



ARLINGTON COUNTY, VIRGINIA

County Board Agenda Item Meeting of December 14, 2019

DATE: December 11, 2019

SUBJECTS:

- B. SP #105 PHASED DEVELOPMENT SITE PLAN AMENDMENT to amend Conditions #2 & 54 of the Pentagon City Phased Development Site Plan with regard to Parcel 3 (Metropolitan Park), located at 1201-1429 S. Fern Street; 1232- 1450 S. Eads Street, 520 12th Street S.; and 501 and 525 15th Street S. (RPC# 35-003-001 through -008, -015 through -021, -023; -840; and -PCA).
- C. SP #105; SP-9 SITE PLAN AMENDMENT for Metropolitan Park Phases 6, 7 & 8; to construct two 22-story office buildings of approximately 2.152 million square feet of gross floor area including ground floor retail and retail equivalent uses, with a shared underground parking garage, and modifications of use regulations including required parking, additional density, exclusions from gross floor area, penthouse height and other modifications as necessary to achieve the proposed development plan, located at 1232- 1450 S. Eads Street and 501 and 525 15th Street S. (RPC#35-003-001 and -002; -015 through -021, and -023).
- D. SP #105; SP-9 SITE PLAN AMENDMENTS for Metropolitan Park Phases 1,2 & 3, to amend site plan conditions requiring the developers/owners to convey in fee simple to the County certain internal streets in Metropolitan Park, located at 1201-1429 S. Fern Street (RPC# 35-003-003 through -008; and -PCA).

Applicant:

Arna-Fern LLC; 1400 Eads Street Sub LLC; 1400 Eads Street LLC; Gramercy Lincoln LLC Et Al; Gramercy Park Center LLC; CLPF-Metropolitan Two Venture LP; CLPF-Metropolitan Three Venture LP.

County Manager:

County Attorney:

CR Sanders

Staff: Peter Schulz, DCPHD, Planning Division
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40. B., C., D.

By:

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C.M. RECOMMENDATION:

1. Adopt the attached ordinance for a Phased Development Site Plan Amendment (SP #105) to the Pentagon City Phased Development Site Plan to revise Conditions #2 and 54 to convert the remaining allocation of residential dwelling units for Parcel 3 of the PDSP to office and commercial gross floor area, and to permit two (2) office buildings of 22 stories in height each, for the parcels of real property known as 1201-1429 S. Fern Street; 1232- 1450 S. Eads Street, 520 12th Street S.; and 501 and 525 15th Street S. (RPC# 35-003-001 through -008, -015 through -021, -023; and -834 through -840) subject to all previously approved conditions and the amended conditions of the attached ordinance;
2. Adopt the attached ordinance to approve an amendment to SP #105; SP-9 for Metropolitan Park Phases 6, 7 & 8 to construct two (2) 22-story office buildings of approximately 2.152 million square feet of gross floor area including ground floor retail and retail equivalent uses, with a shared underground parking garage, and modifications of use regulations including required parking, additional density, exclusions from gross floor area, penthouse height and other use modifications as necessary to achieve the proposed development plan, located at 1232- 1450 S. Eads Street and 501 and 525 15th Street S. (RPC#35-003-001 and -002; -015 through -021, and -023), subject to the conditions of the attached ordinance; and
3. Adopt the attached ordinance to approve an amendment to SP #105; SP-9 to approve a site plan amendment to SP #105; SP-9 to Metropolitan Park Phases 1, 2 and 3 to eliminate the requirement to convey certain streets to the County in fee simple, located at 1201-1429 S. Fern Street (RPC# 35-003-003 through -008; and -834 through 839), subject to all previous conditions and the amended conditions in the attached ordinance.

ISSUES: These items are applications for: 1) a phased development site plan amendment to the Pentagon City Phased Development Site Plan, 2) a site plan amendment to construct two (2), 22-story office buildings of approximately 2.15 million square feet of gross floor area, with ground floor retail and a shared underground parking garage for Phase 6, and a combined Phases 7 and 8 of Metropolitan Park, and 3) a site plan amendment to amend conditions of approval for Phases 1, 2 and 3 of Metropolitan Park. There are no outstanding issues identified by staff as of the date of this report.

SUMMARY: The applicant is requesting to: 1) Amend the Phased Development Site Plan to permit conversion of the remaining density allocated to the Metropolitan Park section of the

Pentagon City Phased Development Site Plan from residential to office and to permit two (2) office buildings of 22 stories in height (in place of two (2) residential buildings of 22 stories in height); 2) A site plan amendment to construct two (2) new 22-story office buildings of approximately 2.152 million square feet of gross floor area, with ground floor retail and a shared underground parking garage for Phase 6, and a combined Phases 7 and 8 of Metropolitan Park; and 3) A site plan amendment to Phases 1, 2 and 3 of Metropolitan Park to amend Conditions requiring dedication in fee to the County of certain internal streets in Phases 1, 2 and 3.

The applicant's proposed Phased Development Site Plan amendment and site plan proposal advance the principles of the Pentagon City Master Development Plan by reintroducing a mix of uses onto the Metropolitan Park parcel (as envisioned in the original PDSP approval), concentrates the highest-density buildings on the easternmost part of Pentagon City, provides public open space near residences, provides varied building heights within Metropolitan Park and in the overall Pentagon City PDSP, and balances the transportation system by providing enhanced pedestrian and bicycle circulation and a new street grid to break up the remnants of this Pentagon City superblock. The proposals also advance the overarching principles of the Metropolitan Park Design Guidelines with a rational street grid, the completion of the central public open space, architecture that is carefully massed and responds to its surroundings, well-detailed, carefully massed architecture meaningfully interacting with open spaces; and activated streets.

The applicant's request for additional density is appropriate as the proposed contributions to open space, affordable housing, and off-site transportation improvements are based in policies adopted by the County Board such as the Master Transportation Plan, Public Spaces Master Plan, and the Affordable Housing Master Plan, and are adequate exchanges for the additional density, the impacts of which are properly mitigated. The proposed modification for parking ratio is appropriate for the site and consistent with the Reduced Parking Policy for Site Plan Office Buildings. The proposed density exclusions are appropriate as they do not add to the height, bulk, or massing of the site and permit an improved façade design. The proposed modification for mechanical penthouse height improves the aesthetics of the proposed buildings by completely screening the high-speed elevator overrun. The proposed site plan amendment to Phases 1, 2 and 3 is in line with County policy regarding streets that have private garages underneath them.

Therefore, staff recommends the County Board adopt: 1) the attached ordinance to amend PDSP #105 to amend Conditions #2 and #54, subject to all previously approved conditions and the amended conditions of the attached ordinance; 2) adopt the attached ordinance to approve an amendment to SP #105; SP-9 for Metropolitan Park Phases 6, 7 & 8 to construct two (2), 22-story office buildings of approximately 2.152 million square feet of gross floor area including ground floor retail and retail equivalent uses, with a shared underground parking garage, and modifications of use regulations including required parking, additional density, exclusions from gross floor area, penthouse height and other use modifications as necessary to achieve the proposed development plan, subject to the conditions of the attached ordinance; and 3) to approve a site plan amendment to SP #105; SP-9 to Metropolitan Park Phases 1, 2 and 3 to eliminate the requirement to convey certain streets to the County in fee simple, subject to all previous conditions and the amended conditions of the attached ordinance.

As has been well-documented and discussed throughout the public review process for these applications, these buildings have been proposed as office space accommodations for phase one of Amazon's HQ2 location in Arlington County. While Amazon will be the ultimate owner and occupant of these buildings, this report focuses solely on the land use related aspects of these buildings regarding their conformance with adopted plans and policies of the County.

BACKGROUND: The site is a part of the Pentagon City Phased Development Site Plan (PDSP #105), which was originally approved by the County Board in 1976. The PDSP divided the 116-acre Pentagon City site into multiple parcels, allocating varying uses and density to each parcel. The 16-acre block containing Metropolitan Park was designated Parcel 3. Parcel 3 contained existing warehouses constructed in the 1950s and was the last parcel in the Pentagon City PDSP to begin to develop, in the early 2000s. Over the decades, through various County Board actions, the allocation of uses in the PDSP changed over time, and by the early 2000s, Parcel 3 was allocated 3,212 dwelling units and 100,000 square feet of retail use.

In 2004, when the then-owner of the 16-acre Parcel 3 of the Pentagon City PDSP applied for a final site plan for the first residential building for this area, the County requested that a set of design guidelines be established to help guide the development of this high-density residential portion of the Pentagon City PDSP. The result of this effort was the creation of the Metropolitan Park Design Booklet and the Metropolitan Park Design Guidelines. Though these documents were not approved by the County Board with the final site plan for the first building within Parcel 3 (Metropolitan Park), they have been used as the planning guidance for the development of this area. The project booklet and Design Guidelines divided the Metropolitan Park parcel into eight (8) phases. Since 2004, final site plans for the first six (6) phases of Metropolitan Park have been approved, and five (5) phases have been constructed. A residential building for Phase 6 was approved by the County Board in 2016 but has not been constructed.

Address / RPC: 1232- 1450 S. Eads Street and 501 and 525 15th Street S.
(RPC#35-003-001 and -002; -015 through -021, and -023).

Neighborhood: The site is in the boundaries of the Aurora Highlands Civic Association and is across South Eads Street from the Crystal City Civic Association area.

Zoning: ["C-O-2.5" Mixed-Use District](#)

GLUP Designation: [¾ "High-Medium" Residential and ¼ "Medium" Office-Apartment-Hotel and designated a "Coordinated Development District" \(GLUP Note 4\).](#)

Existing Land Use: Vacant one-story warehouses constructed in the 1950s and the associated parking.

Exhibit 1: Pentagon City PDSP Parcel Layout



Exhibit 2: Metropolitan Park (Parcel 3), and the individual phases therein.



DISCUSSION: The applicants are requesting to: 1) Amend the Phased Development Site Plan to permit conversion of the remaining density allocated to the Metropolitan Park section of the Pentagon City Phased Development Site Plan from residential to office and to permit two (2)

office buildings of 22 stories in height (in place of two (2) residential buildings of 22 stories in height); 2) A site plan amendment to construct two (2) new 22-story office buildings with ground floor retail as Phases 6 and a combined 7/8 of Metropolitan Park¹; and 3) A site plan amendment to Phases 1-3 of Metropolitan Park to amend Conditions requiring dedication in fee to the County of certain internal streets when the last building in Metropolitan Park is completed.

Project details include:

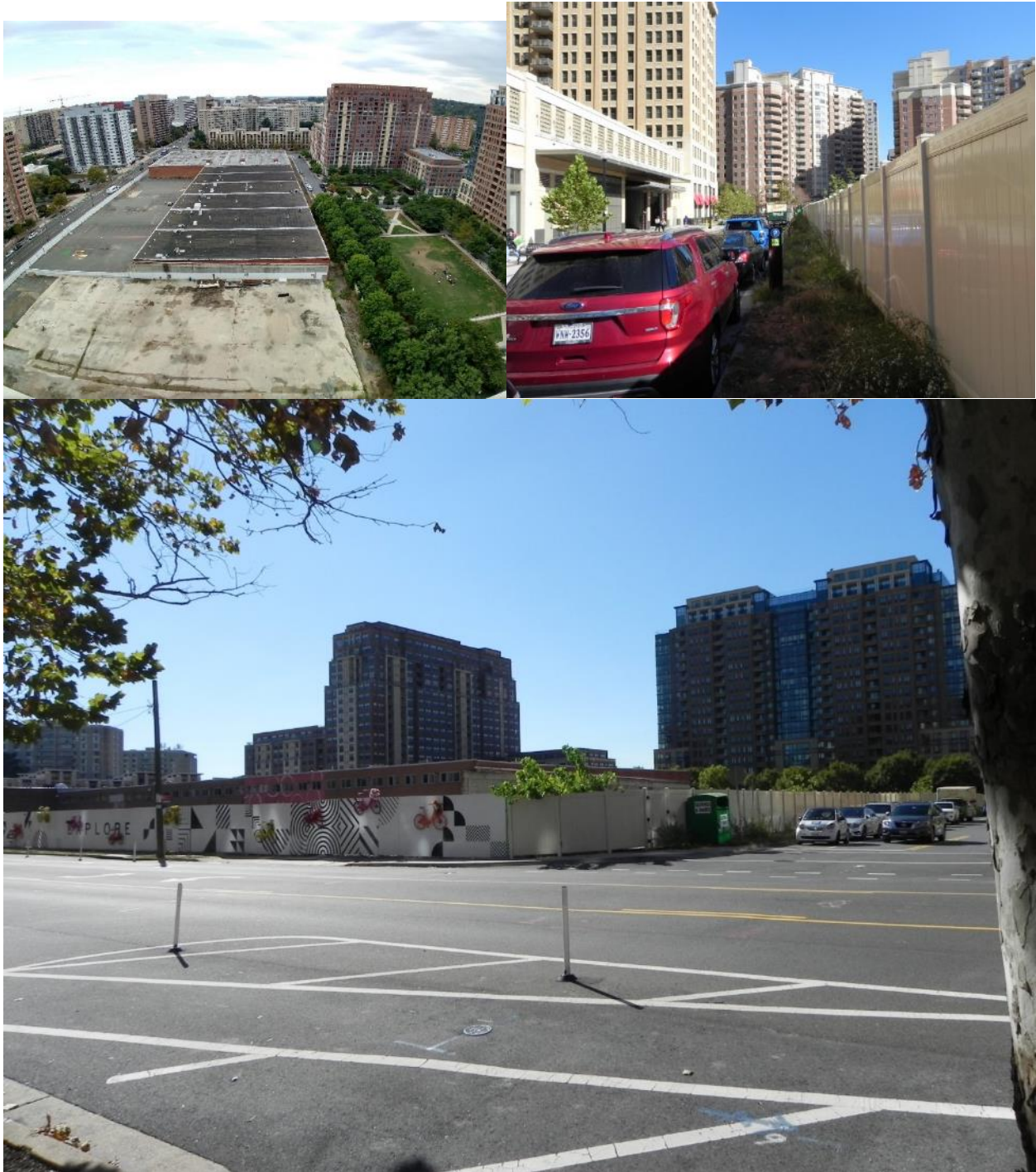
- Request to amend the Phased Development Site Plan to permit conversion of the remaining density allocated to the Metropolitan Park section of the Pentagon City Phased Development Site Plan from residential to office and to permit two (2) office buildings of 22 stories in height.
- Two (2) new 22-story office buildings consisting of:
 - Approximately 2,082,566 square feet of office space;
 - Approximately 69,545 square feet of ground floor retail; and
 - Approximately 1,983 parking spaces in a shared underground parking garage.
- Proposed Zoning Ordinance modifications for:
 - A reduction in the required parking ratio to 1 space for every 1,125 square feet of gross retail, retail equivalent, commercial and office floor area;
 - Additional density of 585,747 square feet;
 - A modification from the maximum penthouse height of 23 feet to 29 feet; and
 - Density exclusions for below-grade mechanical equipment and utility rooms, and above-grade air shafts that allow interior ventilation of units, and internal atrium areas that are open to the story below.

Exhibit 3: Existing Conditions



View from southeast corner of South Eads and 15th Streets looking northwest to Metropolitan Park

¹ If approved, the proposed site plan amendment will supersede and replace the residential Site Plan for Metropolitan Park 6 that was approved by the County Board in July 2016.



Top left: View of site and existing public open space; Top right: 13th Street S. looking east to South Eads Street (Bartlett to the left of the picture, Warwick House Apartments at rear); Bottom: At intersection of 13th Street and Eads Street looking southwest towards Metropolitan Park.

Development Potential: The following is a breakdown of the permitted development potential:

Site Area: 271,672 s.f. (6.2 acres)	DENSITY ALLOWED/TYPICAL USE	MAXIMUM DEVELOPMENT
“C-O-2.5” By-Right	One-family dwellings: one Unit per 6,000 s.f. of lot area; All Other uses: 0.6 FAR	One-family dwellings: 45 units All other uses: 163,003 s.f. of GFA
“C-O-2.5” Site Plan ²	Uses assigned by Pentagon City PDSP	Multi-family: 1,403 units Commercial: 100,000 s.f. of GFA

Exhibit 4: Overall view of proposed development. View from park, looking southeast. Met Park 6 (left) Met Park 7/8 (right).



² The site plan figures are maximum densities based on the “C-O-2.5” zoning, exclusive of possible earned additional density through ACZO Section 15.5.9.

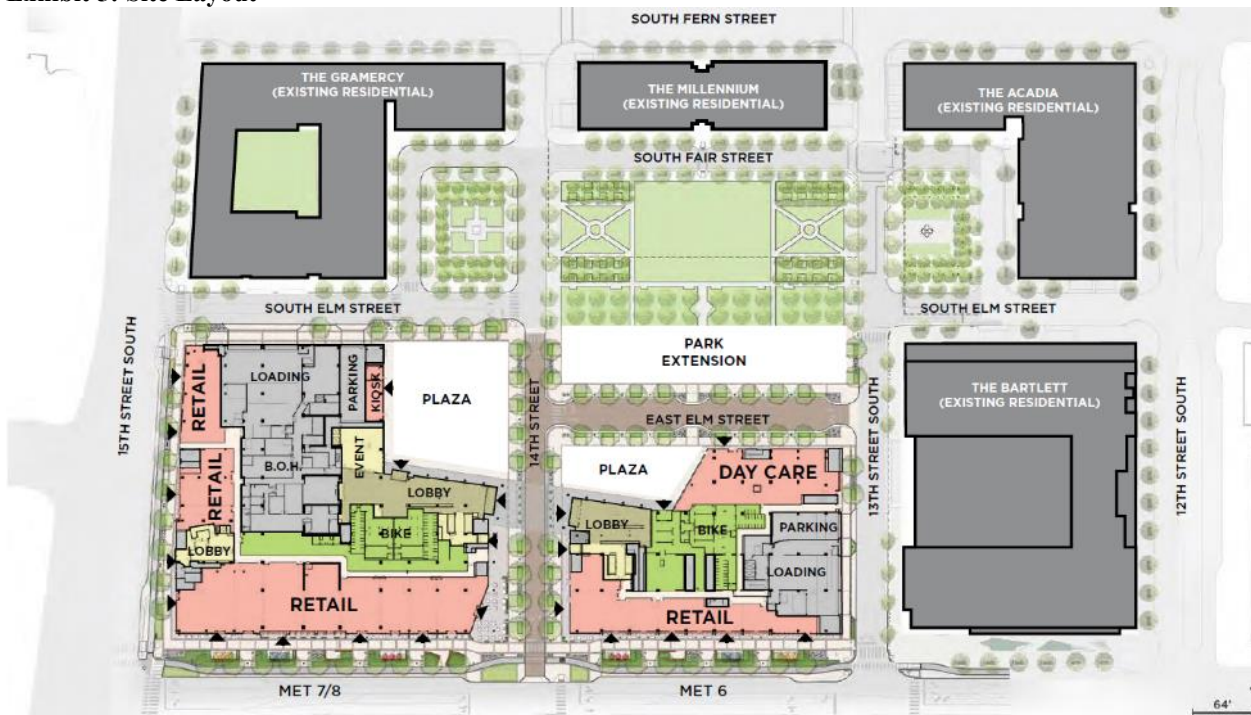
Proposed Development: The following provides a statistical summary of the site plan proposal:

SP #109-9, Metropolitan Park Phases 6 & 7/8	
SITE AREA	271,672 s.f. (6.2 acres)
Density	
Proposed Office GFA	
Met Park 6	898,687 s.f.
Met Park 7/8	1,183,879 s.f.
Proposed Retail GFA	
Met Park 6	27,878 s.f.
Met Park 7/8	41,667 s.f.
Proposed Exclusions	
Total	234,696 s.f.
Proposed Density Above the Base (included in above calculations)	585,747 s.f.
Total Proposed Gross GFA	2,152,111 s.f.
Total Proposed Retail GFA	69,545 s.f.
Total Proposed Office GFA	2,082,566 s.f.
Max. Permitted Base Density allocated by PDSP	1,403 dwelling units (or 1,543,300 s.f. of office/retail density), 23,064 s.f. of retail GFA
Building Height	
Average Site Elevation Above Sea Level	39.5 feet
Main Roof Elevation Above Average Site Elevation	
Met Park 6	299.5 feet
Met Park 7/8	299.5 feet
Penthouse Roof Elevation Above Average Site Elevation	
Met Park 6	329 feet
Met Park 7/8	329 feet
Main Roof Elevation Above Sea Level	
Met Park 6	339 feet
Met Park 7/8	339 feet
Penthouse Roof Elevation Above Sea Level	
Met Park 6	368.5 feet
Met Park 7/8	368.5 feet
Penthouse Height	
Met Park 6	29.5 feet
Met Park 7/8	29.5 feet
Number of Stories	
Met Park 6	22 stories
Met Park 7/8	22 stories
Max. Permitted Bldg. Height by PDSP Conditions	22 stories
Parking³	
Office Spaces	1,919
Standard Spaces	1,754
Compact Spaces (number)	135
Compact spaces (percentage)	7%
Handicapped spaces	30
Retail Spaces	64
Standard Spaces	61

³ Parking is connected in a single underground garage shared between both buildings.

