation. At that time, the Zoning Administrator may review the approval, impose conditions on the operation of the outdoor café, or revoke the prior approval.

Affordable Housing Contribution

68. The developer agrees to comply with Subsection 36.H.6. of the Zoning Ordinance, "Affordable Dwelling Units for Increased Density Within General Land Use Plan." The affordable housing plan shall be as set forth and generally defined in a letter from the applicant to Hank Leavitt dated October 4, 2007. Prior to the issuance of the first Certificate of Occupancy, the developer shall have submitted to and obtained from the County Manager confirmation or approval of the developer's finalized plan for meeting the requirements of the affordable housing ordinance, and shall have executed all necessary documents.

69. **Building Security Requirements**

- a. The developer agrees to coordinate with County staff on the design of exterior building security measures in order to limit or mitigate any adverse impacts that these measures may have on the project's urban design (including street and retail base) and streetscape. All exterior building security measures shall be shown on,

and approved as part of, the final site development and landscape plan and the approved façade treatment plan. The base of the buildings, as shown in the drawings dated September 24, 2007, and consistent with Condition #64 above, have been designed to accommodate retail uses and provide interest and activate the streetscape. Any change in the use and design of the base resulting from any proposal for exterior building measures shall require a site plan amendment.

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

Phasing Plan

- 70. The developer agrees to obtain approval of the County Manager of a phasing plan prior to the issuance of any building permits for the site plan, and to implement the approved plan. During the phasing of construction, the developer further agrees to appropriately maintain the site and any buildings located within it. This shall include, but not be limited to, maintaining landscaping, keeping the grass mowed, and removing litter and debris from the site. Until the buildings are demolished, the developer agrees to maintain access on the site for fire emergency vehicles. Improvements required by these site plan conditions shall be constructed in phases, consistent with the phasing plan for construction of the project. Any changes in the project phasing shall require a new phasing plan approved by the County Manager prior to the issuance of any permits.

Enclosure of Balconies

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

72. LEED Credits and Sustainable Design Elements

- a. The developer agrees to hire a LEED certified consultant as a member of the design and construction team. The consultant shall work with the team to incorporate sustainable design elements and innovative technologies into the project so that numerous building components may earn the developer points under the U.S. Green Building Council's system for LEED certification. Specifically, the developer agrees to include sustainable elements in design and construction that are sufficient to meet the requirements for seven (7) LEED Prerequisites and include at least "31" LEED points, including at least two (2) points from LEED Section EA.1, "Optimize Energy Performance." The developer agrees to use commercially reasonable efforts to achieve additional LEED points which would qualify the building for certified levels.
- ~~b. For residential development, the developer agrees that all of the following types of appliances, fixtures, and/or building components used in the project shall have~~

~~earned the U.S. EPA's Energy Star label: clothes washers, dishwashers, refrigerators, ceiling fans, ventilation fans (including kitchen and bathroom fans), residential light fixtures (comply with Energy Star's Advanced Lighting Package), programmable thermostats, and exit signs. The developer shall submit to the County Manager a statement listing all Energy Star-qualified components prior to issuance of the Core and Shell Certificate of Occupancy. For the commercial lighting in common areas of multifamily residential projects, (by way of illustration and not limitation, these areas include lobbies, corridors, stairwells, common rooms, fitness rooms, etc.), the developer shall reduce the need for lighting (through daylighting where possible) and shall specify the use of energy efficient fixtures, bulbs, light sensors, motion sensors, timers, and interior design, e.g., paint color, that maximize energy efficiency in lighting. The guidelines outlined by the US Green Building Council's LEED for Commercial Interiors (LEED-CI) credit entitled, Optimizing Energy Performance: Lighting Power shall be used toward the goal of maximizing energy efficiency in the lighting of common areas.~~