SP #109-9, Metropolitan Park Phases 6 & 7/8	
Handicapped spaces	3
Compact spaces	0
Total Number of Spaces	1,983
Compact Space Percentage	7%
Pentagon City PDSP Required Office/Retail Parking Ratio⁴	640 sq. ft. / each 1,000 sq. ft. of gross floor area
Proposed Office Ratio	1 sp/1,125 s.f. of GFA
Proposed Retail Parking Ratio	1 sp/1,125 s.f. of GFA
Green Building	
LEED Level	Platinum

Exhibit 5: Site Layout



Density and Uses: The site's existing "C-O-2.5" zoning permits by site plan office, residential, hotel, and commercial and retail uses, or a mix thereof. However, the site is under the control of the Pentagon City Phased Development Site Plan (PDSP), adopted by the County Board in 1976 and amended numerous times since. The PDSP calculated the permissible densities over the entire 116 acre site. Therefore, densities for development projects are not calculated based upon individual sites. The adopted conditions of the PDSP, as amended over the years by the County Board, divides up the Pentagon City PDSP area into several large parcels, and allocates uses, densities, and building heights among the various parcels. The subject site is a part of Parcel 3 of the PDSP (now known as Metropolitan Park).

⁴ Parking is regulated in Condition #37 of the Pentagon City PDSP. The County Board may modify these requirements.

The original 1976 master plan envisioned a mix of office, hotel and residential uses on the Metropolitan Park parcel. Over the decades, responding to market conditions, the County Board amended the PDSP numerous times to shift uses and densities among the various parcels of the PDSP. The Metropolitan Park parcel, because of long term leases in the 1950s-era warehouses on the site, did not redevelop immediately. In the 1980s and 1990s, office, hotel, and retail development in Pentagon City dominated over residential development. The result was that by the early 2000s, when Metropolitan Park was ready to redevelop, all of the office and hotel uses in Metropolitan Park had been transferred to other parcels, and residential density from other parcels was shifted to Metropolitan Park, with the result that Metropolitan Park was planned for exclusively residential development. Most recently, in 2013, to accommodate planned office development in the Pen Place parcel, the County Board shifted 930 dwelling units from the Pen Place parcel (Parcel 1D) to Parcel 3. Because of these actions, Metropolitan Park is currently entitled exclusively for 3,212 multifamily dwelling units and 100,000 square feet of ground floor retail. Phases One through Five of Metropolitan Park have all been constructed with 1,809 dwelling units and 77,000 square feet of retail.

Table 1: Allocated, used, and remaining density at Metropolitan Park (Parcel 3 of the Pentagon City PDSP)

Use	Total Density Allocated to Parcel 3 (Metropolitan Park)	Built Density as of December 2019 ⁵	Remaining Density
Residential (units)	3,212	1,809	1,403
Retail (square feet)	100,000	76,936	23,064

Proposed Phased Development Site Plan Amendment for change of use

In order to permit office construction on the Metropolitan Park parcel, the applicant is requesting an amendment to the Phased Development Site Plan to convert the remaining unbuilt 1,403 dwelling units assigned to Metropolitan Park to office gross floor area using [a conversion factor of one dwelling unit per 1,100 square feet of gross floor area](#), which results in an available base density of 1,543,300 square feet of gross floor area. This conversion factor is based on County staff research (updated in 2018) and has been used several times before, including [in the approvals for office density at Pen Place](#). The applicant will also need to earn additional density above the available base density. The applicant's proposed additional density will be calculated only on the Phase 6-8 parcels that are the subject of this site plan application.

The below shows proposed density for the project, and the amount of additional density requested that must be earned in conformance with the provisions of Sect. 15.5.9 of the Arlington County Zoning Ordinance:

⁵ Does not include Met Park 6 as approved in 2016.

Table 2: Proposed Density for Phases 6 & 7/8 (all figures in square feet)

	Proposed by Applicant	Available Allocated Density	Additional Density to Be Earned
Office	2,082,566	1,543,300	-
Retail	69,545	23,064	-
Total	2,152,111	1,566,364	585,747

Sustainable Design: The Arlington County Board adopted an update to the Community Energy Plan (CEP), an element of the Comprehensive Plan on September 21, 2019. The purpose of the CEP is to define Arlington’s energy goals and identify energy policies that will drive Arlington to remain environmentally committed and served by secure, consistent, and reliable energy sources and programs through several goals and policies. Among the goals is to increase the energy and operational efficiency of all buildings and increase Arlington’s renewable energy resources. The applicant has committed to LEED Platinum certification and Energy Star certification for the buildings. As part of the LEED certification, the applicant has agreed to specific commitments to certain LEED credits including obtaining a minimum of 5 points in Enhanced Commissioning, 8 points in Optimize Energy Performance, and 5 points (v4.1) or 2 point (v4) in the LEED Energy and Atmosphere: Renewable Energy credit. The Enhanced Commissioning and Optimize Energy Performance credits ensure the buildings are designed and constructed to be at least 20% more energy efficient compared to the standard ASHRAE baseline building. The Renewable Energy credit requires either procurement of on-site renewable energy generation or off-site renewable energy or a combination for a specific amount of building energy use as defined by LEED. Additionally, the buildings will have an electric utility plant including the heating and cooling system, ventilation, and domestic hot water system, and shall not use combustible fuels except for the emergency generator back-up power and for commercial kitchen cooking purposes. This commitment to LEED Platinum with specific commitments related to energy efficiency of the building performance and renewable energy use will further the CEP goals including a community renewable energy goal of 100% renewable electricity by 2035 and carbon neutrality by 2050.

Site Design and Building Architecture: The applicant proposes to construct two (2) office buildings with ground floor retail uses. As part of the construction, the applicant will construct two (2) new full cross-section public streets (including sidewalk and streetscape): An extension of 14th Street South between its current terminus to South Eads Street and, a new segment of South Elm Street between 13th Street South and 14th Street South. The applicant will also complete the build out of the planned streetscape on the east side of South Elm Street between 14th and 15th Streets, the north side of 15th Street South, the south side of 13th Street South, and complete the Eads Street Linear Park. The planned street improvements will complete the planned street grid within Metropolitan Park.

Along with the new office buildings and public streets, the applicant also proposes to dedicate to the public (in easement) the final .56-acre segment of the planned Central Park, and dedicate to the public (in easement) two (2) plazas totaling about 20,000 square feet facing the Central Park. The two (2) buildings will be connected underground by a shared parking garage under 14th Street South, South Elm Street, and the open spaces. Both buildings will front on an expanded streetscape on Eads Street similar to that of Phase 4/5.

Met Park 6: The proposed Met Park 6 building will be located between 13th Street South, South Eads Street, a proposed new segment of South Elm Street, and a proposed new segment of 14th Street South. It will have approximately 900,000 square feet of office use and 16,200 square feet of ground floor retail (and/or retail equivalent). The retail spaces will front on the Eads Street Linear Park. The applicant proposes a 12,000 square foot ground floor child care center, open to the public, on the South Elm Street frontage facing both a new public plaza and the new segment of the Central Green across South Elm Street. An approximately 6,000 square foot public plaza will be located on the southwestern part of the site. The building lobby will be accessed from the new segment of 14th Street South, adjacent to the public plaza, and will be opposite the proposed lobby entrance of Met Park 7/8.

Exhibit 6: Met Park 6, view from park looking northeast. (Image Courtesy ZGF Architects)



Parking and loading will be accessed from 13th Street South, roughly opposite the loading for the Bartlett (Met Park 4/5).

As proposed, Met Park 6 significantly varies in height, from as low as three (3) stories adjacent to the public plaza areas, with a central core oriented east-west of up to 22 stories in height adjacent to the highest part of the 22-story Bartlett building to the north. The building will have a purely mechanical penthouse above the 22nd story. Occupiable roofs at the 4th and 19th floors will

face the public plaza.

Exhibit 7: Met Park 7/8, view from 15th Street South looking northwest. (Image Courtesy ZGF Architects)



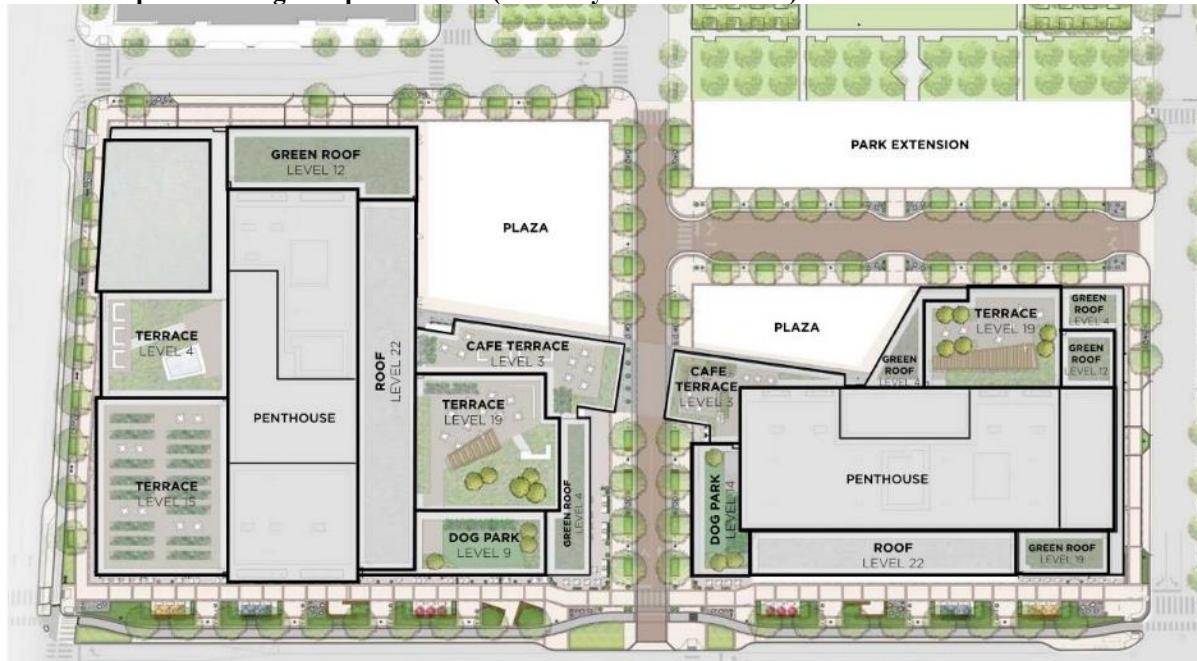
Met Park 7/8: The proposed building combines two (2) phases into one (1) building, similar to the Bartlett (Met Park 4/5). It is proposed to be located on a new block between a new segment of 14th Street South, South Eads Street, 15th Street South, and South Elm Street. Met Park 7/8 will have approximately 1.2 million square feet of office use and 51,000 square feet of ground floor retail (and/or retail equivalents). The retail (and/or retail equivalent) spaces will be located along South Eads Street and 15th Street South. A roughly 14,000 square foot public plaza will be sited on the northwest section of the block facing the existing Central Park and the proposed Met Park 6 public plaza. The building lobby will be adjacent to the plaza and accessed from the new segment of 14th Street South, directly opposite the proposed building entrance of Met Park 6. A ground floor event space is also proposed to be adjacent to the public plaza.

Parking and loading will be accessed from South Elm Street, roughly opposite the loading area for Met Park 1.

Met Park 7/8 also varies significantly in height, from a low of three (3) stories along 15th Street South and at the corner of 14th Street South and South Eads Street, up to 22 stories oriented east to west, in the middle of the building. The building will have a purely mechanical penthouse

above the 22nd story. The applicant proposes occupiable terraces for tenants, or green roofs, at several levels of the building.

Exhibit 8: Roof plan showing occupiable roofs. (Courtesy ZGF Architects).



Both buildings will have similar architectural themes, but the applicant has attempted to break up the size of the buildings not only with tapering of the building mass, but with differing materials and articulation. The ground floor retail areas will have transparent vision glass storefronts, with a required minimum of 50% window transparency (except for the proposed child care center) as recommended in the *Arlington Retail Plan*. Parking and loading entrances will have dark colored masonry and metal finishes. The lobbies will be distinguished by vision glass on the second and third floors. The upper stories will have a combination of light and dark metal and masonry, with large glass windows, some of which are operable. The applicant also proposes subtle articulation of the depth in the façade with window mullions and translucent colored “fins”.

Transportation: Pentagon City is well-served by regional roadways, a wide range of transit options, an increasing network of bicycle facilities, and a local street network that continues to be expanded with planned development of the area’s blocks. A multi-modal transportation network provides residents, employees, and visitors in the area multiple options for traveling to, from, and within the area without using a car.

Streets: The Metropolitan Park Phase 6, 7 and 8 site is bound by: 13th Street South to the north, South Eads Street to the east, 15th Street South to the south and the existing open space and South Elm Street to the west. A new segment of South Elm Street between 14th Street South and 13th Street South and the continuation of 14th Street South from South Elm Street to South Eads Street are proposed to be constructed with this development. The Master Transportation Plan (MTP) classifies these streets as follows: South Eads Street and 15th Street South as a Type B Arterial (Primary Urban Mixed-Use); and South Elm Street, 13th Street South, and 14th Street

South as Non-Arterial Urban Center Local Streets. The MTP also identifies this entire area as an area planned for new streets consistent with the Metropolitan Park Design Guidelines (see MTP Map below). The construction of 14th Street South will connect to the existing portion of 14th Street South and provide a thru-block connection from South Fern Street to South Eads Street helping to improve circulation within the Metropolitan Park development. The portion of South Elm Street to be constructed is along the Phase 6 project frontage and is located approximately 100 feet to the east of the existing South Elm Street portions to the north and south. The internal streets provide locations for garage and loading access interior to the Metropolitan Park development and not on the surrounding arterial streets. The Metropolitan Park Design Guidelines include a location and phasing plan for the build out of the new internal streets within the Metropolitan Park development. The proposed location of South Elm Street and 14th Street South and construction phasing is per the Metropolitan Park Design Guidelines (see Design Guidelines phasing exhibits below) and supported by staff.

Exhibit 9: Arlington County Master Transportation Plan Map

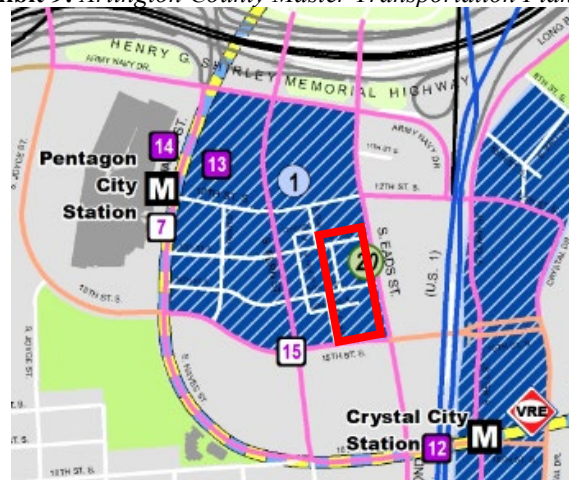


Exhibit 10: Metropolitan Park Street Phasing, *Metropolitan Park Design Guidelines* (left: existing; right: proposed)



MTP Amendment: As discussed in a separate County Board report associated with the Metropolitan Park 6-8 Site Plan is an MTP amendment to remove a portion of 14th Road South east of South Elm Street from the MTP Map. Originally, 14th Road South was envisioned as connecting to South Elm Street and functioning as an internal street to provide access to the two (2) proposed residential buildings to be located within the Phases 7 and 8 blocks only. Instead of the internal, private open space originally planned for Phases 7 and 8, the proposed Phase 7/8 office building is oriented to provide additional public open space adjacent to the existing central open space. Additionally, because South Elm Street and 14th Street South will be used for vehicle access, there is no practical need for the proposed dead-end segment of 14th Road South. The MTP Amendment to remove a portion of 14th Road South east of South Elm Street is supported by staff.

13th Street South: 13th Street South is proposed to be widened from the existing 29.5' section to 33' from proposed South Elm Street to South Eads Street to provide two (2) travel lanes eastbound at South Eads Street based on the MMTA assessment. There is one (1) travel lane in the westbound direction the entire length. The underground parking garage is located beneath the entirety of Phases 6 and 7/8 including 14th Street South and provides access to both buildings from the garage entrances. One of two parking garage entrances and the loading dock for Metropolitan Park 6 are located on this street. The loading dock and garage entrance are located east of the loading dock for the Metropolitan Park 4/5 (Bartlett building) that is utilized by Whole Foods to reduce conflicts with loading dock operations. Per the *Metropolitan Park Design Guidelines*, the proposed service (loading docks) and parking garage entrances are recommended on 13th Street South with the service entrance west of the parking entrance. The loading dock is proposed to be east of the parking entrance to allow better access from within the building service corridor for the retail areas to access the loading area for deliveries. Per the MMTA assessment, a new traffic signal at the intersection of 13th Street South and South Eads Street and crosswalk across South Eads Street are proposed to accommodate the increase in proposed vehicle, bicycle, and pedestrian trips to and from the site. The proposed design of 13th Street South, signal, and intersection design are supported by staff.

14th Street South: 14th Street South is proposed as a 20' section that will connect to the existing 14th Street South west of the project site. The street section consists of one (1) travel lane in each direction. The majority of the street will have a flush curb to provide a more pedestrian friendly environment with the sidewalk and street at the same elevation and visually minimize the road section. Various streetscape elements and plantings at the edge of the travel lanes, different coloration for the sidewalk and road section, and detectable warning strips will be provided to reinforce the delineation of travel lanes and pedestrian areas. There is no parking or vehicular entrances proposed on 14th Street South to enhance the pedestrian nature of the area and connect the open space parcels together. The street will transition to a standard street section at South Eads Street and the connection to the existing 14th Street South at South Elm Street. Per the Metropolitan Park Design Guidelines, the proposed service (loading docks) and parking garage entrances are recommended on 13th Street South only. Per the MMTA assessment, a new traffic signal at the intersection of 14th Street South and South Eads Street and crosswalk across South Eads Street are proposed to accommodate the increase in proposed vehicle, bicycle, and pedestrian trips to and from the site. The proposed design of 14th Street South, signal, and intersection design are supported by staff.

15th Street South: 15th Street South is proposed as a 79' section maintaining the current travel lane allocation with two (2) travel lanes in each direction with an additional left turn lane eastbound at South Eads Street. Currently there is parallel parking and a bike lane in the eastbound direction and a bike lane in the westbound direction from South Eads Street to South Elm Street. In the westbound direction along the proposed Met Park 7/8 building frontage a protected bike lane will be provided at street grade with a median separating the bike lane from the proposed parking lane. At the intersection with South Elm Street the protected bike lane will connect with the existing bike lane to the west. In the eastbound direction from South Elm Street to South Eads Street existing metered parking spaces will be removed to provide a protected bike lane with a painted buffer and curb delineators installed in the ground. At the intersection with South Eads Street a new signal will be installed, and the entire intersection will be reconfigured as a protected intersection to provide additional protection for bicyclists in the intersection. East of the project site to Richmond Highway, the current travel lane allocation with two travel lanes and a striped buffered bike lane in the eastbound direction and three travel lanes in the westbound direction will remain. The existing median and travel lane locations will be reconfigured to provide better alignment of the travel lanes and provide space for the introduction of a protected bike lane in the westbound direction. The protected bike lane in each direction will also have a painted buffer and curb delineators installed in the ground. Per the MMTA assessment, at the intersection of 15th Street South and South Elm Street the existing median will be removed and a new traffic signal and left turn lane in the eastbound direction will be provided to accommodate the increase in proposed vehicle, bicycle, and pedestrian trips to and from the site. The proposed service (loading docks) and parking garage entrances are located on South Elm Street close to 15th Street South and the new signal will allow easy access to these entrances and reduce the vehicles traveling on the internal streets within the Metropolitan Park site. Additionally, the existing bus stop in the westbound direction will be relocated west of the intersection with South Eads Street and a bus shelter on a floating bus island to eliminate bus and bicycle conflicts will be installed. The proposed design of 15th Street South, intersection of South Eads Street and new signal and intersection of South Elm Street are supported by staff.