- c. The developer further agrees to submit, to the Department of Environmental Services (DES) and to the Zoning Office, a report prepared by the LEED consultant and documentation upon request to substantiate the report. Such reports will be submitted prior to issuance of the following permits or certificates of occupancy for construction of the project and will summarize the efforts to date of the inclusion of the sustainable elements within the project:
 1. Clearing, Grading & Demolition Permit
 2. Excavation, Sheeting and Shoring Permit
 3. Footing to Grade Permit
 4. Final Building Permit
 5. Shell and Core Certificate of Occupancy
 6. Partial Certificate of Occupancy for occupancy of the last floor of space
 7. Master Certificate of Occupancy
- d. In addition, prior to issuance of the first Certificate of Occupancy after the Shell and Core Permit, the developer will have its LEED consultant submit a certification to the County Manager that the elements to earn the above specified numbers of points have been included in the buildings.
- e. Within ninety (90) days after the issuance of the first certification of occupancy for any part of the last floor of floors two through five, the applicant agrees to provide a certification by a LEED-accredited professional. The certification shall state that all of the Green Elements, as set forth above in the reporting mechanisms and including all of the LEED Prerequisites, have been incorporated into the project and that, in the professional's opinion, the project will qualify for a LEED-CS Score of 31 points or higher. The developer also agrees to submit all appropriate documentation to the USGBC for review and evaluation for LEED certification.

- f. Prior to the issuance of the first certificate of occupancy for office, the developer agrees to provide to the County financial security (in the form of a bond or letter of credit or other form approved by the County Attorney) in the amount of \$406,500 (\$40 per square foot x 10,162.5 s.f. of bonus density), guaranteeing that, within eighteen months from the date of the issuance of the first certificate of occupancy for any part of the last floor of floors two through five, the developer will have received is LEED-CS “Silver” certification (28 or more credits) from the United States Green Building Council. Should the developer miss up to three credits, but still achieves LEED certification, the developer agrees to forfeit 50% of the bond, which shall be immediately paid to the County. Should the developer miss four or more credits, but still achieves LEED certification, the developer agrees to forfeit 100% of the bond, which shall be immediately paid to the County. Should the developer fail to obtain the USGBC’s rating within the eighteen month period, the developer shall automatically forfeit the security, which shall be immediately paid to the County.

Refuse Delivery to County Disposal Facility

73. The developer agrees to deliver all refuse, as defined by the Arlington County Code, to an operating refuse disposal facility designated by the County Manager. The developer further agrees to stipulate in any future lease or property sale agreements and deeds that all tenants or property owners shall also comply with this requirement for the life of the site plan.

Towing of Impermissibly Parked Vehicles

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

Speed Bumps at Garage Exit Ramps

75. The developer agrees to install speed bumps adjacent to the top of garage exit ramps at locations where ramps abut the pedestrian sidewalk, in order to slow vehicular traffic prior to vehicles crossing the sidewalk. The locations of the speed bumps shall be shown

on the site engineering and building plans approved by the County Manager. The garage doors shall be setback from the sidewalk a minimum distance of six (6) inches.

Authorization for Police to Enter Residential Parking Areas

76. The developer agrees to develop procedures, subject to approval of the County Manager, whereby uniformed Arlington County Police will be authorized to enter the parking areas for purposes of enforcing compliance with County ordinances and state laws applicable to resident's motor vehicles.

Public Safety Radio Communications

77. The developer agrees to install and maintain in operable condition, in a manner acceptable to the County Manager, an internal antenna/amplifier system that permits public safety radio communications to transmit in the 806-825 MHz frequency and to receive in the 851-870 MHz frequency from all areas within the building. The developer agrees to provide documentation in the approved electrical engineering drawings that adequate accommodations have been made in the building to meet this requirement.
78. The developer agrees to dedicate to Arlington County, in fee simple, in form and substance acceptable to the County Manager, and approval as to form by the County Attorney, approximately 4,065 square feet of right-of-way along the westerly portion of the site south of Wilson Boulevard, for public street and utilities purposes, required for the construction of a portion of the North Quinn Street extension on the site, as shown on an exhibit entitled "1716 Wilson Blvd., Site Area to be Dedicated for Quinn Street," prepared by Dewberry & Davis LLC, and dated August 27, 2007, prior to the issuance of the first certificate of occupancy for any part of the last floor of floors two through five.
79. The developer agrees to construct, in its entirety, the North Quinn Street extension, from Wilson Boulevard to Clarendon Boulevard, prior to the issuance of the first certificate of occupancy for any part of the last floor of floors two through five, and consistent with the requirements and standards referenced in Conditions #19 and #21. The said construction will include the street, public plazas, public sidewalk, streetscape, landscape areas, seating areas, and other appurtenant facilities as generally shown on the plot and location plans prepared by Dewberry & Davis LLC, dated September 24, 2007, and as shown on the final site engineering plans approved by the Department of Environmental Services.
80. Prior to the issuance of any permit, the developer agrees to enter into a License Agreement with the County, in a form and substance acceptable to the County Manager, and approval as to form by the County Attorney, to permit the developer to access and use the adjacent County right-of-way and property for, and during, the construction of the North Quinn Street extension, and for any associated construction activities related to the site plan.

PREVIOUS COUNTY BOARD ACTIONS:

August 12, 1961	The site is shown as “General Business” to the north and “High-Medium (Multi-Family)” Residential (14-39 units/acre) to the south on the General Land Use Plan.
January 15, 1964	The site is shown as “Neighborhood Shopping” to the north and “High-Medium (Multi-Family)” Residential (14-39 units/acre) to the south on the General Land Use Plan.
April 22, 1975	The site is shown as “Service Commercial” (Personal and business services. Generally one to three stories. Maximum 1.0 FAR) to the north and “Medium” Residential (31-72 units/acre) to the south on the General Land Use Plan.
March 24, 1979	The site is shown as “Service Commercial” (Personal and business services. Generally one to three stories. Maximum 1.0 FAR) on the General Land Use Plan.
April 12, 1985	Approved a use permit (U-2448-85-3) to operate a public garage, subject to the conditions of the staff report.
April 15, 1986	Continued a use permit (U-2448-85-3), subject to all previous conditions, and with a review in one (1) year.
April 4, 1987	Continued a use permit (U-2448-85-3), subject to all previous conditions, and with a review in three (3) months.
July 11, 1987	Continued a use permit (U-2448-85-3), subject to all previous conditions, and with a review in one (1) year.
July 9, 1988	Continued a use permit (U-2448-85-3), subject to all previous conditions, and with a review in one (1) year.

July 11, 1989	Continued a use permit (U-2448-85-3), subject to all previous conditions, and with a review in six (6) months.
January 9, 1990	Continued a use permit (U-2448-85-3), subject to all previous conditions, and one new condition, and with a review in six (6) months.
June 30, 1990	GLUP Legend Change: The site is shown as “Service Commercial” (Personal and business services. Generally one to four stories. Maximum 1.5 FAR) on the General Land Use Plan.
July 10, 1990	Continued a use permit (U-2448-85-3), subject to all previous conditions, and with a review in one (1) year.
July 30, 1991	Continued a use permit (U-2448-85-3), subject to all previous conditions, and with a review in three (3) years.
July 9, 1994	Continued a use permit (U-2448-85-3), subject to all previous conditions, and with a review in three (3) years.
January 17, 1997	Continued a use permit (U-2448-85-3), subject to all previous conditions, and with a review in one (1) year.
July 19, 1997	Continued a use permit (U-2448-85-3), subject to all previous conditions, and with a review in six (6) months.
January 17, 1998	Continued a use permit (U-2448-85-3), subject to all previous conditions, and with a review in one (1) year.
January 23, 1999	Continued a use permit (U-2448-85-3), subject to all previous conditions, and with a review in one (1) year.
January 29, 2000	Continued a use permit (U-2448-85-3), subject to all previous conditions, and with a review in three (3) years (January 2003).

January 11, 2003 Continued a use permit (U-2448-85-3), subject to all previous conditions, and with a review in three (3) years (January 2006).

April 27, 2004 GLUP Legend Change: The site is shown as “Service Commercial” (Personal and business services. Generally one to four stories. Maximum 1.5 FAR with special provisions within the Columbia Pike Special Revitalization District”) on the General Land Use Plan.

January 21, 2006 Renewed a use permit (U-2448-85-3), subject to all previous conditions, and with a review in five (5) years (January 2011).