South Eads Street: South Eads Street is proposed as an approximately 67' wide section. The current travel lane configuration of one (1) travel lane in each direction and a center turn lane will be maintained. Currently, there is a striped protected bike lane in the northbound and southbound direction and parallel parking along the east side (northbound). In lieu of a continuous center turn lane and with the introduction of the new signals, southbound right turn lanes will be provided at the intersections of 13th Street South and 15th Street South, a southbound left turn lane will be provided at the intersection of 14th Street South and northbound left turn lanes will be provided at 14th Street South and 13th Street South. In the southbound direction along the proposed Met Park building frontages, a protected bike lane will be provided at street grade with a median separating the bike lane from the proposed parking/right turn lane. The protected bike lane will extend past the frontage of the proposed site to include the block to the north resulting in an enhanced protected bike lane from 12th Street South to 15th Street South in the southbound direction. Additionally, the two (2) existing bus stops in the southbound direction will be relocated to south of the intersection with 13th Street South and 15th Street South and a bus shelter on a floating bus island to eliminate bus and bicycle conflicts will be installed. The protected bike lane in the northbound direction will be modified slightly as part of the restriping of the road to provide a safer environment with the introduction of new signals and reallocation of parking based on the existing driveways and other constraints. The proposed design of South Eads Street is supported by staff.

South Elm Street: South Elm Street acts as one of the primary internal roadways running north-south through the center of the Metropolitan Park development. South Elm Street between 12th Street South and 13th Street South and between 14th Street South and 15th Street South is already constructed. Per the Metropolitan Park Design Guidelines, South Elm Street is to be offset in the Phase 6 block as shown. South Elm Street is proposed as a 34' wide section with one travel lane in each direction and on-street parking on both sides. The street will have a flush curb to tie into 14th Street South and provide a more pedestrian friendly environment with the sidewalk and street at the same elevation and visually minimize the road section. Various streetscape elements and plantings at the edge of the travel lanes, different coloration for the sidewalk and road section, and detectable warning strips will be provided to reinforce the delineation of travel lanes and pedestrian areas. At the intersection of 13th Street South, the street will transition to a standard street section. The proposed design of South Elm Street is supported by staff.

Trip Generation: A Multimodal Transportation Assessment (MMTA) was submitted by the applicant, prepared by Gorove/Slade, and dated October 22, 2019 (revised from the original submission dated June 20, 2019). The assessment provides an analysis of the impact of the development on the adjacent street network, a summary of the existing transit, bicycle, and pedestrian access around the site, and proposed mitigation based on the proposed development. The MMTA assessed 31 intersections in seven (7) scenarios, existing conditions, year 2021 with and without the proposed development, year 2027 with and without the proposed development, and year 2040 with and without the proposed development, however mitigation was only proposed for the year 2021 and 2027 scenarios. A mode split of 30% auto (single occupancy and carpool), 54% transit, 6% bike, and 10% walk was utilized for the office use and a mode split of 5% auto (single occupancy and carpool), 15% transit, 5% bike, and 75% walk was utilized for the retail use. To mitigate the increased pedestrian, bicycle, and vehicular activity and maintain

acceptable levels of service along the roads, the MMTA recommended the installation of traffic signals at the intersections of 13th Street South and South Eads Street, 14th Street South and South Eads Street, and 15th Street South and South Elm Street, all which are part of the proposed project. Additional mitigation was proposed to modify the signal timing, signal phasing or cycle length at various intersections to maintain an acceptable level of service. Arlington County regulates the traffic signal operations which provides the ability to modify the signal timing as needed based on demand and changes to the travel patterns within the area. Staff reviewed the MMTA and agrees with the assessment and proposed mitigation measures.

Parking and Loading: The project proposes to have an approximately 1,983 parking spaces within an underground garage under both buildings and 14th Street South. The proposal includes 1,919 spaces for the office use (1:1,125 SF) and 64 spaces for retail use (1:1,125 SF). On street parking is proposed along South Eads Street, 15th Street South, and South Elm Street. Proposed pick-up/drop-off spaces have been shown, however the final locations will be determined outside of the Site Plan process and are not tied to the project approval. Arlington County regulates the streets including the curb space allocation of on street parking, loading, and pick-up/drop-off locations. Based on requests and demand for the specific use, Arlington County will evaluate the allocation to provide the most appropriate use mix and adjust the allocation based on demand and changes to travel patterns. The proposed project parking ratio is less than the Pentagon City PDSP Parking Ratio of 640 square feet per 1,000 square feet of office gross floor area; and the Reduced Parking Policy for Site Plan Office Buildings ratio of 1:975 approved by the County Board in December 2013. See Office Parking in the Modifications section of this report for further discussion of this topic. The project proposes a compact ratio of less than 15%, meeting the Zoning Ordinance maximum. The proposed parking ratios are supported by staff.

Three (3) loading docks are proposed in the Met Park 6 building and four loading (4) docks are proposed in the Met Park 7/8 building. There is additional area within the loading dock space for smaller vehicles to be parked in front of the longer loading dock spaces to provide flexibility and space for the smaller delivery vehicles. A space has been allocated in each building adjacent to the loading area for a dockmaster to coordinate the deliveries for the buildings and loading dock usage. The quantity of loading docks provided is greater than the Zoning Ordinance requirement and supported by staff.

Secure bicycle parking, lockers, and showers are provided in both buildings on the ground floor directly accessed from the sidewalk. A total of 500 secure bicycle spaces are provided across both buildings that will be accessible for office and retail employees, greatly exceeding the required 352 spaces. Showers and lockers are provided adjacent to the bicycle facilities in each building for ease of use. In addition, 120 visitor bicycle spaces are located around the site. The quantity and location of the bicycle spaces, showers, and lockers are supported by staff.

Sidewalks: The project proposes to construct new sidewalks with the build-out of the new street grid. South Eads Street is proposed to have a minimum 12' clear width and all of the other sidewalks will provide a minimum 10' clear width. Along all the street frontages there will be landscaping and various streetscape elements including benches, seating areas, planters, trees, bicycle racks and street lights. The sidewalk on South Eads Street is proposed to be approximately 30' wide, with a 12' minimum clear sidewalk, enhanced landscaping and areas for

both public social use and private café seating. This is a part of the larger South Eads Street linear park that extends along the frontage of Met Park 4/5 and will be continued by this project down to 15th Street South. The proposed sidewalk widths, streetscape elements, and South Eads Street linear park are consistent with the Metropolitan Park Design Guidelines and supported by staff.

Public Transit: The project site is conveniently located between the Pentagon City and Crystal City Metrorail stations. Both stations are within walking distance of the site; the Pentagon City station is the nearest to the site and is located two (2) blocks west of the site along 12th Street South. Numerous bus lines are located along the project frontage and within the surrounding area. The three (3) existing bus stops, two (2) on South Eads Street, and one (1) on 15th Street South, are proposed to be relocated slightly to be adjacent to the intersection. The proposed bus stops will be upgraded to include a bus shelter and ADA accessible boarding area on a floating bus island to eliminate bicycle and bus conflicts. The bus stop locations and designs are supported by staff.

Bicycle Access: The Arlington County Board adopted an update to the Master Transportation Plan Bicycle Element and amendment to the MTP Map Bike and Trail Network section on April 23, 2019. The Bicycle Element outlines goals and policies to direct the County to approach bicycling throughout the County for all individuals. These goals include providing an environment to bicycle safely and comfortably, providing accessible routes throughout the County, and maintaining the infrastructure. As part of the proposed development, existing bike lanes on South Eads Street and 15th Street South are being upgraded to be protected bike lanes with either a median buffer (along the project frontage) or a striped buffer area with curb delineators separating the bicycles and vehicles. These facilities are being provided along the project frontage, and additionally further to the north and east of the project site. Protected intersections and floating bus islands are also being provided. This totals approximately 0.25 miles of protected bike lanes with a median buffer. Additionally, a 15-dock bikeshare station is being proposed at the southeast corner of 15th Street South and South Eads Street. These bike lanes provide connections to existing buffered bike lanes on South Eads Street to the Four Mile Run Trail and existing bike lanes on 15th Street South to South Joyce Street and Army Navy Drive. As part of a County project, the eastern section of South Eads Street from Army Navy Drive to 12th Street South is currently being designed to provide protected bicycle lanes. Additionally, as part of the Army Navy Drive Complete Street project, Army Navy Drive from South Joyce Street to 12th Street South is currently in design to be reconfigured within the current right of way and will include a two-way bicycle facility on the south side of the street and travel lane reconfigurations. With the proposed improvements as part of this project and other nearby proposed improvements, bicycle facilities will provide access to the surrounding neighborhood and trail system. The bicycle facilities proposed along the project frontage and additional off-site improvements are supported by staff.

Adopted Plans and Policies: The following regulations, plans, and guiding documents are applicable to development on this site (in order of most general guidance to the most specific):

- *General Land Use Plan (GLUP);*
- “C-O-2.5” Zoning Ordinance Regulations;

- *Arlington Retail Plan*;
- *Pentagon City Master Development Plan* and associated Phased Development Site Plan approvals and conditions; and the
- *Metropolitan Park Project Booklet* and *Metropolitan Park Design Guidelines*;
- *Eads Street Linear Park recommendations as adopted by the County Board July 16, 2016.*

GLUP: The Pentagon City PDSP is designated a “Coordinated Development District” (GLUP Note 4). Most of Pentagon City, including the Metropolitan Park site, is designated in a striped pattern on the GLUP as $\frac{3}{4}$ “High-Medium” Residential (up to 3.24 FAR Residential) and $\frac{1}{4}$ “Medium” Office-Apartment-Hotel (Up to 2.5 FAR office density, up to 115 units/acre apartment density, up to 180 units/acre hotel density). The below is a table of the existing and proposed use mix within the Phased Development Site Plan area:

Table 3: Use mix within Pentagon City PDSP

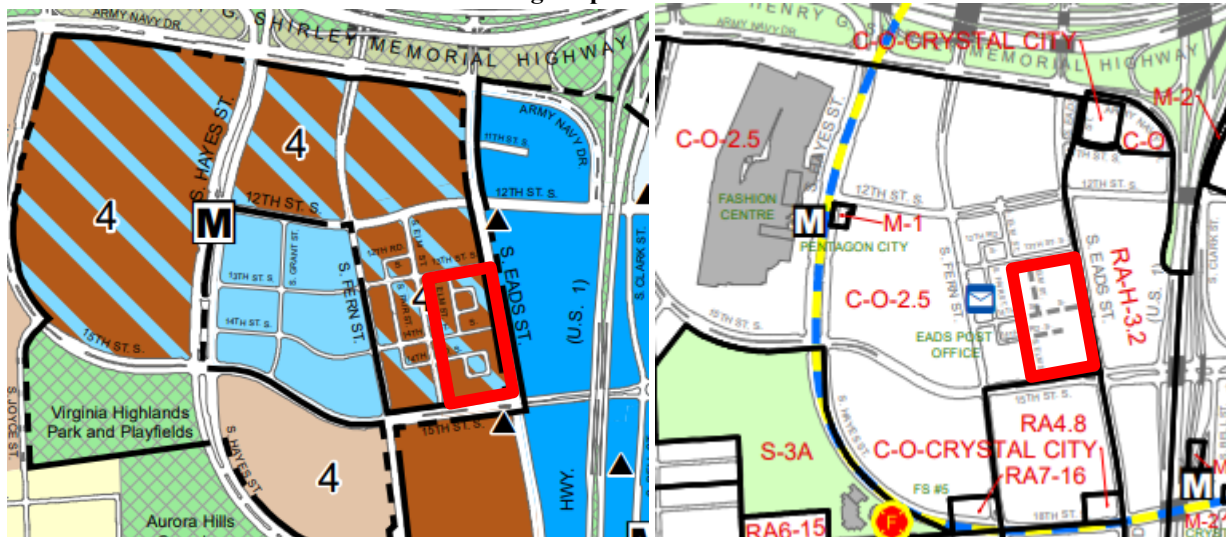
	Office	Commercial	Hotel	Residential
Existing Entitled Development⁶	27%	14%	6%	53%
With this proposal	43%	13%	6%	38%

While the proposed use mix in the Pentagon City PDSP may increase the proportion of office use, and reduce the proportion of residential use at this point in time, it is important to note that the Planning Division’s current work plan includes a forthcoming planning study to evaluate the western half of the Pentagon City PDSP area which will present an opportunity to consider appropriate use mixes as part of any future growth scenarios. Furthermore, additional residential development is planned in the immediate vicinity of Pentagon City in the area west of Richmond Highway.

Zoning: The site, and all of the Pentagon City Phased Development Site Plan (PDSP), is zoned “C-O-2.5”. The base density is calculated not on an individual parcel basis, but over the entire Pentagon City PDSP area. The County Board, through the Phased Development Site Plan conditions, has modified the height regulations of “C-O-2.5” to permit building heights of up to 22 stories in the PDSP area. The proposed site plan would be generally compliant with the regulations of the C-O-2.5 zoning district, as amended by the Phased Development Site Plan. If this site plan is approved, the total density of the Pentagon City PDSP will not exceed the total 2.5 FAR limitation of the C-O-2.5 zoning district.

⁶ Including Pen Place entitlements

Exhibit 11: General Land Use Plan and Zoning Maps



Arlington Retail Plan: The Arlington Retail Plan designates South Eads Street as a “Green” street, “where any retail uses or retail equivalents are optional”. The other streets are not envisioned for retail use by the Retail Plan but retail on such streets may be approved on a case by case basis “where limited retail is consistent with neighborhood character”. The applicant proposes 69,545 square feet of ground floor retail and retail equivalent uses between the two (2) buildings, mostly concentrated on South Eads Street. With the Met Park 6 building, facing the public open space, the applicant proposes a child care center open to the general public. Retail or retail equivalent uses are also proposed along 15th Street South. The proposed park-facing child care center and retail on 15th Street South are consistent with the site’s high-density mixed-use neighborhood character.

Pentagon City Master Development Plan and Phased Development Site Plan conditions: The Pentagon City Master Development Plan, adopted by the County Board in 1976, enumerates the planning goals and objectives for the Pentagon City PDSP:

1. Development should be compatible with existing and projected future growth;
2. A desirable mix of uses should be provided for a convenient live-work-shop relationship and for 24-hour vitality;
3. Lowest densities should be to the south, adjacent to SF Neighborhoods, highest densities should be to north and east for ease of access to arterials & Metrorail;
4. Community and recreation facilities should be located near existing residences;
5. A major retail center should be provided with a variety of commercial uses;
6. Building heights should be varied to break up the skyline;
7. Pedestrian circulation should be easy, and a balanced circulation system should be provided.

To implement these goals, the County Board adopted conditions for the entire Phased Development Site plan that divided the 116-acre Pentagon City tract into parcels, and allocated uses and densities among the various parcels. The conditions have been amended numerous times by the County Board since 1976, uses have been shifted from parcel to parcel, and

densities have been converted from one type of use to another, to accommodate changes in the market. However, the goals and principles have remained the same and relevant to any type of development.

The proposed development advances these principles by reintroducing a mix of uses onto the Metropolitan Park parcel (as envisioned in the original PDSP approval), concentrates the highest-density buildings on the easternmost part of Pentagon City, provides public open space near residences, provides varied building heights within Metropolitan Park and in the overall Pentagon City PDSP, and balances the transportation system by providing enhanced pedestrian and bicycle circulation and a new street grid to break up the typical Pentagon City superblock.

In addition to the proposed PDSP amendment, discussed above, to permit the conversion of residential density to office density, the applicant requests an amendment to the PDSP in order to permit the construction of two (2) office buildings of 22 stories, in the place of two (2) residential buildings of 22 stories, which are currently permitted. While the PDSP height allocations set the height cap in stories, not feet, a 22-story office building will be taller than a 22-story residential building, due to the requirement for higher ceiling heights for offices to accommodate utility needs. The proposed office buildings would be, at their tallest portions, 300 feet above average grade to the main roof. However, The Bartlett has a pool deck and other tenant amenities at the penthouse level above the 22nd floor, whereas the proposed penthouses at Metropolitan Park 6 and 7/8 will be used solely for mechanical equipment. The applicant has designed the buildings to respond to the tapering and stepback recommendations of the *Design Guidelines*. Furthermore, the pedestrian experience, with transparent ground floor retail, outdoor cafes, and an enhanced South Eads Street streetscape, would be similar to that provided by a residential building.

Metropolitan Park Project Booklet and *Metropolitan Park Design Guidelines*: The Booklet and Design Guidelines have guided the planning and phased development of the Metropolitan Park parcel of the larger Pentagon City PDSP since 2004, although they have not been formally adopted by the County Board in their entirety. The *Design Guidelines* also divided Metropolitan Park into 8 phases, with each phase responsible for a share of the buildout of the street network and provision of the central public open space.

The *Design Guidelines* have been amended from time to time, as site plans for the individual phases have been approved, to reflect the specific details of a proposed development more closely, but the general principles of the *Design Guidelines* remain the same:

- A comfortable urban environment well integrated with its surroundings;
- Walkable blocks set within a rational street grid;
- A central green for community enjoyment;
- Access to Metro and other mass transit;
- Well-detailed, carefully massed architecture meaningfully interacting with open spaces; and
- Streets activated with ground floor retail, park uses and multiple street-level residential entrances.

The applicant proposes an update to the *Design Guidelines* (attached) that reflects the proposed change of use from residential to office, and the combining of Phases 7 and 8 into one building, but otherwise the same guidance for massing, tapering, height, open space, and street grid, for previous phases still apply to the proposed buildings. The proposed site plan fulfills the guidance of the *Design Guidelines* by completing the proposed street grid, completing the planned central green while also adding additional public plaza space, provides ground floor retail and complementary uses that will enhance the relationship to the public open space, provides multiple pedestrian pathways through the site, and provides careful massing by providing a varied roofline and a series of stepbacks to concentrate the highest heights on the east side of the site, and tapering to lower-height development across 15th Street.

Exhibit 12: Existing Design Guidelines

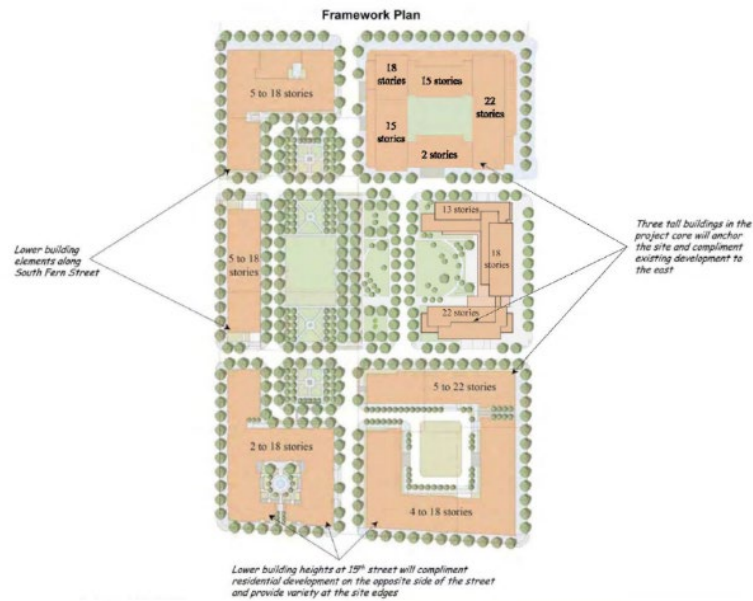
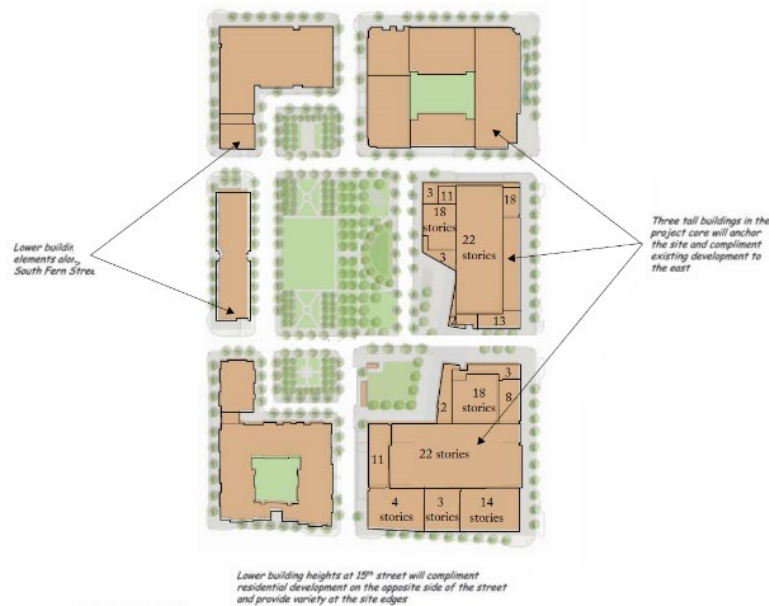


Exhibit 13: Proposed Amended Design Guidelines



Detailed guidance in the *Design Guidelines* relevant to Phases 6-8 includes:

Height and Massing:

- Building heights shall vary to break up the skyline.
- Buildings shall taper and step back from the streets.
- The building base will activate the streetscape and be scaled to enhance the pedestrian experience.
- Three residential buildings of up to 22 stories⁷ at their highest points on the east side of the site (facing South Eads Street where higher heights are planned for Crystal City), with a tapering down of height towards 15th Street South to the townhouse-style residential development across 15th Street (see illustration below).