GENERAL LAND USE PLAN RESOLUTION

WHEREAS, the County Board of Arlington County (“County Board”) finds that Dr. George Contis has requested that the General Land Use Plan be amended to change the designation for the property known as 1716 Wilson Boulevard, generally located on the western part of the block in the area bounded by Wilson Boulevard, the proposed North Quinn Street extension, Clarendon Boulevard, and North Pierce Street, as shown on the attached map entitled GP-312-07-1 (“Property”) from “Service Commercial” to “Medium” Office-Apartment-Hotel; and

WHEREAS, on October 1, 2007, the Planning Commission recommended that the proposed changes to the General Land Use Plan be approved; and

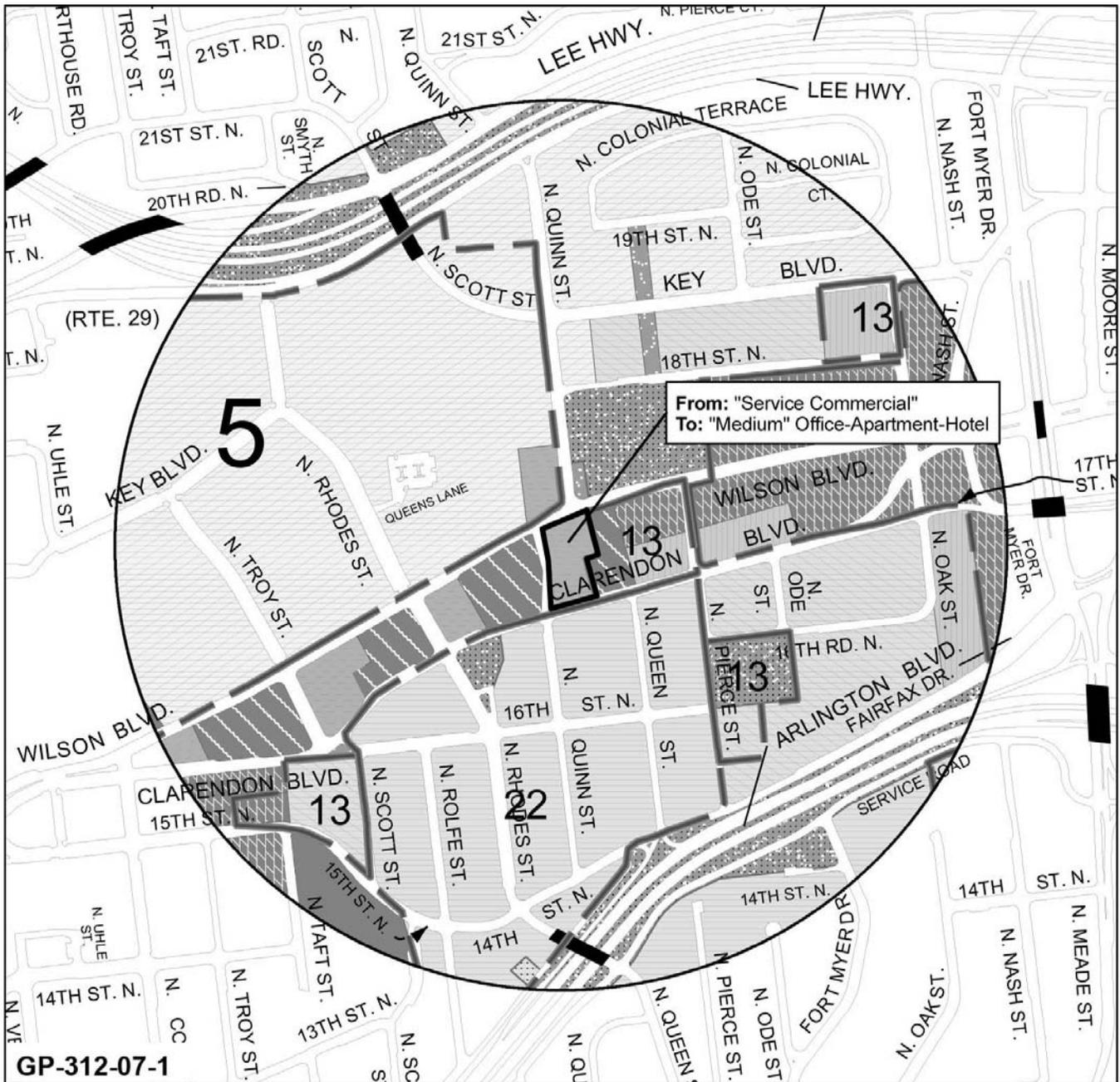
WHEREAS, the County Manager has recommended that the proposed changes to the General Land Use Plan be approved as they are consistent with the goals of the Rosslyn to Courthouse Urban Design Study; and

WHEREAS, the County Board has considered the foregoing recommendation and the purposes of the General Land Use Plan and the Comprehensive Plan as set forth in those documents, the Arlington County Zoning Ordinance and the Code of Virginia; and

WHEREAS, the County Board finds that the proposed changes to the General Land Use Plan are consistent with goals of the Rosslyn to Courthouse Urban Design Study; and

WHEREAS, the County Board held a duly advertised public hearing on the proposed General Land Use Plan amendment on October 13, 2007.

NOW, THEREFORE, be it resolved that, based on the aforementioned considerations, deliberations and all public comments, the County Board of Arlington County finds that the proposed General Land Use Plan amendments to change the designation of the Property from “Service Commercial” to “Medium” Office-Apartment-Hotel should be, and hereby is, approved.



Recommendation: APPROVE
General Land Use Plan Amendment

0 500 Feet

Map prepared by Arlington County GIS Mapping Center
 This is not a legal document.
 Map © 2007 Arlington County, VA
 Printed: August 2007

Legend

Land Use Category	Commercial and Industrial	Mixed Use
Residential	Service Commercial	High-Medium
Low-Medium: 16-36 Units/Acre	General Commercial	GOVERNMENT OWNED
Medium: 37-72 Units/Acre	Public and Semi-Public	Background Shading will Vary
High-Medium: 3.24 F.A.R. Res.	Public	
High: 4.8 F.A.R. Res. 3.8 F.A.R. Hotel	Office-Apartment-Hotel	
	Medium	
	High	

5. This area was designated a "Coordinated Preservation and Development District" on 4/23/77.

13. These areas were designated a "Special Affordable Housing Protection District": Pollard Gardens/Clarendon Courts on 11/17/90; Twin Oaks on 5/24/00; The Odyssey on 11/20/01; Ballston Center on 1/26/02; WRIT Rosslyn Center on 7/20/02; North Monroe Street Residential on 10/18/03; North Troy Street Residential on 2/7/04; and Rosslyn Ridge on 7/10/04.

22. This area was designated the "Fort Myer Heights North Special District" on April 16, 2005.

REZONING RESOLUTION

WHEREAS, the County Board of Arlington County (“County Board”) finds that George Contis has requested a rezoning of properties located at 1712-1716 Wilson Blvd., and 1711-1717 Clarendon Blvd., which are identified in the County Record as RPC # 17-010-008, -009, -022, -023, -030, from “C-1” Local Commercial Districts, “C-2” Service Commercial – Community Business Districts, “RA-6-15” Apartment Dwelling Districts to “C-O-2.5” Commercial Office Building, Hotel and Apartment Districts; and

WHEREAS, on October 1, 2007, the Planning Commission recommended that a rezoning to “C-O-2.5” Commercial Office Building, Hotel and Apartment Districts be approved; and