One (1) residential building of 22 stories has already been constructed (The Bartlett). The applicant proposes a modification to the Phased Development Site Plan and Design Guidelines to reflect the proposed two (2) office buildings of 22 stories with varied heights that taper and step back from the streets. While the change from 22-story residential buildings to 22-story office buildings results in an increase in overall building height, the proposed buildings allow a greater amount of public open space than originally recommended in the *Design Guidelines*, while still implementing the tapering guidance and varied roof heights as recommended in the *Design Guidelines* throughout the development of Met Park over the years.

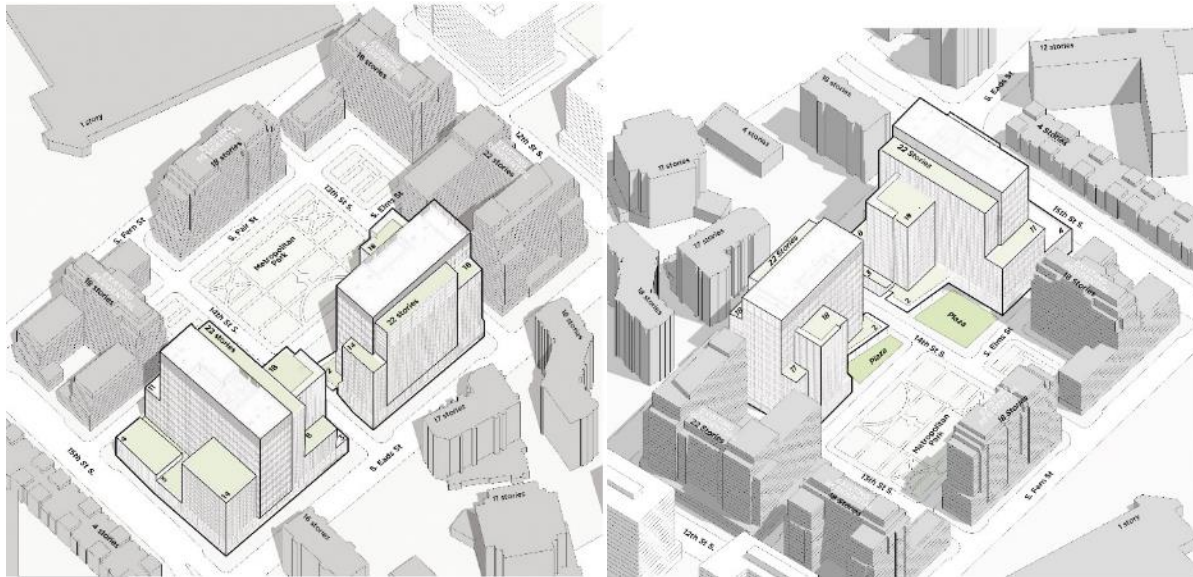
Ground floor design guidance from the *Design Guidelines* includes:

- Phase 6 is intended to provide the last .56 acres of the total 2-acre public Central Park, and an additional 5,000 square feet of public open space. Phases 7 and 8 was recommended to have a 10,000 square foot private internal open space for residents.
- Originally, the Design Guidelines envisioned ground floor retail mostly along South Fern Street and 12th Street South, however the Guidelines were amended in Phase 4/5 (the Bartlett) and Phase 6 (which was approved in 2016, but unbuilt) to reflect the proposals for retail along South Eads Street.
- Ground floor retail equivalents such as doctor's offices are permitted.

The applicant's proposed revisions to the *Design Guidelines* will provide a total of approximately 36,000 square feet of publicly accessible open space. The applicant has reconfigured the proposed Phase 7/8 building so that what was originally planned to be a 10,000 square foot private, internal open space is now an approximately 13,000 square foot publicly accessible open space adjacent to the central park. The applicant's proposed additional retail and retail equivalent program is appropriate for the amount of increased daytime activity that the office use will provide.

⁷ The *Design Guidelines*, as with the C-O-2.5 zoning ordinance, refers to maximum heights in stories rather than feet.

Exhibit 14: Axonometric views



The *Design Guidelines* recommend the following for street patterns parking and loading:

- A new street grid would be created, with primary, secondary, and tertiary streets.
- Parking garage and loading dock entrances should be located on internal tertiary streets, or along secondary streets but not be located along the park.

The proposed development will complete the planned street grid, with the exception of the dead-end street that is internal to Phases 7/8 (the subject of an associated Master Transportation Plan Map amendment). The proposed streets will be dedicated to the public as public access easements. Parking and loading will be from secondary streets not along the park.

The *Design Guidelines* makes the following architectural recommendations:

- Division into base, shaft and crown.
- Building material and color may vary from building to building to provide variety.
- Masonry and cast stone should be the predominant building material.
- At the ground floor, retail storefronts are encouraged to have individual design and signage, the street façade shall be a simple plane interrupted only by streets or building lobby access.
- Ground floor awnings and overhangs are encouraged.

While masonry and cast stone are not the predominant material, those materials are used in the base of the building (in dark colors) and dark terra cotta is used throughout the buildings for window mullions. To break up the perceived mass of the buildings (along with the previously mentioned tapering and varied roof lines, the applicant has varied the rhythm and various combinations of materials to create multiple subtly different façade styles that all relate to the whole. The ground level facades frame the streets and proposed plaza areas, retail (and retail equivalent) storefronts will be encouraged to have individual designs, and the applicant has incorporated ground floor awnings and overhangs.

Affordable Housing Guidance: The Pentagon City Master Plan and the *Metropolitan Park Design Guidelines* do not address the provision of affordable housing on this site; however, the applicant's proposed affordable housing contribution advances the County's adopted Goals and Targets for Affordable Housing, as part of the Affordable Housing Master Plan adopted by the County Board. This proposal meets Policy 1.1.1 of the County's Goals, Objectives and Policies of the County Board adopted Affordable Housing Master Plan, which states that resources for affordable housing production will be generated through the site plan development process. The applicant proposes a \$20 million contribution (amount is a combination of requirements of the Zoning Ordinance and as partial compensation for the additional density being requested). As proposed with the conditions, this contribution may be provided to the County in the form of a monetary contribution or through the conveyance of property that can support affordable housing creation or preservation. This commitment by the applicant presents a significant achievement of the goals of the Affordable Housing Master Plan and provides an opportunity for the preservation or creation of committed affordable housing units in the vicinity of the site.

Public open space: One of the major recommendations of the *Metropolitan Park Design Guidelines* is the creation of a major new public open space. In the *Design Guidelines* phasing plan, Phase 6 is intended to provide the last .56 acres of the total 2-acre central public open space, and an additional 5,000 square feet of public open space. Phases 7 and 8 were planned have a 10,000 square foot private internal open space for residents only.

The proposed development plan will dedicate to the public (in easement) the final section of the planned central open space. In addition, the proposed development will also dedicate to the public in easement two (2) public plazas, totaling approximately 18,000 square feet, facing the central park, for a net gain of 13,000 square feet of publicly accessible open space⁸.

Following site plan approval, as directed by the County Board, a community engagement process will shape the Park Master Plan (PMP) and Design Guidelines (as distinguished from the *Metropolitan Park Design Guidelines*) for the entire central public open space (this includes park master planning for the existing public spaces from previous phases and the extensions proposed with this site plan). This process would include contracting with design firms to assist with the planning, design and community engagement process. This process would include coordination with the Developer's design firm(s) to manage the planning, design and community engagement process. The potential design firm(s) for this process would be evaluated by the County prior to the Developer's final selection. A potential community engagement process (based on previous successful processes) could include:

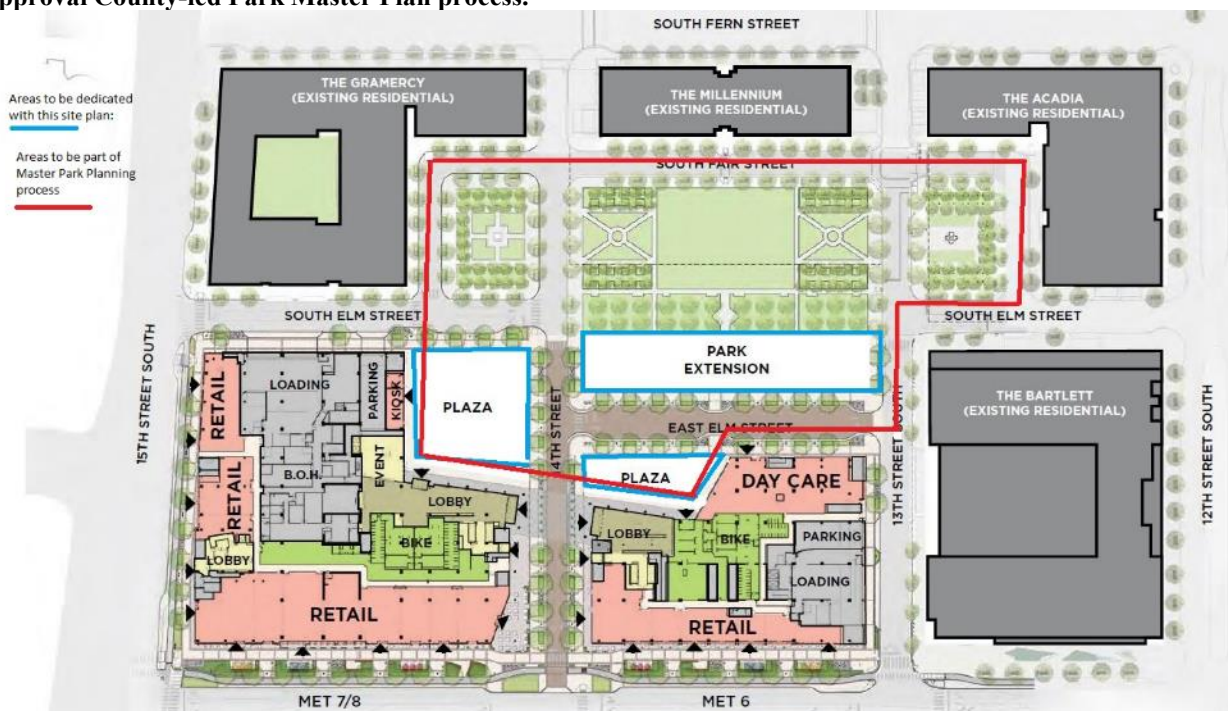
- Approximately three (3) engagement opportunities ("Collaborate" level)
- Background/data, visioning exercises, initial collection of community feedback
- Provide two (2) or more concepts for the park design
- Provide a refined concept plan for the park and introduce design guidelines
- Online questionnaire(s) to collect County-wide feedback (during engagement period)

⁸ The gross square footage of all proposed public open space does not include private space against the buildings designated for outdoor café dining.

- Park and Recreation Commission, Urban Forestry Commission, and Public Art Committee Review
- County Board Consideration of the final PMP and Design Guidelines

When the *Design Guidelines* were originally developed in 2004, the entire Metropolitan Park site was owned by a single developer, and the *Design Guidelines* did not contemplate the central open space being divided into separate ownership. The *Design Guidelines* also did not address the possibility of a Park Master Plan (PMP) process in the future, much less a planning process that involves multiple property owners. Therefore, in coordination with the construction of the Met Park 6 and 7/8 buildings, the applicant has committed to implement the results of the PMP for the entire 2-acre central open space including both the previously built and new areas. In addition, the applicant has agreed to the maintenance of the entire central open space in perpetuity, subject to approval by the owners of the Met Park 1, 2 and 3 buildings. The applicant's agreement to construct and maintain the entire central open space in Metropolitan Park is a significant commitment that goes above and beyond the recommendations and expectations of the *Design Guidelines* and other adopted County guidance for this area.

Exhibit 15: Areas of new public open space provided by this site plan, and the larger area subject to the post-approval County-led Park Master Plan process.

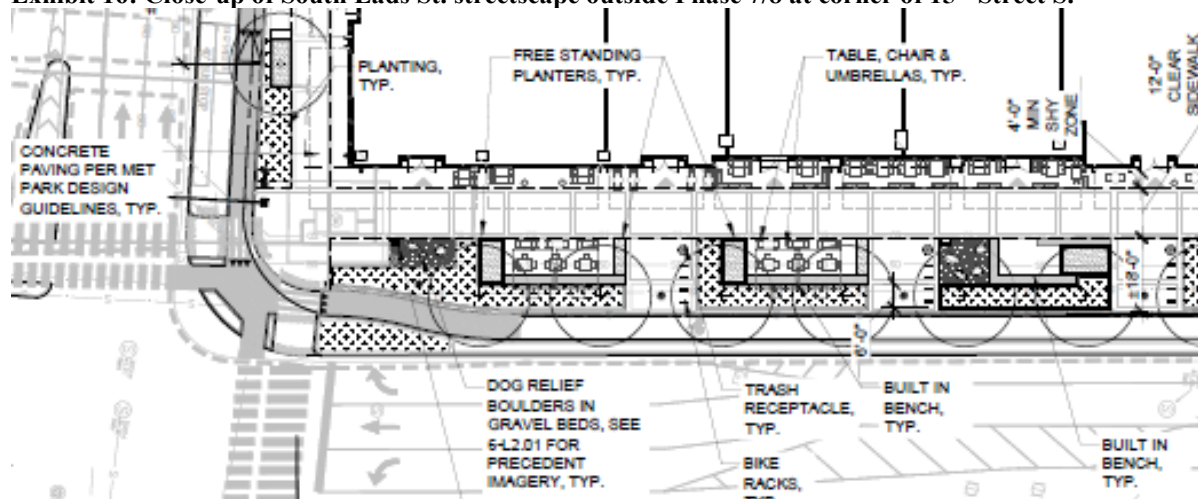


In addition, the County Board has adopted guidance for the development of the “Eads Street Linear Park”, which is an enhanced streetscape along South Eads Street that takes advantage of the width of South Eads Street while not conflicting with an existing 84-inch storm sewer located underneath the sidewalk zone. The guidance stated that “Streetscape design quality shall be greater than or equal to that provided for in Metropolitan Park Phase 4/5, including a landscaped passive use zone or zones that are equivalent in quality of design and which allow for public use, including but not limited to café seating associated with retail spaces, passive seating, public art, or programming” and to “create open, flexible spaces for seating to encourage social activity and

“consider opportunities for intimate spaces for seating.” Consistency of materials in paving and furniture is recommended. A consistent 10-foot clear path between phases and a two-foot shy zone are recommended. Berms are recommended for greater planting depth “while maintaining visibility to retail spaces”. The recommendations also provide ways to animate the street at night. “including overhead string lights.”

The applicant proposes a streetscape design along South Eads Street that continues the creative design along the frontage of Met Park Phase 4/5 (the Bartlett) by incorporating built-in benches along the planting berms, shielded from the protected bicycle lane, to create intimate “rooms” for social use. Movable seating may also be placed in the “rooms”. A four (4) foot shy zone against the building will accommodate outdoor cafes for exclusive tenant use. In between the café/shy zone and the rooms will be a 12-foot clear pedestrian zone. At street corners, the applicant will provide innovative dog relief areas in gravel beds to discourage the use of plantings. Materials used, including paving, will generally be in accordance with the *Design Guidelines* and consistent with that of Met Park 4/5.

Exhibit 16: Close-up of South Eads St. streetscape outside Phase 7/8 at corner of 15th Street S.



Modification of Use Regulations: The applicant requests the County Board modify the following use regulations:

Modification for Additional density above base density (ACZO Sect. 15.5.9): In accordance with the recently approved Zoning text amendment to Zoning Ordinance Section 15.5.9., the applicant is requesting approximately 586,000 square feet of additional density above the base density, as calculated through the conversion of use allocation, by proposing a mixture of sustainable building design, contributions to affordable housing, off-site transportation improvements, public open space enhancements, and other community features. The applicant is not requesting additional height beyond the 22 stories already recommend for this site.⁹ The details of how this additional density is being earned by the applicant is discussed later in this report.

⁹ The proposed additional density will also be reflected in Condition #2 of the Pentagon City PDSP.

Modification for exclusions from gross floor area (ACZO Section 15.5.7.A, and 18.2): The applicant is requesting the following exclusions from gross floor area:

Type	Area (square feet)
Below-grade Building Service	53,897
Areas open to the floor below	134,589
Mechanical Shafts	32,357
Below-grade Storage	13,853
Total	234,696

The proposed exclusions from gross floor area are in accordance with the [Zoning Administrator’s advice on density exclusions in site plan projects](#), and these areas do not add to the height, bulk, or mass of the building.

Modification of required office and retail parking ratio (ACZO Sections 15.5.7.A., 7.12.5.A and 14.3.7.A): The applicant requests a Zoning modification for the office and retail parking ratio to one (1) space for every 1,125 square feet for office, retail or retail equivalent uses.

The proposed project parking ratio of 1:1,125 SF which is less than the Pentagon City PDSP Parking Ratio of 640 SF per 1,000 SF of office gross floor area and the *Reduced Parking Policy for Site Plan Office Buildings (Office Parking Policy)* ratio of 1:975 SF approved by the County Board in December 2013. Two (2) site plans have been approved for office use that applied the new *Office Parking Policy*, however neither building has been constructed. This will be the first office building anticipated to be constructed required to follow the *Office Parking Policy*. Per the *Office Parking Policy*, mitigation is in the form of a contribution

“used either for transportation demand management (TDM) programs for the specific property, for operating costs for transit that serves the property and/or for transportation infrastructure supporting transit, biking and walking serving the property. The decision regarding the specific mitigation is based on the characteristics of the building and the infrastructure needs in the area.”

The *Office Parking Policy* further states:

“in the event, the County requested a developer provide less parking than the developer proposed, and the developer agreed, no mitigation contribution would be expected for the reduction from the developer-proposed ratio, as requested by the County.”

As discussed in the Transportation Section of this report, the project site is located in a transit, biking, and walking rich environment. The site is in close proximity to two (2) Metrorail stations, has three (3) bus stops along the project frontage served by numerous bus routes, and has an extensive network of sidewalk and bicycle facilities along the project frontage that will be enhanced through this project. The sidewalk and bicycle facilities provided with this project will connect to existing facilities within the area and provide access to the neighborhood and trail system. With the vast array of public and active transportation options around the site and a

robust Transportation Demand Management (TDM) program for the office employees, County staff supports an office, retail, and retail equivalent parking ratio of 1:1,125 with no mitigation contribution.

Modification of penthouse height (ACZO Sections 15.5.7.A. 3.1.6.B.1 and 7.13.D.1.): The applicant requests a modification of the Zoning regulations to permit mechanical penthouses in each building that is 29.5 feet in height. Zoning Ordinance Section 3.1.6.B.1. permits mechanical penthouses above the main building roof height limit, but they are limited to no more than 23 feet in height above the main roof. The “C-O-2.5” regulations of the Zoning Ordinance (in Section 7.13.D.1.) also permit the County Board, by site plan, to permit parapet walls to screen a mechanical penthouse, which may be enclosed and shall not count as a story, and elevator service may be permitted to the penthouse. The applicant’s proposed penthouse will be for purely mechanical purposes, and the additional six-and-a half (6.5) feet of height is necessary to screen the applicant’s high-speed elevator overruns and are in accordance with the permissible penthouses uses in the “C-O-2.5” regulations.

Site Plan Improvements and Community Benefits: The applicant proposes to construct two (2) office buildings as the final three (3) phases of the Met Park development rather than three (3) residential buildings. This project has been evaluated throughout the public review process with a focus on how it could mitigate the level of development proposed with these office buildings. With the proposal, the applicant has requested no additional height as the Pentagon City PDSP already allocates two (2) additional 22-story buildings for this block (PDSP Parcel 3). However, with the conversion of use of the remaining 1,403 residential units allocated to this block, there remains a difference of 585,747 gross square feet of development that the applicant requests in order to fill the volume of the two (2), 22-story buildings. Arlington County Zoning Ordinance Section 15.5.9 (as recently amended) allows for the achievement of additional density when such density requested above the base amount for the site is earned through contributions oriented towards achieving County goals associated with affordable housing initiatives or community facilities.