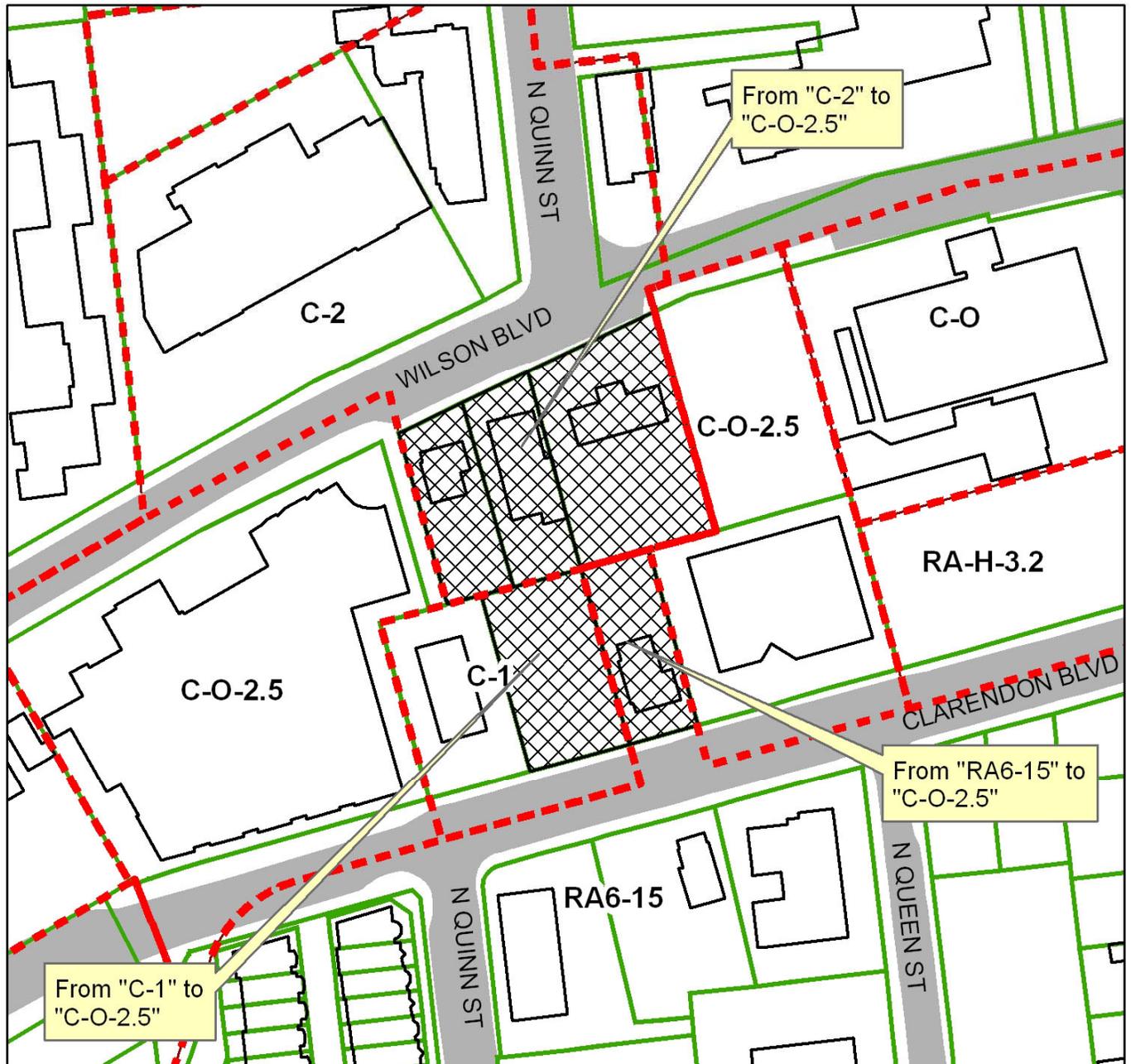
WHEREAS, the County Manager has recommended that a rezoning from “C-1” Local Commercial Districts, “C-2” Service Commercial – Community Business Districts, “RA-6-15” Apartment Dwelling Districts to “C-O-2.5” Commercial Office Building, Hotel and Apartment Districts be approved as it is consistent with the General Land Use Plan and the Rosslyn to Courthouse Urban Design Study; and

WHEREAS, the County Board finds that the proposed rezoning to “C-O-2.5” Commercial Office Building, Hotel and Apartment Districts is consistent with the General Land Use Plan and the Rosslyn to Courthouse Urban Design Study; and

WHEREAS, the County Board finds that the proposed rezoning to “C-O-2.5” Commercial Office Building, Hotel and Apartment Districts is required by public necessity, convenience, general welfare, and good zoning practice; and

WHEREAS, the County Board held a duly advertised public hearing on the proposed rezoning on October 13, 2007.

NOW THEREFORE, be it resolved that, based on the aforementioned considerations, deliberations and all public comments, the County Board of Arlington does find that the proposed rezoning **FROM** “C-1” Local Commercial Districts, “C-2” Service Commercial – Community Business Districts, “RA-6-15” Apartment Dwelling Districts **TO** “C-O-2.5” Commercial Office Building, Hotel and Apartment Districts, for the properties located at 1712-1716 Wilson Blvd., and 1711-1717 Clarendon Blvd., which are identified in the County Record as RPC # 17-010-008, -009, -022, -023, -030, should be, and is thereby, approved.



Z-2537-07-1 REZONING
Recommendation: APPROVE



1712-1716 Wilson Blvd., 1711-1717 Clarendon Blvd.
 (RPC # 17-010-008, -009, -022, -023, -030)



Rezoning from “C-1” Local Commercial Districts, “C-2” Service Commercial – Community Business Districts, “RA-6-15” Apartment Dwelling Districts to “C-O-2.5” Commercial Office Building, Hotel and Apartment Districts

Note: This map is for property location assistance only. They may not represent the latest survey, and other information.