Those site improvements that this project will provide as a means of mitigating the overall impacts of the project include the following:

- Transportation improvements including:
 - Installation of new traffic lights at:
 - 13th Street South and South Eads Street;
 - 14th Street South and South Eads Street;
 - 15th Street South and South Elm Street;
 - Traffic signal upgrade at 15th Street South and South Eads Street;
 - New segment of 14th Street South between South Elm Street and South Eads Street;
 - New segment of South Elm Street between 13th Street South and 14th Street South;
 - Enhanced protected bicycle facilities on:
 - 15th Street South between South Elm Street and South Eads Street (North side);

- South Eads Street between 13th Street South and 15th Street South (West side);
- Three (3) floating bus islands with shelters;
- Street restriping on:
 - 13th Street South between South Elm Street and South Eads Street;
 - 15th Street South between South Elm Street and South Eads Street;
 - South Eads Street between 13th Street South and 15th Street South;
 - South Elm Street between 14th Street South and 15th Street South;
- Transportation demand management strategies including:
 - Ground floor secure bicycle facilities in excess of the site plan standard, showers and lockers for office and retail employees;
 - Metro SmarTrip cards for all on-site employees including retail employees;
 - On-site transportation coordinator;
- Streetscape improvements including sidewalks and landscaping in accordance with the recommendations of the *Metropolitan Park Design Guidelines* and Eads Street Linear Park guidelines;
- Utility improvements;
- Sustainable design commitments (LEED Platinum Certification);
- Affordable housing contribution consistent with ACZO Sect. 15.5.8 (approximately \$7.5 million);
- Public open space improvements:
 - Constructing, maintaining, and granting public easements for park purposes to approximately 36,000 square feet of new public open space, for a total of over 2 acres of public open space in Metropolitan Park (exclusive of public sidewalks);
- Installation of In-building wireless communication systems, a public safety priority;
- Completion of the Metropolitan Park block and the planned street grid and open space;
- A rebalancing of uses within the Pentagon City PDSP, especially within the Metropolitan Park block, by replacing a large single use district with a mix of office and residential uses;
- Additional retail and retail equivalent uses including a planned child care center (subject to an operator being found and obtaining of a use permit);
- A Public Art Fund contribution or on-site public art with a value of \$225,000; and
- Excellence in architectural design and continuation of height and taper recommendations of the *Design Guidelines*.

In addition, the following elements are being committed by the applicant as additional community benefits that are associated with the density requested by way of ACZO Sect. 15.5.9:

- Affordable housing contribution:
 - Combined contribution of \$20 million (includes base ACZO amount of \$7.5 million) that will be provided either as a phased cash contribution or as a lump sum for a County project that supports the creation or preservation of committed affordable housing units;
- Public open space improvements including:

- Provision of the final sections of the central public open space within the Metropolitan Park development, for a total area of public open space for park purposes (exclusive of public sidewalks) of over 2 acres;
- Commitment to fund the public process for the complete redesign of the entire 2-acre central open space within the Metropolitan Park development
- Construction and maintenance of the entire 2-acre central open space;
- Off-site transportation improvements:
 - Construction of an enhanced protected bike lane on South Eads Street across the frontage of the Met Park 4/5 building;
 - Construction of a protected bike lane on 15th Street South between South Elm Street and South Eads Street on the south side of the road;
 - Construction of a protected bike lane on 15th Street South between South Eads Street and Richmond Highway on both sides of the road;
 - Installation and operations and maintenance costs for 10 years of a new 15-dock Capital Bikeshare station;
 - Intersection improvements, including restriping and median modification between South Eads Street and Richmond Highway;
- Public use of the building's event space (capacity of approximately 700 people) for County sponsored uses at least four times per year at no charge; and
- Sustainable design commitments in furtherance of CEP goals, in addition to LEED Platinum achievement for both buildings, to be all electric and not use combustible fuels except for emergency back-up power and commercial kitchen cooking purposes.

Site Plan Amendment to Metropolitan Park Phases 1, 2 and 3: The applicant also requests a minor amendment to the site plans for Metropolitan Park Phases 1, 2 and 3 to amend the condition that requires that all streets in those phases be conveyed to the County in fee simple upon issuance of a Certificate of Occupancy for the final phase of development within Met Park, which will be the Met Park 7/8 building.

The underground garages for Metropolitan Park Phases 1, 2, and 3 were constructed under parts of the sidewalk and street network, despite this not being the County's current standard practice. Typically, parking garages are located under the building to minimize any issues with settling of the road and sidewalk surfaces and to provide an area for installation of public and private underground utilities and infrastructure as needed to serve the transportation network and enhance the pedestrian environment. Examples of these items include: traffic signal poles, street lights, street trees, and underground utilities for power, water, and storm sewer systems. Typically, the street section, generally defined as the area between the curbs, is within the County right-of-way resulting in the County controlling the area and responsible for maintenance and management of the streets. If there is a portion of a garage located underneath the street the developer is required to dedicate an easement to the County to provide the County management of the street and the developer is required to maintain the street, including snow removal.

When Metropolitan Park Phases 1, 2, and 3, were approved by the County Board, the developer dedicated an easement to the County for the sidewalk and streets; however, a Site Plan condition was included that required the streets be dedicated to the County prior to the first Certificate of Occupancy for Tenant Occupancy for the last phase of the block. As this project represents the

last phases of the block, the Site Plan conditions are being reevaluated by staff. Staff does not support the dedication of the streets that have any portion of garage underneath to be consistent with current practice. Upon review of the existing garage, curb, and easement locations, the only streets that do not have garage underneath are the section of South Elm Street between 15th Street South and 14th Street South and 14th Street South between South Fern Street and South Elm Street. In discussions with the current owners of Metropolitan Park Phases 1, 2, and 3, they want to maintain the current arrangement and retain maintenance responsibility of the streets within their purview. As there are only two (2) street segments that potentially would be dedicated to the County, and the developer wishes to remain responsible for maintenance, County staff supports the removal of the Site Plan condition to require dedication of all the streets within the Metropolitan Park area.

PUBLIC ENGAGEMENT:

Level of Engagement:

Communicate, Consult, and Involve

This level of engagement is appropriate because the applicant proposes a site plan development and rezoning which were the subject of considerable public review and discussion through the site plan review process.

Outreach Methods:

- Public notice was given in accordance with the Code of Virginia §15.2-2204. Notices of the County Board hearing on the phased development site plan amendment and site plan amendments were placed in the November 19, 2019, and November 26, 2019, issues of the Washington Times for the December 14, 2019, County Board Meeting.
- Placards were placed in various locations surrounding the subject property within seven (7) days of the public hearing, in accordance with ACZO Section 15.1.3.B.

In addition to the above legal requirements:

- Individual letters outlining the project description and public hearing details were mailed to surrounding property owners of the subject property.
- Civic associations and adjacent property owners were informed of the application via email communication. The subject property is located within the Aurora Highlands Civic Association and is adjacent to the Crystal City and Arlington Ridge Civic Associations. Representatives of the above Civic Associations, as well as the Crystal City Citizen Review Council were members of the Long Range Planning Committee and the Site Plan Review Committee.
- The development proposal was reviewed at one (1) Long Range Planning Committee meeting and three (3) Site Plan Review Committee meetings between July and

October 2019. In addition, the meetings were preceded by a community forum in July 2019, hosted by the Planning Commission, where the proposed development was introduced, County staff and the applicant made presentations, and the public review process was explained to the community. After the presentations, County staff and applicant representatives were stationed around exhibits of various aspects of the proposal and answered questions from the attendees.

- County staff created and maintained a project page for the proposed development on the County website with project information and meeting materials, which is standard practice for site plan projects.

Community Feedback:

The project has been reviewed by the following advisory groups and review committees:

Long Range Planning Committee (LRPC): As described above, there was one (1) meeting of the LRPC in July 2019 on the proposed change to the uses for these parcels in Phased Development Site Plan from residential use to office use. Major topics of discussion included:

- The impact of reducing the number of dwelling units at this location of Pentagon City and adding office use;
- Compatibility of the use and building heights on surrounding uses and on the Central Park.

Site Plan Review Committee (SPRC): As described above, the SPRC held three (3) meetings on the proposed site plan between July and October 2019. Major topics of discussion at the SPRC meetings included:

- Building massing;
- Energy efficiency;
- Transportation issues including protected bicycle lanes and pick up and drop off areas; and
- Accessibility issues for those with disabilities.

During the SPRC process, based on feedback from members of the Committee and from the public, the applicant made significant changes to the proposed sustainability program and to the proposed on-street bicycle facilities around the site. The applicant had originally only committed to achieving LEED Gold certification. Members of the SPRC and the public urged the applicant to reach higher, and by the last SPRC the applicant was ready to commit to achieving LEED Platinum.

In addition, at the start of the SPRC process, the applicant was proposing a protected bike lane on only the South Eads Street frontage of the project. Again, there was significant feedback, from the SPRC and members of the public, that 15th Street was a major corridor for cyclists travelling east-west, and that the volume and speed of motor vehicle traffic on 15th Street was a barrier to not only existing cyclists but to encouraging people to cycle between Crystal City and

Pentagon City. At the last SPRC meeting in October, the applicant, with assistance from County staff, presented a new design that reallocated the street and sidewalk areas to accommodate an enhanced protected bike lane on 15th Street South and South Eads Street along the project frontage.

Environment and Energy Conservation Commission (E2C2): This item was heard at the October 28, 2019, E2C2 meeting. The project was presented, and the Commission members asked questions on the sustainability aspects of the projects. A large focus of the discussion was on the building design and operations.

Disability Advisory Commission (DAC): The DAC considered the subject requests at their November 19, 2019, meeting. The DAC was generally supportive of the project and had several questions and suggestions for accessibility considerations. Particularly, there was concern about accessibility and wayfinding of the second-floor lobby and curbside drop-off for paratransit and cabs with the bike lane design.

Parks and Recreation Commission (PRC): The PRC considered the subject requests at their November 19, 2019, meeting, and the PRC expressed general support of the proposed open space and the future Park Master Plan process. A letter to the County Board will be provided.

Transportation Commission (TC): The TC heard the item at their November 25, 2019, public hearing. The TC voted 10-1 to support the subject applications.

Planning Commission (PC): The PC considered the subject requests at their December 2, 2019, public hearing. On separate votes, the PC voted unanimously 12-0 to recommend that the County Board approve the proposed Master Transportation Plan Amendment, the proposed Phased Development Site Plan Amendment, and the proposed site plan amendment to Metropolitan Park Phases 1-3. The PC also voted 11-1 to recommend to the County Board that the County Board approve the site plan amendment for Met Park Phases 6 & 7/8 with the following proposed amendments:

PC Recommendation: The PC recommended on a vote of 9-2-1 to recommend that the County Board include a site plan condition that codifies the Met Park park master planning process, including developer contribution of at least \$14 million for planning and construction; and park construction concurrent with office building construction; and park maintenance in perpetuity.

Staff Response: Such a condition is included in the conditions to be considered by the County Board.

PC Recommendation: The PC recommended on a vote of 11-1 to recommend that the County Board add a site plan condition that memorializes the parameters of public access to the meeting space (either directly or by incorporating an agreement between the County and the applicant); the condition should confirm the number of annual County uses and annual community uses, as well as communicate to the public what access the public will have to utilize the meeting space, under what conditions and parameters, how access will be scheduled and coordinated, whether

the meeting space will be available for election polling, and how the public might utilize the meeting space for smaller events that do not require the whole space.

Staff Response: The County Board staff report includes a proposed condition regarding public access to the conference center.

PC Recommendation: The PC voted 9-2-1 to recommend to the County Board that the County Board add a site plan condition that memorializes the intent of the staff report in regard to affordable housing, off-site transportation, day care and open space requirements set forth in its December 2nd Staff Report.

Staff Response: The County Board staff report includes proposed conditions that will memorialize the staff report's statements with regard to the affordable housing contribution. Off-site transportation improvements had already been incorporated by staff in proposed Conditions 19 and 55. A condition about open space requirements associated with the child care use is included in the County Board staff report.

Citizens Advisory Commission on Housing (HC): The HC heard the project as an action item at the December 5, 2019, meeting and voted 7-1 in support of the project. A few members of the Commission expressed desire for the \$20M contribution to be an AHIF contribution, rather than for use for a specific affordable housing project in the vicinity of the site. Some thought the contribution should be subject to the existing NOFA process and that it should be available for use anywhere in the County. However, there were also some members that expressed support for the option to use the \$20M for a specific project in the vicinity of the site. The Commission asked staff to better define the term "vicinity."

Staff responded that the Met Park 6-8 site is proximate to the boundaries of the Crystal City Sector Plan (the Plan), adopted by the County Board in 2010, which includes the provision of affordable housing as a critical objective. The Plan emphasizes that where it is not feasible to achieve units in Crystal City, consideration may be given to achieving the associated affordable units in nearby areas also served by transit, such as Pentagon City. Furthermore, the Plan has a goal of achieving between 550 to 1,200 additional committed affordable housing units (CAFs) in the area. Since County Board adoption, there have been only 69 CAFs approved in the Crystal City and Pentagon City areas. The inclusion of the option to use the \$20M contribution for a specific project in the vicinity of the Met Park 6-8 site would help the County meet the affordable housing goals of the Plan.

CONCLUSION: The applicant's proposed Phased Development Site Plan amendment and site plan proposal advance the principles of the Pentagon City Master Development Plan by reintroducing a mix of uses onto the Metropolitan Park parcel (as envisioned in the original PDSP approval), concentrates the highest-density buildings on the easternmost part of Pentagon City, provides public open space near residences, provides varied building heights within Metropolitan Park and in the overall Pentagon City PDSP, and balances the transportation system by providing enhanced pedestrian and bicycle circulation and a new street grid to break up the typical Pentagon City superblock. The proposals also advance the overarching principles of the *Metropolitan Park Design Guidelines* with a rational street grid, the completion of the central public open space, architecture that is carefully massed and responds to its surroundings,

well-detailed, carefully massed architecture meaningfully interacting with open spaces; and activated streets.

The applicant's request for additional density is appropriate as the proposed contributions to open space, affordable housing, and off-site transportation improvements are based in policies adopted by the County Board such as the Master Transportation Plan, Public Spaces Master Plan, and the Affordable Housing Master Plan, and the contributions are adequate exchanges for the additional density, the impacts of which are properly mitigated. The applicant's agreement to construct and maintain the entire 2-acre public central open space (subject to approval by adjacent landowners), and the applicant's participation in a Park Master Planning process goes above and beyond the recommendations of the *Metropolitan Park Design Guidelines* and other adopted County plans. In addition, the applicant's proposed contribution of \$20 million in phases or in a lump sum to the County to support the preservation or creation of committed affordable housing units represents a significant achievement of the goals of the Affordable Housing Master Plan. The proposed modification for parking ratio is appropriate for the site and is consistent with the *Reduced Parking Policy for Site Plan Office Buildings*. The proposed density exclusions are appropriate as they do not add to the height, bulk, or massing of the site and permit an improved façade design. The proposed modification for mechanical penthouse height improves the aesthetics of the proposed buildings by completely screening the high-speed elevator overrun. The proposed site plan amendment to Phases 1, 2 and 3 is consistent with current County policy regarding streets that have private garages underneath them.

For all the reasons stated in this report as to how the project is consistent with the County's adopted plans and policies, staff therefore recommends the County Board adopt: 1) the attached ordinance to amend the PDSP #105 to amend Conditions #2 and #54, subject to all previous conditions and the amended conditions of the attached ordinance; 2) adopt the attached ordinance to approve an amendment to SP #105; SP-9 for Metropolitan Park Phases 6, 7 & 8 to construct two (2) 22-story office buildings of approximately 2.152 million square feet of gross floor area including ground floor retail and retail equivalent uses, with a shared underground parking garage, and modifications of use regulations including required parking, additional density, exclusions from gross floor area, penthouse height and other use modifications as necessary to achieve the proposed development plan, subject to the conditions of the attached ordinance; and 3) to approve a site plan amendment to SP #105; SP-9 to Metropolitan Park Phases 1, 2 and 3 to eliminate the requirement to convey certain streets to the County in fee simple, subject to all previous conditions and the amended conditions in the attached ordinance.

PHASED DEVELOPMENT SITE PLAN AMENDMENT ORDINANCE

WHEREAS, an application for a Phased Development Site Plan Amendment dated June 21, 2019 for Phased Development Site Plan #105, was filed with the Office of the Zoning Administrator; and

WHEREAS, the Planning Commission held a duly advertised public hearing on that Phased Development Site Plan Amendment on December 2, 2019 and recommended that the County Board approve it, subject to all previously adopted and proposed revised conditions and has provided a letter dated December 10, 2019; and

WHEREAS, as indicated in Staff Report[s] prepared for the December 14, 2019 County Board meeting and through comments made at the public hearing before the County Board, the County Manager recommends that the County Board approve the Phased Development Site Plan Amendment subject to all previously adopted conditions and the proposed revised conditions as set forth in the Staff Report[s]; and

WHEREAS, the County Board held a duly-advertised public hearing on that Phased Development Site Plan Amendment on December 14, 2019 and finds, based on thorough consideration of the public testimony and all materials presented to it and/or on file in the Office of the Zoning Administrator, that the improvements and/or development proposed by the Phased Development Site Plan Amendment:

- Substantially complies with the character of master plans, officially approved neighborhood or area development plans, and with the uses permitted and use regulations of the district as set forth in the Zoning Ordinance; and
- Functionally relates to other structures permitted in the district and will not be injurious or detrimental to the property or improvements in the neighborhood; and
- Is so designed and located that the public health, safety and welfare will be promoted and protected.

NOW THEREFORE, BE IT ORDAINED that, as originally requested by an application dated June 21, 2019 for a Phased Development Site Plan Amendment (SP #105) to the Pentagon City Phased Development Site Plan to revise Conditions #2 and 54 to convert the remaining allocation of residential dwelling units for Parcel 3 of the PDSP to office and commercial gross floor area, and to permit two (2) office buildings of 22 stories in height each, for the parcels of real property known as 1201-1429 S. Fern Street; 1232- 1450 S. Eads Street, 520 12th Street S.; and 501 and 525 15th Street S. (RPC# 35-003-001 through -008, -015 through -021, -023; -840; and -PCA), approval is granted and the parcels so described shall be used according to the Phased Development Site Plan Amendment Application, subject all previous conditions and with Conditions #2 and 54 amended as follows:

2. The following is a summary of the approved uses and densities by Parcel for the Pentagon City Phased Development Site Plan as approved by the County Board on ~~November 16, 2013~~December 14, 2019:

Parcel	Office GFA (square feet)	Comm. GFA (square feet)	Hotel Units	Res. Units	Park
1A/2A	-	300,000	-	830	-
1B/2B	172,000	1,080,200	366	-	-
1C	1,078,000	-	-	-	-
1D	1,809,000 ¹	50,000	599	300 ²	-
2C	-	-	-	624	-
3	<u>2,082,566</u>	100,000 <u>146,481</u>	-	<u>1,809</u> ³ <u>3,212</u>	-
4	-	-	-	-	Park
5	-	2,500	-	820	-
Totals	<u>3,059,000</u><u>5,141,566</u>	<u>1,530,200</u><u>1,579,181</u>	<u>966</u><u>965</u>	<u>5,786</u><u>4,083</u>	Park

1) In the event of the development of 300 residential units on Land Bay C-East of Parcel 1D, the available office GFA shall be decreased by the GFA approved for the residential building.

2) In the event of the development of an office building on Land Bay C-East of Parcel 1D, the residential units allocated in the density table shall not be available for development on Parcel 1D, or elsewhere.

~~3) Up to fifty (50) residential units on Parcel 3 may be used for hotel use and may be arranged for short term stays of less than thirty (30) days for rent or lease. The use of residential units for hotel use is a temporary use that has been approved for a limited two (2) year period, and not longer, and will terminate on December 31, 2018 without further action by the County Board.~~

54. At the time of final site plan, building heights of up to 22 stories for not more than ~~six~~ five apartment and/or hotel buildings, and two (2) office buildings shall be considered, for the purpose of improving the overall design without increasing density. In addition, at the time of final site plan, building heights only on Parcel 1D shall be considered to include two (2) office buildings to 22 stories, one (1) office building up to 19 stories, one (1) office building up to 16 stories or in its place one (1) residential building up to 18 stories, and one (1) hotel building up to 18 stories.

SITE PLAN AMENDMENT ORDINANCE (Phases 6, 7 and 8)

WHEREAS, an application for a Site Plan Amendment to SP #105; SP-9, dated June 21, 2019 was filed with the Office of the Zoning Administrator; and

WHEREAS, the Planning Commission held a duly advertised public hearing on that Site Plan Amendment on December 2, 2019 and recommended that the County Board approve it, subject to numerous conditions and has provided a letter dated December 10, 2019; and

WHEREAS, as indicated in Staff Report[s] prepared for the December 14, 2019 County Board meeting and through comments made at the public hearing before the County Board, the County Manager recommends that the County Board approve the Site Plan Amendment subject to numerous conditions as set forth in the Staff Report[s]; and

WHEREAS, the County Board held a duly-advertised public hearing on that Site Plan Amendment on December 14, 2019 and finds, based on thorough consideration of the public testimony and all materials presented to it and/or on file in the Office of the Zoning Administrator, that the improvements and/or development proposed by the Site Plan Amendment:

- Substantially complies with the character of master plans, officially approved neighborhood or area development plans, and with the uses permitted and use regulations of the district as set forth in the Zoning Ordinance and modified as follows:
 - **Modification to reduce the required office parking ratio to 1:1,125 (ACZO Sections 15.5.7.A, 7.12.5.A and 14.3.7.A);**
 - **Modification to reduce the required retail parking ratio to 1:1,125 (ACZO Sections 15.5.7.A., 7.12.5.A and 14.3.7.A); after exclusion for proximity to Metrorail station entrance (ACZO 14.3.6.);**
 - **Modification for additional density of 585,747 square feet for sustainable design, contributions to public open space, affordable housing, and transportation improvements (ACZO Section 15.5.9.);**
 - **Modification from the maximum penthouse heights of 23 feet to 29.5 feet (ACZO Sections 15.5.7.A. 3.1.6.B.1 and 7.13.D.1.);**
 - **Modification to exclude 234,696 square feet of gross floor area dedicated to above grade air shaft, areas open to the floor below and below-grade utility and maintenance space from the density calculation (ACZO Sections 15.5.7.A, and 18.2.); and**
 - **Other modifications as necessary to achieve the proposed development plan; and**

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

NOW THEREFORE, BE IT ORDAINED that, as originally requested by an application dated June 21, 2019 for Site Plan Amendment SP #105; SP-9, and as such application has been modified, revised, or amended to include the drawings, documents, conditions and other elements designated in Condition #3 below (which drawings, etc. are hereafter collectively referred to as “Revised Site Plan Amendment Application”), for a Site Plan Amendment for development of two 22-story office buildings of approximately 2.152 million square feet of gross floor area including ground floor retail and retail equivalent uses, with a shared underground parking garage, and modifications of use regulations including required parking, additional density, exclusions from gross floor area, and other use modifications as necessary to achieve the proposed development plan, located at 1232- 1450 S. Eads Street and 501 and 525 15th Street S. (RPC#35-003-001 and -002; -015 through -021, and -023), approval is granted and the parcels so described shall be used according to the Site Plan Application, subject to the following conditions, which replace and supersede in their entirety the site plan conditions pertaining to Metropolitan Park Phase 6 and adopted by the County Board on July 16, 2016 and subsequently amended by the Board on July 15, 2017 and September 16, 2017:

Note: Where a particular County office is specified in these conditions, the specified office includes any functional successor to that office. Where the County Manager is specified in these conditions, “County Manager” includes the County Manager or his/her designee. As used in these conditions, the term “Developer” shall mean the owner, the applicant, and all successors and assigns.

The general sequence of permits is as follows: Demolition Permit; Land Disturbance Permit; Excavation, Sheeting and Shoring Permit; Footing to Grade Permit; and Final Building Permit. In the event that the Developer does not obtain all permits separately, the Developer agrees that the requirements for all permits as set forth or as otherwise may be modified in the conditions below will be included in the permit that is applied for up to and including those requirements set forth to be met before the permit that is being applied for has been issued. In the event that the Developer only applies for and receives a Final Building Permit, the requirements for the Demolition Permit; Land Disturbance Permit; Excavation, Sheeting and Shoring Permit; and Footing to Grade Permit must also be met prior to issuance of the Final Building Permit.

1. Overall Compliance Requirements

The Developer agrees that nothing in these conditions relieves the Developer from complying with all Federal, State and/or local laws and regulations. The Developer agrees that these conditions are valid for the life of the Site Plan. The Developer agrees to paste to all site development and building permit application drawings (not including interior alteration building permits i.e. electrical and plumbing), the site plan conditions as referenced in the approved minutes of the County Board meeting at

which the Site Plan or any amendment to the Site Plan was approved. The Developer also agrees that no changes to the approved post-4.1 plans (referred to in Condition #3) shall be made in the field. The Developer agrees to obtain the Zoning Administrator's review and approval of all post-4.1 plan changes, who will determine whether the changes are acceptable, need an administrative change, or require site plan amendment approval. Unless otherwise stated in the conditions below, all required submissions shall be filed with the Zoning Office.

2. Site Plan Compliance and Expiration

- A. **Compliance (Life of the Site Plan)** The Developer agrees to comply with the standard conditions set forth below and as referenced in Administrative Regulation 4.1, and the revised plans dated October 28, 2019 and reviewed and approved by the County Board as part of the Site Plan approval (as used in these conditions, the term "Site Plan" shall refer to the approved special exception SP #105-9) and made a part of the public record on December 14, 2019, 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, except as specified in the conditions below.
- B. **Expiration (Footings to Grade Permit)** If a Footings to Grade Permit has not been issued for the first building to be constructed pursuant to the approved Site Plan, then this Site Plan approval expires on December 14, 2022 unless otherwise extended by the County Board. Extension of this approval shall be at the sole discretion of the County Board. The Developer 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.
- C. The Zoning Administrator is authorized to administer and interpret the conditions of this Site Plan in the same manner as she administers and interprets the Arlington County Zoning Ordinance, but in no event shall such administration and interpretation allow the Zoning Administrator to alter, amend, waive, delete, or add any condition(s) to this Site Plan, except to the extent allowed under Section 15.5.3.C ("Administrative Change") of the Arlington County Zoning Ordinance, as amended, or as provided for in the specific conditions of this Site Plan. The Zoning Administrator is authorized to enforce violations of the conditions of this Site Plan in the same manner as violations of the Arlington County Zoning Ordinance.

3. Post-County Board 4.1 Filing (~~Demolition and Land Disturbance Permits~~ Commencement of the demolition and/or clearing and grading work)

The Developer agrees to file four copies of a Site Plan and the Site Plan Specification Form called for in Administrative Regulation 4.1 within 90 days of the County Board approval, and before ~~issuance of the Land Disturbance Permit or Demolition Permit~~ commencement of the demolition and/or clearing and grading work. The Developer

also agrees to submit four digital copies on thumb drive or another comparable electronic format as approved by the Zoning Administrator, including final Site Plan drawings (JPEG, PDF, DWF, and DXF formats), color images of all renderings and photos of presentation boards (JPEG and PDF formats), and PowerPoint presentations (PPT format) shown to the County Board, including any changes made during the County Board meeting, of the approved 4.1 plans. The submittal shall comply with the final approval of the County Board and with Administrative Regulation 4.1. No Excavation, Sheeting and Shoring and subsequent permits shall be issued for this Site Plan until the post-County Board 4.1 filings have been approved by the County Manager.

4. **Site Plan Conditions Review Meeting (~~Demolition and Land Disturbance Permits Commencement of the demolition and/or clearing and grading work~~)** The Developer agrees to request and attend, along with its construction team, a Site Plan Conditions Review Meeting coordinated by the Zoning Office prior to the issuance of any permits for the Site Plan. The meeting is intended to inform the Developer of the following: 1) requirements of each of the Site Plan conditions that apply to the approved Site Plan; 2) the general process and contacts for obtaining permits, including plan review and approval and overview of associated Site Plan compliance requirements; and 3) the potential need to attend additional pre-permit and pre-construction meetings coordinated by the Inspection Services Division (ISD) and the Department of Environmental Services (DES).
5. **Multi-Building Phasing Plan (~~Demolition and Land Disturbance Permits Commencement of the demolition and/or clearing and grading work~~)**
The developer agrees that improvements shown on the Civil Engineering Plan and Final Landscape Plan ("Improvements") shall be provided and operational prior to any tenant occupancy of site plan buildings, unless otherwise stated in these conditions. For purposes of this condition, one stick of townhouses is the equivalent of one building. Prior to the ~~issuance of the Land Disturbance Permit or Demolition Permit~~ commencement of the demolition and/or clearing and grading work, for site plans having more than one building, the developer may submit a phasing plan ("Phasing Plan") to the County Manager, for his review and approval, that permits phasing of construction of Improvements reasonably associated with one or more buildings (for example streetscape along the frontages of each building and landscape surrounding each building) in separate phases ("Phases"). The developer agrees that the County Manager will require certain Improvements to be constructed in certain phases in order to support the associated buildings and provide or maintain, during construction and between phases, good design and proper functioning of infrastructure (for example water and sewer, streetlight, or stormwater management facilities). The developer further agrees that no Phase of such Phasing Plan may consist of Improvements without an associated building. The developer agrees that installation and construction of such Improvements, and satisfaction of all requirements concerning property vacations and encroachments, in each associated Phase, shall be: a) constructed consistent with the approved Phasing Plan; and b) be completed per the timing for the applicable Phase pursuant to the applicable condition. The developer agrees to obtain approval from the County Manager of any

revisions to the approved Phasing Plan prior to the issuance of any subsequent permits for the project.

**6. Vacations and Encroachments (~~Demolition and Land Disturbance Permits~~
Commencement of the demolition and/or clearing and grading work)**

**A. Approval of Ordinance (~~Demolition and Land Disturbance Permits~~
Commencement of the demolition and/or clearing and grading work)** The Developer agrees to obtain approval of, and fulfill all required conditions of, all ordinances of vacation and/or ordinances of encroachment associated with and/or required to build the site plan project, or any portion thereof, as shown on the plans referenced in Condition #2, prior to the ~~issuance of the Land Disturbance Permit or Demolition Permit~~ commencement of the demolition and/or clearing and grading work, with the exception of demolition or land disturbance permits solely for buildings and structures not owned by the County and not located on property within which the County has an interest..

B. Obtain Ordinance (Excavation, Sheet piling and Shoring Permit) Further, the Developer agrees that no building, structure or utility of any type shall encroach upon, or interfere with, the use of any County property or the exercise by the County of any property right or interest, unless the Developer has first, before any Excavation, Sheet piling and Shoring Permit is issued: a) obtained an ordinance of vacation or an ordinance of encroachment, enacted by the County Board, permitting such use, encroachment or interference; and, b) met all of the conditions of such ordinance(s).

C. Phasing of Vacation(s) and/or Encroachment(s). Completion of the requirements and conditions of Vacation and/or Encroachment Ordinance(s) associated with and/or required to build the site plan project may be phased pursuant to a Phasing Plan approved per Condition #5, provided that:

- i. Density from the vacated area is not required to support the density approved by the site plan;
- ii. Each pertinent phase is limited to construction of a separate structure or facility located on a discrete physical area of the site plan property for which separate building permits can be issued; and
- iii. The County Board has enacted separate Ordinance(s) of Vacation and/or Encroachment applicable solely to such approved phase; and
 - a. Each such Ordinance has its own separate conditions, including any designated compensation; and
 - b. The conditions of each such Ordinance can be satisfied without negatively affecting the existing utilities or public infrastructure serving the site plan property or any surrounding properties.

Any phased completion of the requirements of a Vacation and/or Encroachment Ordinance shall not affect or change the timing of completion of all conditions set forth in the Ordinance, or the timing of completion of all conditions set forth

in any other Vacation and/or Encroachment Ordinance required to build the site plan project.

7. **Tree Survey, Tree Protection Plan, and Tree Protection Bond (~~Demolition and Land Disturbance Permits~~ Commencement of the demolition and/or clearing and grading work)**

A. (~~Demolition and Land Disturbance Permits~~ Commencement of the demolition and/or clearing and grading work) The Developer agrees to do the following prior to the ~~issuance of the Land Disturbance Permit or Demolition Permit~~ commencement of the demolition and/or clearing and grading work, as part of the Civil Engineering Plan:

- 1) **Tree Survey.** Complete a tree survey which meets the standards set forth below in subparagraph C, and consistent with the Chesapeake Bay Preservation Ordinance (County Code 61).
- 2) **Tree Protection Plan.** Submit to, and obtain the County Manager's review and approval of a tree protection plan for those trees identified on the tree protection plan to be saved according to the standards set forth below in paragraph C, and consistent with the Chesapeake Bay Preservation Ordinance (County Code 61).
- 3) **Bond Estimate.** Upon approval of the tree protection plan, the Developer agrees to submit to and obtain the Department of Parks and Recreation's (DPR) review and approval of, a bond estimate for the trees to be saved based upon Arlington County's Tree Replacement Formula or an amount approved by the County Manager. The Developer agrees to protect all trees designated to be saved on the tree protection plan, and those specified to be saved by the approved Site Plan and shown on any filing in connection with this Site Plan.
- 4) **Bond.** Upon approval of the bond estimate by the County Urban Forester, the Developer agrees to submit to DPR a bond, in the form of cash or letter of credit in the approved amount of the estimate, and the approved tree protection plan.

B. **Tree Replacement and Tree Replacement Bond for Preservation of Trees on Developed or Adjacent Property (Post Master Certificate of Occupancy Permit)**

- 1) **Tree Replacement.** Unless otherwise specified, any tree required to be saved pursuant to this condition, which dies, as determined by the County's Urban Forester, prior to or within three (3) 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. Failure to provide the required number of replacement trees on site shall cause default of the Tree Protection Bond. The County shall draw from the Tree Protection Bond the bonded amount for each dead or removed tree not adequately replaced. All funds drawn from the bond shall be placed in the County's Tree Canopy Fund.

- 2) **Final Inspection & Bond Release.** The Developer agrees to request a final inspection of all trees required to be preserved, consistent with the approved Tree Protection Plan, three (3) years after the issuance of the Master Certificate of Occupancy. The bond will be released upon satisfaction of all tree protection requirements, including preservation of protected trees.

C. Tree Protection and Tree Protection Plan Standards

- 1) The tree survey shall show existing conditions of the site and locate and identify all trees which are three (3) inches in diameter or greater. The survey shall include any tree on adjacent sites whose critical root zone extends onto the subject site.
- 2) The tree protection plan will designate any trees proposed to be saved by the Developer. This plan shall include any tree on adjacent sites whose critical root zone 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. At a minimum, this plan shall include:
 - a. Detailed specifications for any tree walls or wells proposed.
 - b. A description of how and where building materials and equipment will be stored, and a description and map of construction travel routes, during construction to ensure that no compaction occurs within the critical root zone of the trees to be saved.
 - c. The location of all construction trailers, which may not be located within any tree protection area.

8. Construction Trailers Located in Whole or In Part on Private Property (~~Demolition and Land Disturbance Permits~~ Commencement of the demolition and/or clearing and grading work)

The Developer agrees, if there are to be construction trailers located on private property either in whole or in part, to submit and obtain the approval of the Zoning Administrator of a construction trailer plan, which shall show the location of construction trailers, prior to the ~~issuance of the Land Disturbance Permit or Demolition Permit~~ commencement of the demolition and/or clearing and grading work, and prior to locating any trailers on the site. The plan may show construction trailers located within the setback area as long as they are not located in the vision obstruction area or tree protection area. Construction trailers and field offices may be permitted above the covered walk structure, subject to obtaining a building permit and the approval of the Inspection Services Division.

9. Photographic Record of Development (~~Demolition and Land Disturbance Permits~~ Commencement of the demolition and/or clearing and grading work)

- A. 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, for placement in the Arlington County Library Community Archives. These submissions shall comply with the standards provided in subparagraph B below.

The photographic record shall include photos taken at the following points in construction, and photos shall be submitted before issuance of the permit specified in each sub-paragraph below:

- 1) **(Demolition and Land Disturbance Permits Commencement of the demolition and/or clearing and grading work)** Before issuance of the ~~Land Disturbance Permit or Demolition Permit~~ commencement of the demolition and/or clearing and grading work for the site – 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 #33 below.
- 2) **(Footing to Grade Permit)** Before issuance of the Footing to Grade Permit – Photos of Site Clearance: Views of cleared site facing north, south, east and west, as location permits, with adjacent buildings and streets included.
- 3) **(Shell and Core Certificate of Occupancy)** Before issuance of the Shell and Core Certificate of Occupancy– Photos of Construction Phase: At a minimum, views of the site during excavation, upon construction of the first floor above grade, at topping out, and during the exterior cladding phase.
- 4) **(Master Certificate of Occupancy)** Before issuance of the Master Certificate of Occupancy – Photos of Site Completion: 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. Photographs on compact disc must be submitted in addition to print copies of photographs and the photo contact sheet.

B. Photographic Record of Development Submittal Standards

All photographic records shall be submitted as either 8” x 10” prints on photographic paper, on thumb drive, or another comparable electronic format as approved by the Zoning Administrator, and must be date stamped. The photographs shall be either color or black and white.

10. Construction Related Measures (~~Demolition and Land Disturbance Permits~~ Commencement of the demolition and/or clearing and grading work)

A. Maintenance of Traffic Plans

- 1) All Maintenance of Traffic Plans (MOT) for this site plan shall include the

hours permitted for construction activities in the public right-of-way. Construction activity within the public right-of-way may occur between 9:00 a.m. and 3:30 p.m., Monday through Friday and/or between 10:00 a.m. and 6:00 p.m. on weekends and holidays. Construction activity within the public right-of-way shall not occur between 6:00 a.m. and 9:00 a.m. or between 3:30 p.m. and 6:30 p.m., Monday through Friday. The foregoing construction hours may be modified by the County Manager if he/she finds that, 1) for right-of-way improvements required by the site plan, construction activity must be conducted outside the hours stated above in order to avoid disruption of traffic or other transportation systems; or 2) the construction activity requires certain utility work and/or street closures outside the hours stated above. "Holidays" are defined as New Year's Day, Martin Luther King Day, President's Day, Memorial Day, Independence Day, Labor Day, Veteran's Day, Thanksgiving Day and Christmas Day. The Developer agrees to place a minimum of one sign per street front around the site indicating the permissible hours of construction within the right of way, to provide a written copy of such hours of construction to all subcontractors, and to require its subcontractors to observe such hours.

- 2) The Developer agrees to maintain a 5-foot minimum clear width pedestrian access along the western side of South Eads Street and the northern side of 15th Street South adjacent to the site prior to issuance of the final building permit and throughout the remainder of construction. Exceptions may be made during an emergency as defined in condition #13.C, when the County Manager has determined that pedestrian access adjacent to the site should be limited for safety reasons, and/or for such limited periods as are unavoidable for utility upgrades or construction of the sidewalk along the western side of South Eads Street and the northern side of 15th Street South.
- 3) The Developer agrees to: a) submit one (1) copy of each approved Construction Hauling Route Plan to the Zoning Administrator and; b) document to the Zoning Administrator that the Developer has provided one (1) copy of each approved Construction Hauling Route Plan to the Arlington Ridge, Aurora Highlands, and Crystal City Civic Associations and one (1) copy to the Arlington County Police Department. Copies of plans or maps shall also be posted in the construction trailer and given to each subcontractor and construction vehicle operator before they commence work on the project.

- B. On-Site Construction Activity Hours (~~Demolition and Land Disturbance Permits Commencement of the demolition and/or clearing and grading work to Throughout Construction of the Site Plan~~)** On-site construction activity, including, by way of illustration and not limitation, delivery of materials and equipment, except for construction worker arrival to the construction site and indoor construction activity, shall commence no earlier than 7:00 a.m. and end by 9:00 p.m. on weekdays, and shall commence no earlier than 9:00 a.m. and end by 9:00 p.m. on weekends and holidays. Indoor construction activity defined as activity occurring entirely within a structure fully enclosed on all sides by installed

exterior walls, windows, and/or doors shall end at midnight each day. The Developer may submit to the Zoning Administrator, through the 4.1 administrative change process, a request to permit on-site construction activity during hours other than those identified above. The Zoning Administrator may approve such request only if the Developer can show that the on-site construction activity requires certain utility work and/or street closures outside the hours stated above. "Holidays" are defined as New Year's Day, Martin Luther King Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Veterans' Day, Thanksgiving Day, and Christmas Day. The Developer agrees to place a minimum of one sign per street front around the construction site, indicating the permissible hours of on-site construction, to place one additional sign within the construction trailer containing the same information, to provide a written copy of the permissible hours of on-site construction to all subcontractors, and to require its subcontractors to observe such hours.

- C. **Maintenance of Street Surfaces.** 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 for work associated with this Site Plan. 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. 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. All temporary street patching shall be performed per Arlington County Construction Standards and Specifications
- D. **Temporary Lighting Plan.** During construction the Developer agrees to provide adequate temporary lighting for roadway users, including pedestrian and vehicular traffic, along all frontages of the site, including the interiors of covered pedestrian walkways. Lighting levels shall conform to minimum luminance levels approved by the County, based on the Arlington County Lighting Specifications. The Developer agrees to submit a temporary lighting plan prior to ~~issuance of the Land Disturbance Permit or Demolition Permit~~ commencement of the demolition and/or clearing and grading work. 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. The approved temporary lighting plan shall be implemented prior to issuance of the Excavation

Sheeting and Shoring Permit and prior to the shut-down or removal of any existing lighting and operated from implementation until lighting fixtures as approved in Condition #19 are in place and operational around the perimeter of the site.