DEPT. OF COMMUNITY
 PLANNING, HOUSING AND
 DEVELOPMENT

Appendix A
Site Plan Proposal Consistency with Recommendations in
Rosslyn to Courthouse Urban Design Study

Urban Design Recommendation	Site Plan Proposal Consistent?
Coordinated development with neighboring sites to the west or parcel consolidation is highly recommended in order to achieve the potential public space in between parcels.	Yes. Parcels have been consolidated to the extent possible. Public spaces are proposed in areas along Quinn Street.
Mixed use development with retail/restaurant on ground floor and office/residential above.	Yes. The applicant has proposed ground floor retail with office above.
Buildings no higher than 5 stories generally.	Yes. The applicant has proposed a 3-5 story building.
Architectural design responsive to Colonial Village Center across Wilson Boulevard.	Yes. The project is primarily masonry, similar to Colonial Village Center.
Potential village green/public plaza framed by ground floor retails/restaurants with condos/apartments or offices above, oriented towards the Colonial Village Center.	Yes, to the extent possible with the requirement of the North Quinn Street extension. With the introduction of the future North Quinn Street, the plaza area directly across from the Colonial Village Center is made smaller than shown in the Urban Design Study. A small plaza area is shown along Wilson, which the applicant intends to fill with outdoor dining. Further south along Quinn Street are two public plazas which help to connect Wilson Boulevard with Clarendon Boulevard.
Possible pedestrian linkage from Wilson Boulevard to Clarendon Boulevard.	Yes. The future Quinn Street extension is proposed to connect Wilson to Clarendon.
Shared parking entrances with adjacent sites on both Wilson Boulevard and Clarendon Boulevards. If possible, an extension of North Quinn Street through the site should be considered in site plan and building design.	No/Yes. The applicant was requested to move the parking entrance from Clarendon Boulevard to the North Quinn Street extension, which the applicant has agreed to construct.
Structured parking located behind street front retail/office uses, or underground parking in order to achieve adequate space for ground floor retail uses along streets.	Yes. Underground parking is provided.
Continued 16' wide min. sidewalk and enhanced pedestrian experience along Wilson and Clarendon Boulevards. Refer to the R-B Corridor Streetscape Standards.	Yes on Wilson and Clarendon Boulevards. No on North Quinn Street. In order to maintain a continuous building wall, the applicant proposes an approximately 30' streetscape along Wilson Boulevard and 16' streetscape along Clarendon Boulevard. Along N. Quinn Street, a minimum 11.5' streetscape is proposed. A 10' streetscape along North Quinn Street was approved for the adjacent 1800 Wilson site plan.
Bricks or materials with similar visual effect and durability as prevailing materials for buildings and streetscape.	Yes. The applicant proposes a building of predominantly brick and pre-cast elements.

Continued retail front/restaurant uses preferred, with pedestrian friendly building treatments, such as outdoor café/seating areas, glass doors and windows, awnings and banners.	Yes. The applicant proposes a significant amount of ground floor retail. Potential outdoor dining is proposed at Wilson and Quinn and on the east corner, next to the WRIT/Rosslyn building. Much of the ground floor is glass; a canopy is proposed at the office entrance and retail entrances will be marked with signs.
Maximize number of metered street parking spaces along existing and planned streets.	Yes. On-street parking is planned along the west side of the future Quinn Street extension, and along Clarendon Boulevard in front of the project.
ADA and Green Building practice encouraged.	Yes. The project will meet ADA requirements. The applicant will obtain LEED-CS certification at the silver level and is requesting a LEED bonus of .25 FAR (10,364.5 sf).
Concept Plan Guidance	Site Plan Proposal
Heights tapering down to 7 stories (75 feet).	Yes. Although the recommendations list 5 stories as the maximum, conceptual illustrations show a potential up to 7 stories. The proposed project is a maximum of 5 stories and is 79' in height.
Special architectural treatment where Quinn Street meets and Wilson Boulevard and Clarendon Boulevard.	Yes. The applicant has proposed a curved corner at Quinn and Wilson. At Clarendon and Quinn, the applicant proposes tall retail glass storefronts, with metal panels above, in addition to the proposed plaza at that corner.
Parking and loading access from side streets.	Yes. The applicant proposes parking and loading access from the future North Quinn Street extension.