- E. **Off-Street Parking for Construction Workers (~~Demolition and Land Disturbance Permits~~ Commencement of the demolition and/or clearing and grading work)**. The Developer agrees to develop and submit to the Zoning Administrator a plan for off-street parking for construction workers prior to the ~~issuance of the Land Disturbance Permit or Demolition Permit~~ commencement of the demolition and/or clearing and grading work. The Developer agrees to obtain the review and approval by the Zoning Administrator of such plan prior to the issuance of the Excavation, Sheeting and Shoring Permit. The Developer agrees that the plan shall provide for off-street parking and shall be provided for all construction workers, including sub-contractors, 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. The Developer agrees to implement the approved plan throughout all phases of construction on the project. If the plan is found to be either not implemented or violated during the course of construction, a notice to correct the violation will be issued to the Developer. If the violation is not corrected within ten (10) days, appropriate enforcement actions will be taken in accordance with Article 17 of the Zoning Ordinance. The Developer agrees that the plan shall include the following:

- 1) The location of the parking to be provided at various stages of construction.
- 2) The number of parking spaces that will be provided at various stages of construction.
- 3) The number of construction workers that will be assigned to the work site at various stages of construction.
- 4) Mechanisms which will be used to encourage the use of Metro, carpooling, vanpooling, and other similar efforts.
- 5) The 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.
- 6) The contact person responsible for communicating parking and transportation options to workers.

11. **Residential Relocation (Demolition and Land Disturbance Permits)**

Intentionally omitted.

12. Retail Relocation (Demolition and Land Disturbance Permits)

Intentionally omitted.

13. Community Outreach During Construction (~~Demolition and Land Disturbance Permits~~ Commencement of the demolition and/or clearing and grading work)

The Developer agrees to comply with the requirements of this condition prior to the ~~issuance of the Land Disturbance Permit or Demolition Permit~~ commencement of the demolition and/or clearing and grading work, and to remain in compliance with this condition until the Master Certificate of Occupancy is issued.

- A. **Community Liaison.** The Developer agrees to identify a person(s) who will serve as liaison to the community throughout the duration of construction. This individual shall be on the construction site or readily accessible throughout the hours of construction, including weekends. The name, e-mail address and telephone number of the individual(s) shall be provided in writing to residents, property managers and business owners whose property abuts the site (including the Arlington Ridge, Aurora Highlands, and Crystal City Civic Associations and the property managers for the buildings located in Metropolitan Park Phases 1, 2, 3, and 4/5, and to the Zoning Administrator, and shall be posted at the entrance of the project.
- B. **Community Meeting.** Before commencing any clearing or grading of the site, the Developer agrees to hold a community meeting with those whose property abuts the project to review the Construction Hauling Route Plan, location of construction worker parking, plan for temporary pedestrian and vehicular circulation, temporary lighting plan, and hours and overall schedule for construction. The Zoning Administrator and the Arlington County Police representative shall be notified in advance of the meeting date 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.
- C. **Temporary Closures of Any Traffic Lanes (~~Demolition and Land Disturbance Permits~~ Commencement of the demolition and/or clearing and grading work – 7 days in advance of street closures)** The Developer agrees to notify the appropriate civic associations and all abutting property owners in writing (or, by mutual agreement, 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, unsecured 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, utilities work, or similar situations.
- D. Throughout construction of the project, the Developer agrees to advise abutting property owners in writing (or, by mutual agreement, email) of the general timing

of utility work in abutting streets or on-site that may affect their services or access to their property.

14. Construction Site Maintenance Requirements (~~Demolition and Land Disturbance Permits~~ Commencement of the demolition and/or clearing and grading work to Throughout Construction of the Site Plan)

A. The Developer agrees to the following site maintenance requirements during construction of the site plan:

- 1) That the site and any buildings located within it are secured and kept in a well-maintained condition after County Board approval of the site plan and throughout construction, consistent with the requirements outlined below in this condition. This shall include, but not be limited to, maintaining landscaping, keeping the grass mowed, removing litter and debris from the site, and properly disposing of recyclable materials.
- 2) Maintain access on the site for fire emergency vehicles including access to existing fire hydrants and fire department connections.
- 3) In the event that construction activity on the site or portions of the site ceases for a period of ten (10) consecutive months, then the Developer shall prepare, and receive the approval of the County Manager, of an interim condition plan for site improvements only in the event that such improvements are intended to include more than permitted landscaping, fencing, and publicly accessible pathways, and that such interim condition plan will be implemented within twelve (12) months of the dates that construction activities on the site or portions of the site have ceased or not yet begun.
- 4) At the end of each work day during construction of the project, any streets used for hauling construction materials and entrance to the construction site shall be free of mud, dirt, trash, allaying dust, and debris, and all streets and sidewalks adjacent to the construction site shall be free of trash and debris.

B. Storage of Construction Materials (Throughout Construction of the Site Plan)

The Developer agrees that storage of construction materials, equipment and vehicles shall occur only on the site. The Developer may submit a request for the County Manager's review and approval of an off-site location, which the County Manager may approve provided that he/she finds that the storage of construction materials equipment and vehicles do not adversely impact the public health or safety of the off- site location.

15. Historic Sites (Demolition and Land Disturbance Permits)
Intentionally Omitted

16. Green Building Fund Contribution (Demolition and Land Disturbance Permits)
Intentionally Omitted

17. Public Art (~~Demolition and Land Disturbance~~ Full Building Permit)

The Developer agrees to either commission public art or provide a public art fund contribution as set forth below.

- A. **Commissioning Public Art (~~Demolition and Land Disturbance~~ Permits Full Building Permit) Commission Professional Artist.** The Developer agrees to follow the *Public Art Program Guidelines for Site Plan/Developer Projects* for commissioning art on-site. The Developer agrees to commission a professional artist to create public art for a minimum cost of \$225,000, inclusive of artist fees, artist travel/expenses, fabrication, transportation, and installation, 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. If the commission is made more than 12 months after Site Plan approval, the minimum cost will be increased by the same percentage as the percentage change in the Consumer Price Index (CPI-U) from the date of initial County Board approval of the Site Plan to the first day of the month on which the contribution is made. The public art shall support the themes and priorities discussed in the Public Art Master Plan (adopted December 2004) and the goals of the Public Art Policy (adopted September 2000). The developer retains ownership of the work of art and is responsible for its maintenance in perpetuity. The developer agrees that the artwork cannot be relocated or removed without approval by the County Manager. Should the owner desire to permanently remove the artwork from the site, the removal must go through a formal de-accessioning process, per the *Public Art Program Guidelines*, as may be amended from time to time. Should an artwork be permanently removed from the site, it should be replaced by (a) a new artwork of equivalent or greater cost increased by the same percentage as the percentage change in the CPI-U since issuance of the Partial Certificate of occupancy for any part of the top floor of the building, and, approved through the standard approval process for site plan negotiated on site public art projects, or; (b) a contribution to the Public Art Fund of ~~\$75,000~~ 225,000 or the original required contribution amount in Condition #17.B., increased by the same percentage as the percentage change in the CPI-U since issuance of the Partial Certificate of occupancy for any part of the top floor of the building.

The Developer agrees to complete the following Public Art Requirements before the issuance of the indicated permit/milestone:

- 1) **Artist Approval (~~Demolition and Land Disturbance~~ Permits Full Building Permit)** The Developer agrees to obtain approval of its choice of artist from the Arlington Commission for the Arts/Public Art Committee (ACA/PAC) prior to issuance of the ~~Demolition and Land Disturbance~~ Permits Full Building Permit.
- 2) **Art Proposal Approval (~~Excavation, Sheet piling and Shoring~~ Shell and Core Certificate of Occupancy)** The Developer agrees to obtain approval of the art proposal from the ACA/PAC prior to issuance of the ~~Excavation, Sheet piling and Shoring~~ Shell and Core Permit certificate of occupancy.

- 3) **Re-submit Art Proposal if necessary (First Partial Certificate of Occupancy-Footing to Grade)** The Developer agrees to resubmit to the County Manager if necessary, the art proposal, which shall reflect any revisions made in response to recommendations made by ACA/PAC, prior to issuance of the ~~Footing to Grade Permit~~ First Partial Certificate of Occupancy.
- 4) **Installation (Partial Certificate of Occupancy for top floor of second building)** The Developer agrees that installation of the public art shall be completed prior to the issuance of the Partial Certificate of Occupancy that permits occupancy of any part of the top floor of the second building.

In order to promote integration of the public art with other elements of the Site Plan, and to enable the County to review plans for the location of the art, the Developer agrees to represent the public art on the Final Landscape Plan, building elevation or other plan that includes 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.

B. Public Art Fund Contribution (Final Building Permit)

If the Developer chooses to make a contribution of \$225,000 to the Public Art Fund to fund County-initiated public art projects in the Pentagon City metro/or other specified area in lieu of commissioning public art through the process set forth above, then the Developer agrees to notify the County Manager in writing, and make the total financial contribution, prior to issuance of the Final Building Permit. If the contribution is made more than 12 months after Site Plan approval, the contribution amount shall be increased by the same percentage as the percentage change in the Consumer Price Index (CPI-U), from the date of the initial County Board approval of the Site Plan to the first day of the month on which the contribution is made.

18. LEED Credits and Sustainable Design Elements (~~Demolition and Land Disturbance Permits~~ Commencement of the demolition and/or clearing and grading work)

The Developer agrees to obtain LEED credits and implement sustainable design elements as described and required below:

- A. LEED Certification.** The Developer agrees to include a LEED® Accredited Professional (LEED-AP) as a member of the design and construction team. The Developer agrees that the team will incorporate sustainable design elements and innovative technologies into the project so that numerous project components will earn the Developer points under the U.S. Green Building Council's LEED green building rating system. Specifically, the Developer agrees to meet the requirements for all LEED Prerequisites and to achieve at least the number of LEED credits necessary to achieve LEED certification at the Platinum level using the LEED version 4 New Construction green building rating system or a more recent version as

approved by the County Manager.

As part of the LEED certification, the Developer agrees to achieve at least two (2) of the following “Arlington Priority” credits:

- At least two (2) points from LEED EA credit “Optimize Energy Performance”/Annual Energy Performance”
- At least two (2) points from LEED EA credit “Enhanced Commissioning, option 2, Envelope Commissioning.
- At least one point under LEED credit “Renewable Energy Production”
- At least two (2) points under LEED credit “Site Development – Protect or Restore Habitat, option 1, on-site restoration”
- At least one point from LEED credit “Bird Collision Deterrence”
- At least two (2) points under LEED credit “Building Life-cycle Impact reduction, Option 1, 2 of 3”

Notwithstanding the above, the Developer agrees to achieve a minimum of each of the following LEED NC version 4 credit points, unless noted otherwise, which can be applied towards the “Arlington Priority” credits:

- EAc1- Enhanced Commissioning 5 points
- EAc2 - Optimize Energy Performance 8 points
- EAc5- Renewable Energy LEED NC v4.1 - 5 points in the Tier 1 and/or 2 category
- MRc1- Building Life-Cycle Impact Reduction LEED NC v4.1 - 2 points

The Developer also agrees to submit all appropriate documentation to the USGBC (or their designee) for review and evaluation for LEED certification.

The Developer also agrees that the buildings central utility plant (including heating and cooling systems, ventilation, and domestic hot water system) shall be all electric and shall not use combustible fuels except for emergency generator back-up power and for commercial kitchen cooking purposes.

- a. **Report Submittals.** The Developer further agrees to submit to the Department of Environmental Services (DES) (with notification of submission to the Zoning Office), reports prepared by the LEED-AP and documentation upon request to substantiate the report. Such reports will be submitted prior to the issuance of each of the following permits or certificates of occupancy for construction of the project (with appropriate updates as the project progresses) and will summarize the efforts to date of the inclusion of the sustainable elements within the project:

- (1) ~~Demolition and Land Disturbance Permits~~
- (2) Excavation, Sheeting & Shoring Permit
- (3) Above-Grade Building Permit
- (4) Shell and Core Certificate of Occupancy

- (5) Partial Certificate of Occupancy for occupancy of any part of the last floor of space
- (6) Master Certificate of Occupancy
- b. **Site Visits (First Partial Certificate of Occupancy for Tenant Occupancy)** The Developer further agrees to permit access to the property and cooperate with site visits as requested by the County Manager to verify that all LEED components as agreed to as part of this Condition #18 have been included in the project.
- c. **LEED-AP Verification (Partial Certificate of Occupancy for space on last floor)** The Developer agrees to provide a verification from the Development Team's a LEED-AP prior to issuance of the Partial Certificate of Occupancy for any space on the last floor of space for which a Certificate of Occupancy is issued. The verification shall state that all the prerequisites and the minimum number of LEED credits, as set forth above in the reporting mechanisms, have been incorporated into the building for which the Certificate of Occupancy permit has been issued, and that, in the professional's opinion, the project will qualify for at least a LEED Platinum Certification as outlined in the LEED version 4 or a more recent version..
- d. **Bond or Letter of Credit (Partial Certificate of Occupancy for space on last floor)** 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 \$6,723,882 [(\$60 per s.f.) x (149,419.60 s.f. of green building bonus density) x 75%] prior to the issuance of the Partial Certificate of Occupancy for any space on the last floor of space for which a Certificate of Occupancy is issued, guaranteeing that, within twenty-four (24) months from the date of the issuance of the Partial Certificate of Occupancy for any space on the last floor of space for which a Certificate of Occupancy is issued the Developer will have received from the U.S. Green Building Council its LEED Platinum certification. If the total number of LEED points earned by that date through certification is less than the number of points required to achieve the agreed upon LEED certification level, or if the Developer misses any "Arlington Priority" credits listed above, the Developer agrees that it shall automatically forfeit a percentage of the financial security as follows:

Points missed	Percentage of financial security forfeited
1-2	25%
3-4	50%
5-6	75%

Should the Developer miss seven (7) or more points within the twenty-four (24) month period (unless due to delay related solely to the USGBC), the Developer agrees that it shall automatically forfeit 100 percent (100%) of the security. The forfeited amount shall be paid to the County within 30 days of the date of notification either from the USGBC or the County. The Developer agrees that the County may take any amounts due under the condition out of the financial security as deposited with the County.

B. ENERGY STAR Building Certification

- a. In addition to LEED Platinum certification for new construction, the Developer agrees to meet the requirements and achieve the US Environmental Protection Agency's (USEPA) ENERGY STAR certification for the building(s) with an ENERGY STAR score of at least 75. The certification will be based on 12 months of actual energy utility data and the Developer agrees to complete all data tracking, documentation, and verification required to earn the ENERGY STAR certification.
- b. The Developer agrees to permit and cooperate with site visits by the County Manager to verify progress, and will upon request, provide documentation to substantiate the certification. The Developer also agrees to submit all appropriate documentation to the US EPA (or their designee) for review and evaluation for ENERGY STAR certification in sufficient time to achieve ENERGY STAR certification within forty-eight (48) months after issuance of the Partial Certificate of Occupancy for any space on the last floor for which a Certificate of Occupancy is issued.
- c. **Bond or Letter of Credit (Partial Certificate of Occupancy for space on last floor)** 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 \$2,241,294 [(\$ 60 per s.f.) x (149,419.60 s.f. of bonus density) x 25%] prior to the issuance of the Partial Certificate of Occupancy for any space on the last floor of space for which a Certificate of Occupancy is issued, guaranteeing that, within forty-eight (48) months from the date of the issuance of the Partial Certificate of Occupancy for any space on the last floor of space for which a Certificate of Occupancy is issued, the Developer will have received from the US EPA its ENERGY STAR certification with a score of at least 75. If the ENERGY STAR score of 75 is not earned within 48 months of the date of the issuance of the Partial Certificate of Occupancy for any space on the last floor of space for which a Certificate of Occupancy is issued, the Developer agrees that it shall automatically forfeit one hundred percent (100%) of the financial security.

- C. **Energy Reporting (March 31st of year after issuance of Partial Certificate of Occupancy of last floor)** The Developer agrees to provide a complete ENERGY STAR Portfolio Manager report (or equivalent as approved by the County Manager), as outlined in County guidelines entitled "*Submission Requirements for Development with Portfolio Manager Conditions*" for the project each year for a period of ten (10) years. The first report shall be due on or before March 31 of the year following issuance of the Partial Certificate of Occupancy of the last floor of space. The Developer agrees to install energy monitoring equipment capable of tracking whole building energy use data.

- D. The Developer agrees that the LEED points referenced in this condition refer to the LEED version 4 rating system. If the Developer requests to use an updated version of

LEED, then any point valuations incorporated into future updates to the LEED Green Building Rating System must be equal to or exceed the requirements outlined in LEED version 4.

- E. The Developer agrees to permit the County Manager to access the USGBC records for the project, and to provide the County Manager with such authorization as may be necessary to allow such access. Should there be a dispute between the County and the Developer as to whether any sustainable element has properly been included in the development so as to qualify for the applicable number of LEED rating system points or ENERGY STAR score, the County and the Developer will select a mutually agreeable third-party LEED-accredited individual, or other person with substantial experience in the LEED or ENERGY STAR system as approved by the County Manager, and accept the determination of that individual as to whether the project has qualified for those points. If the third-party person determines that the sustainable element has properly been included, the County will issue the permit. Such a determination shall in no way relieve the Developer of the obligation to achieve the level of certification called for in this condition.

The Developer agrees that all sustainable design elements and innovative technologies incorporated into the project for which the Developer earned points under the U.S. Green Building Council's LEED green building rating system, or an equivalent element as approved by the County Manager, shall remain as part of the Site Plan for the life of the Site Plan.

19. Civil Engineering Plan (Land Disturbance Permits)

A. Submission and Approval (Land Disturbance Permits)

- 1) **Submission (Land Disturbance Permits)** The Developer agrees to submit a complete set, as determined by the Department of Environmental Services, of a Civil Engineering Plan for each applicable phase of the project consistent with the approved Phasing Plan for the development, pursuant to Condition #5 above, based on the Minimum Acceptance Criteria and Guidelines dated February 16, 2018 or subsequent amended acceptance criteria document, prior to the issuance of the Land Disturbance Permit for that phase.
- 2) **(Excavation, Sheeting and Shoring Permit)** The Developer agrees that in the event it seeks an Excavation Sheeting and Shoring Permit prior to approval of the Civil Engineering Plan, such permit may only be issued if the following requirements have been met for the applicable phase pursuant to Condition #5:
 - a. **Finding of no substantial risk to County.** A minimum of one complete County staff review of the Civil Engineering Plan has been completed that results in a finding by the County Manager that the limits of Excavation, Sheeting and Shoring proposed on the plan will not interfere with, limit, damage, or pose a substantial risk of damage, to existing and proposed public infrastructure and adjacent public or private property; and
 - b. **Maintenance of Traffic Plan.** Approval by the County Manager of a

Maintenance of Traffic Plan for, at a minimum, the Excavation, Sheeting and Shoring phase of work.

- 3) **Approval of Plan (Footing to Grade Permit)** The Developer agrees to obtain approval of the Civil Engineering Plan by the County Manager prior to the issuance of the Footing to Grade Permit, for any phase of the project (approved pursuant to Condition #5). The Developer further agrees that the approved Civil Engineering Plan shall conform to this Site Plan approval, the approved Final Landscape Plan, and the sequence of construction, and shall be consistent with all site plan approval requirements and all County codes, standards and specifications, and policies. The Developer further agrees that any changes to the approved Civil Engineering Plan shall be subject to the same conformance requirements. The Developer agrees to obtain approval from the County Manager of a revised Civil Engineering Plan for such changes, and if such changes are also features shown on the Final Landscape Plan, shall also obtain approval from the County Manager of a revised Final Landscape Plan per Condition #21.

B. **Infrastructure Improvements.** The Developer agrees to design and incorporate, at a minimum, the following elements in addition to other information required to be provided on the Civil Engineering Plan:

1) Structure Free Zone

- a. In order to accommodate the subsurface requirements of utilities and streetscape elements (including street trees), the Civil Engineering Plan shall provide a structure-free zone under the public sidewalk along all street frontages except 14th Street South and East Elm Street.
 - i. This zone shall be a minimum of five (5) feet in depth, as measured from the approved finished sidewalk elevation, and shall extend from the back of the final location of the street curb, to the far edge of the public sidewalk. On 14th Street South and East Elm Street a structure-free zone shall be provided to accommodate street trees and utilities as shown on the attached plans dated October 28.
 - ii. No subterranean structures (such as parking garages or storm water detention facilities) shall intrude into this five (5) foot deep zone except the proposed garage may extend beyond the building face into the structure-free zone on 15th Street South, 13th Street South, and South Elm Street as shown on the attached plans dated October 28, 2019, unless otherwise approved by the County Board and as shown on the Civil Engineering Plan.
 - iii. Within the structure-free zone, underground utilities and/or utility vaults shall not be located in a manner that interferes with the appropriate spacing of street trees shown on the approved Final Landscape Plan nor shall utility lines be located beneath street trees.
 - iv. Exceptions may be made for features that are installed for expansions of soil volume. Their exact sizes and locations shall be determined as part of

the Civil Engineering and Landscape Plan review as approved by the County Manager.

2) Water Mains and Services

a. Water services and public water main improvements, as listed below.

- i. The Developer agrees to construct approximately 420 feet of 12-inch water main on-site along the western edge of the property within the open space connecting to the existing water main in South Elm Street and 14th Street South.

Their exact sizes, lengths, and locations shall be determined by the County as part of the Civil Engineering Plan review, which will be based on final engineering design and on evaluation of existing conditions and capacity of the water mains to serve the subject site, while maintaining the reliability of the water system. These improvements shall be constructed in accordance with the standards set out in the DES Construction Standards and Specifications Manual.

3) Sanitary Sewer

a. Public sanitary sewer main improvements, as listed below.

- i. None

Their exact location shall be determined as part of the Civil Engineering Plan review based on final engineering design. These improvements shall be constructed in accordance with the standards set out in the DES Construction Standards and Specifications Manual.

- b. The Developer agrees that the County may TV-Inspect the sanitary sewer lines serving or along the frontages of the site and shall identify any improvements that are necessary to adequately provide sanitary sewer service to the development. The Developer shall repair or replace any sections or appurtenances of the sanitary sewer serving or along the frontages of the development that are found to be deficient or as shown on the Civil Engineering Plan.

4) Storm Sewer

a. Public storm sewer improvements and public storm water management facilities as listed below.

- i. The Developer agrees to construct facilities along the frontage as required as part of the civil engineering plan review.

Their exact location shall be determined as part of the Civil Engineering Plan review based on final engineering design. These improvements shall be constructed in

accordance with the standards set out in the DES Construction Standards and Specifications Manual.

5) Electric Service and Appurtenances

- a. All new electric transformers and all associated appurtenances shall be installed in underground utility vaults.

6) Undergrounding of Aerial Utilities

- a. Removal and/or undergrounding of all existing aerial utilities located within or along the periphery of the entire site plan to a distance of approximately five (5) feet beyond the site boundaries or the limits of disturbance/clearance, whichever is greater.
- b. All utility improvements necessary to provide adequate utility services to the development, or utility work necessary to provide terminus facilities associated with the undergrounding of utility lines shall not result in the installation of any new or additional permanent utility poles, push braces, or aerial utility lines or devices.

7) Underground Utility Vaults

- a. The location of all underground utility vaults, ventilation grates, and associated appurtenances, which shall meet the following standards:
 - i. Installation of all underground utility vaults shall be in conformance with County design and construction standards and specifications, and all applicable construction standards and specifications of the owner of the utilities. Underground utility vaults for electric transformers and all associated appurtenances shall meet both Dominion Virginia Power and County design and construction standards and specifications.
 - ii. Underground private utility vaults may not be placed, in whole or in part, within the County right-of-way or public easement unless the Developer obtains County Board approval of an encroachment ordinance or other County approval, as appropriate, permitting use of the County right-of-way or public easement for such purpose. Upon enactment of an ordinance or approval, the Developer agrees to comply with all the conditions of such ordinance and any other conditions prescribed in the site plan addressing vacations and encroachments, including, but not limited to, recordation of any deeds, plats, or ordinances, the payment of compensation, and required fees.
 - iii. The location and placement of underground utility vaults shall not conflict with the physical operation or placement of other existing or proposed public or private utility facilities.
 - iv. Underground utility vaults shall have a minimum horizontal clearance of five (5) feet to conduits, manholes, public water mains and public sanitary

sewers, unless a lesser clearance is specifically approved by the County Manager.

- v. Ventilation grates for underground utility vaults, or for garage air intake and exhaust vents, shall not be located within public sidewalks, streets, or within any portion of the County right-of-way or public easement area for sidewalks or public streets, or within any areas that provide pedestrian access to any buildings, street, and public or private open spaces, except as shown on the attached plans dated October 28, 2019.

8) Streetscape

- a. The final streetscape design including sidewalks, street trees, tree pits, bicycle racks, parking meters, and sidewalk pattern/design along with the final selection of materials and colors to be used, and the limits of the clear pedestrian zone of all public sidewalks and pedestrian access. Along with street lighting per subparagraph B.11 below, the final streetscape design shall include, but not be limited to, the following elements as approved by the County Manager:

South Elm Street:

- Minimum streetscape width along the building frontage measured from the back of curb: 20'
- Minimum streetscape width along the open spaces frontage measured from the back of curb: 15'
- Minimum clear sidewalk width: 10 feet
- Tree pits/planting strip dimensions: 5 foot by 12 foot tree pits or a minimum of 44 square feet of planted surface area with 6" tall curb surround and distance from back of curb: minimum eight (8) inches

14th Street South:

- Minimum streetscape width along the northern building frontage measured from the back of curb: 24'
- Minimum streetscape width along the southern building frontage measured from the back of curb: 29'
- Minimum streetscape width along the open spaces frontage measured from the back of curb: 15'
- Minimum clear sidewalk width: 10 feet
- Tree pits/planting strip dimensions: 5 foot by 12 foot tree pits or a minimum of 44 square feet of planted surface area with raised tree pits.

South Eads Street:

- Minimum streetscape width measured from the back of curb: 34' except adjacent to the street intersections where the minimum streetscape width measured from the back of curb is 24' to accommodate the bike facility alignment
- Minimum clear sidewalk width: 12 feet
- Tree pits/planting strip dimensions: 5 foot by 12 foot tree pits or a

minimum of 44 square feet of planted surface area

15th Street South:

- Minimum streetscape width measured from the back of curb: 18'
- Minimum clear sidewalk width: 10 feet
- Tree pits/planting strip dimensions: 5 foot by 12 foot tree pits or a minimum of 44 square feet of planted surface area with 6" tall curb surround

13th Street South:

- Minimum streetscape width measured along the building frontage from the back of curb: 15 feet- eight (8) inches
- Minimum streetscape width along the open spaces frontage measured from the back of curb: 15'
- Minimum clear sidewalk width: 10 feet
- Tree pits/planting strip dimensions: 5 foot by 12 foot tree pits or a minimum of 44 square feet of planted surface area with 6" tall curb surround

East Elm Street:

- Minimum streetscape width measured from the back of curb: 15'
- Minimum clear sidewalk width: 10 feet
- Tree pits/planting strip dimensions: 5 foot by 12 foot tree pits or a minimum of 44 square feet of surface area with raised tree pits.

- b. Public sidewalks designed in conformance with the Department of Environmental Services Construction Standards and Specifications Manual or subsequent standards as amended and as required to be shown on the Final Landscape Plan per Condition #20.B.8.
- c. The clear sidewalk along all street frontages of the site shall be in compliance with applicable streetscape guidelines or standards, and shall be not less than six (6) feet wide at any point, including across all driveways, with no obstructions to impede the passage or flow of pedestrian traffic (clear sidewalk). However, pinch points may be permitted in conformance with the Master Transportation Plan and/or other applicable plans.
- d. Street trees shall be spaced 28-32 feet apart on center, or as approved by the County Manager. The location and planting details for street trees shall be in compliance with the Arlington County Landscape Standards; the Standards for Planting and Preservation of Trees on Site Plan Projects; and other applicable streetscape guidelines or standards, or urban design standards approved by the County Board.
- e. Individual or multi-space parking meters per the County Manager's determination shall be located where parking meters are called for along the

site frontages, based on County plans and policies and the operation of the street.

9) Visitor Bicycle Parking

Provide visitor bicycle parking spaces in the following amounts:

- a. Office uses: one (1) visitor space for every 20,000 square feet, or portion thereof, of office floor area.
- b. Retail uses: two (2) visitor spaces for every 10,000 square feet, or portion thereof, of the first 50,000 square feet of retail floor area; and one (1) additional visitor space for every 12,500 square feet, or portion thereof, of additional retail floor area.

Visitor bicycle parking shall conform to Class II or Class III Arlington County bicycle parking standards in effect on the date of site plan approval, or as approved in the Civil Engineering Plan as substantially equal to, that shown in the standards. Such facilities shall be installed at exterior locations that are highly visible to, and within 50 feet of, the primary building entrances, unless there are physical obstructions that cannot be changed or moved to accommodate the bicycle parking within the 50 foot distance, in which case they shall be sited as close to the 50 foot distance as physically possible. Such facilities shall not encroach on any area in the public right-of-way intended for use by pedestrians or any required fire egress.

10) Pavement, Curb and Gutter

- a. Pavement, curb and gutter along all site frontages, as listed below, and as shown on the approved Civil Engineering Plan.
 - i. South Elm Street – street cross section of approximately 27-33 feet as shown on the civil engineering plan approved by the County Manager. The Developer agrees to construct ADA ramps, including receiving ramps as applicable, and crosswalks at the intersections of South Elm Street and 15th Street South, South Elm Street and 14th Road South, and South Elm Street and 14th Street South.
 - ii. 14th Street South - street cross section of approximately 20 feet as shown on the civil engineering plan approved by the County Manager. The Developer agrees to construct ADA ramps, including receiving ramps as applicable, and crosswalks at the intersections of 14th Street South and South Elm Street, 14th Street South and East Elm Street and 14th Street South and South Eads Street. Portions of 14th Street South that are constructed with a flush curb and do not require ADA ramps shall include detectable warning strips or other appropriate elements as shown on the civil engineering plan approved by the County Manager
 - iii. South Eads Street - street cross section of approximately 45-67 feet as shown on the civil engineering plan approved by the County Manager. The Developer agrees to construct ADA ramps, including receiving ramps as

- applicable, and crosswalks at the intersections of South Eads Street and 13th Street South, South Eads Street and 14th Street South, South Eads Street and 15th Street South. The Developer also agrees to construct an approximately 6 feet wide bicycle facility with an approximately 4 feet wide buffer between the bicycle and travel/parking lanes on the western side of the street from the intersection of 12th Street South to 15th Street South, including protected intersection elements, as shown on the attached plans dated October 28, 2019
- iv. 15th Street South - street cross section of approximately 63-95 feet as shown on the civil engineering plan approved by the County Manager. The Developer agrees to construct ADA ramps, including receiving ramps as applicable, and crosswalks at the intersections of 15th Street South and South Eads Street, and 15th Street South and South Elm Street. The Developer also agrees to construct an approximately 6 feet wide bicycle facility with an approximately 4 feet wide striped buffer area with protective elements between the bicycle and travel/parking lanes on the northern side of the street from the intersection of South Eads Street to South Elm Street, including protected intersection elements, as shown on the attached plans dated October 28, 2019. The Developer also agrees to construct an approximately 6 feet wide bicycle facility with an approximately 4 feet wide striped buffer with protective elements between the bicycle and travel/parking lanes on the southern side of the street from the intersection of South Elm Street to South Eads Street. Additionally, the Developer agrees to construct improvements to 15th Street South from South Eads Street to Richmond Highway including modifications to the median and striping to provide an approximately 6 feet wide bicycle facility and 4 feet wide striped buffer with protective elements between the bicycle and travel lanes on both sides of the street as shown on the attached plans dated October 28, 2019.
 - v. 13th Street South - street cross section of approximately 29-33 feet as shown on the civil engineering plan approved by the County Manager. The Developer agrees to construct ADA ramps, including receiving ramps as applicable, and crosswalks at the intersections of 13th Street South and South Eads Street, 13th Street South and East Elm Street, and 13th Street South and South Elm Street.
 - vi. East Elm Street - street cross section of approximately 20-34 feet as shown on the civil engineering plan approved by the County Manager. The Developer agrees to construct ADA ramps, including receiving ramps as applicable, and crosswalks at the intersections of East Elm Street and 14th Street South and East Elm Street and 13th Street South. Portions of East Elm Street that are constructed with a flush curb and do not require ADA ramps shall include detectable warning strips or other appropriate elements as shown on the civil engineering plan approved by the County Manager
- b. Pavement, curb, and gutter, including all improvements for pedestrian and/or vehicular access or circulation along all frontages shall be designed and constructed in compliance with the Department of Environmental Services Construction Standards and Specifications Manual or subsequent standards as

amended.

11) Street Lighting

- a. Arlington County standard street lights along all frontages of the site in accordance with the then current Arlington County Lighting Specifications and VDOT Traffic Engineering design manuals, as applicable. This shall include installation of a street lighting system including, but not limited to, poles, meters, service cabinets, conduit, junction boxes and power connection appurtenances along all frontages of the site, in locations as determined at the time of review of the Civil Engineering Plan.
- b. Removal of all mastarm mounted streetlights (typically cobrahead lights mounted at 25' to 35' above grade) from all street frontages of the site. If the County decides that such streetlights are required to provide adequate lighting for street safety purposes at intersections or when the lights are part of a traffic signal mastarm system, they shall be called out on the Civil Engineering Plan.

12) Traffic Signal Equipment

- a. Relocation of existing traffic signal poles, traffic signal cabinets, and any other existing traffic-related items, including pedestrian signals, and appurtenances in the public right-of-way along all frontages of the site, and installation of new traffic signal poles, traffic signal cabinets, including pedestrian signals, and any other traffic-related items and appurtenances in the public right-of-way as listed below, in locations as determined by the County Manager at the time of the review of the Civil Engineering Plan:
 - i. 13th Street South and South Eads Street intersection
 - ii. 14th Street South and South Eads Street intersection
 - iii. 15th Street South and South Elm Street intersection
 - iv. 15th Street South and South Eads Street intersection

13) Communication Conduit

- a. Four (4), 2-inch communication conduits (HDPE or equivalent County standard for communication conduits) and related equipment along all site frontages, and two (2), 2-inch conduits from a County handhole into the communications room, all for the sole and exclusive use by Arlington County, unless the County Manager determines that less conduit is required for the purpose of providing necessary public safety and communication network access and connectivity.

C. Implementation Timing. The Developer agrees to implement the approved Civil Engineering Plan as follows:

- 1) (Shell and Core Certificate of Occupancy)** The Developer agrees to construct and/or install the following improvements as shown and approved on the Civil Engineering Plan, as applicable, prior to the issuance of the Shell and Core

Certificate of Occupancy for each respective phase of construction:

- a. Undergrounding of aerial utilities, including removal of all permanent and temporary poles, lines, and other devices.
- b. Public water main and appurtenances, including fire hydrants and fire department connections.
- c. Public sanitary sewer main and appurtenances.
- d. Public storm sewer improvements.
- e. Communication conduit.

The Zoning Administrator may, through the 4.1 administrative change process, allow reasonable modifications to the timing of Condition #19.C.1) a. above if the Zoning Administrator determines that: 1) the Developer has installed all necessary conduit and other infrastructure required to implement the utility undergrounding; 2) the Developer can demonstrate that it has made all reasonable efforts to implement the required undergrounding; 3) the only remaining work is the responsibility of private utility companies and related completion of streetscape; 4) the timing of these elements will unnecessarily impede progress of the project; or and 5) the Developer agrees that completion of this work will occur by the time approved by the Zoning Administrator but in no case later than prior to issuance of the Master Certificate of Occupancy for the building(s) adjacent to the utility pole(s) and/or utility line(s).

2) (First Partial Certificate of Occupancy for Tenant Occupancy) The Developer agrees to construct and/or install the following improvements as shown and approved on the Civil Engineering Plan, as applicable, prior to the issuance of the First Partial Certificate of Occupancy for Tenant Occupancy for the respective phases of construction:

- a. Public street pavement, sidewalk, curb and gutter improvements.
- b. Fire Apparatus Access Roads (Fire Lanes)
- c. Street lighting elements including but not limited to: poles, meters, service cabinets and power connection appurtenances, and all conduit and junction boxes necessary for the lighting system, or, at the County's option, full payment to the County to cover the cost for such improvements and relocation.
- d. Traffic signal improvements and the relocation of existing traffic signal equipment or, as determined by the County Manager, pay in full to the County, the cost to cover such improvements and relocation.

- e. Parking meters, or, as determined by the County Manager, pay in full to the County, the cost to cover such parking meters.
- f. Stormwater management facilities.
- g. All other elements shown in the approved Civil Engineering Plan.

The Developer agrees to remove and replace, in accordance with 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 plan which is in poor condition or damaged by the Developer, prior to the issuance of the First Partial Certificate of Occupancy for Tenant Occupancy.

The Zoning Administrator may, through the 4.1 administrative change process, allow reasonable modifications to the timing of Condition #19.C.2) above, requiring construction or installation of public improvements, if the Zoning Administrator determines that: 1) the Developer is diligently pursuing the work; 2) timing of improvements as approved above will unnecessarily impede progress of the project; 3) the installation of the public improvements during extreme weather conditions will not meet County Standards and Specifications; ~~or and~~ 4) the Developer has provided reasonable assurances that the work will be completed in accordance with the Site Plan's approved design.

D. As-Built Civil Engineering Plan (Master Certificate of Occupancy) The Developer agrees to submit to, and obtain approval from, the County Manager of an as-built Civil Engineering Plan for each phase of the site plan pursuant to Condition #5, certified by a professional engineer or surveyor registered in the state of Virginia, prior to issuance of the Master Certificate of Occupancy. The Developer agrees that the as-built Civil Engineering Plan shall show all sanitary sewers, storm sewers and storm water management facilities, water mains, street lights, traffic signalization, curb and gutter, sidewalks, street paving, pavement markings, and all appurtenant facilities related to these items. The as-built Civil Engineering Plan shall include a separate schematic drawing showing all storm sewer structures; all sanitary sewer structures; and water meters, valves, blow-offs, and hydrants. Each of these items shall be labeled with horizontal coordinates and with vertical rim elevations and inverts of incoming and outgoing pipes.

E. Maintenance of Public Infrastructure. The Developer agrees to maintain, repair and replace all sidewalks and street trees shown on the approved Civil Engineering Plan and approved Final Landscape Plan, which are installed within the public right-of-way or public easement for the life of the Site Plan

20. Utility Company Notification (Land Disturbance Permit)

In order to coordinate timing of utility work during construction of the project, the Developer agrees to notify all utility companies and County agencies that provide dry utility services in Arlington County of the limits of development and general timing of construction prior to issuance of the Land Disturbance Permit. By way of illustration and not limitation, these utility services include electric, telephone, cable television, telecommunications, and gas. Utility companies consist of those providing existing utility services within the limits of development and others that regularly provide these services in Arlington County. The Developer also agrees to offer utility companies site access, as well as site coordination for their work within the public rights-of-way or easements that permit utilities, whether existing or that will be dedicated by the development, so that utility companies may install their utilities at the time the Developer will be disturbing or paving in the areas described above. The Developer further agrees to submit to the Zoning Administrator copies of communication from the Developer to the utility companies providing such notifications.

21. Final Landscape Plan (Excavation, Sheeting and Shoring/ Footing to Grade)

A. Submission (Excavation Sheeting and Shoring)

- 1) The Developer agrees to submit to the Zoning Administrator a detailed Final Landscape Plan prior to issuance of the Excavation Sheeting and Shoring Permit, except for the areas labeled “Public Access Easement”, as shown on the sheet entitled “Preliminary Park Easement Plan” on sheet L1.02 dated October 28, 2019. The plan shall conform to, where applicable:
 - a. The landscaping requirements contained herein;
 - b. Rosslyn-Ballston Corridor Streetscape Standards;
 - c. Sector Plans and the Metropolitan Park Design Guidelines;
 - d. The landscaping, planting, and sidewalk and driveway construction specifications and standards;
 - e. Arlington County Landscape Standards, including the Standards for Planting and Preservation of Trees on Site Plan Projects;
 - f. Master Transportation Plan;
 - g. Other applicable streetscape guidelines or standards or urban design standards approved by the County Board and in effect at the time of the Final Landscape Plan approval.
- 2) The Developer agrees that the Final Landscape Plan shall, at a minimum, contain the following information, in accordance with the checklist in the Arlington County Landscape Standards:
 - a. **Submission of Tree Replacement Plan and Calculations (Excavation, Sheeting, and Shoring)**
 - (1) In addition to saving identified trees, consistent with Condition #7 above, the Developer also agrees to replace all trees shown on the Tree Survey that are removed as a result of the new construction. Such replacement shall be completed in accordance with the Arlington County Tree Replacement Guidelines. The Developer agrees to submit a Tree Replacement Plan, and Tree Replacement Calculations, as part of the Final Landscape Plan.

(2) Approval of Tree Replacement Plan and Calculations, and Tree Canopy Fund Donation (Footing to Grade)

The Developer agrees that any replacement trees that cannot be accommodated on site shall be provided in a monetary amount to the Tree Canopy Fund prior to the issuance of the Footing to Grade Permit. The Developer agrees to make a contribution to the County's Tree Canopy Fund of at least \$2,400.00 per tree, or a greater amount specified by the County Board, for every tree that cannot be planted on site. The contribution shall be required when tree planting requirements cannot be met on the property. If the Developer fulfills the requirements through a monetary contribution, the Developer shall make the check payable to the Arlington County Treasurer, and deliver the check to the Arlington County Urban Forest Manager, accompanied with a letter outlining the tree replacement calculations and referencing the project / site plan number. The Developer shall also provide evidence of compliance with this condition to the Zoning Administrator in the form of a letter at the time of payment

- b. Drawings from the Civil Engineering Plan showing the location of utilities, lighting, equipment, and other elements which may impact landscape elements on the site.
- c. Exterior building security measures for office developments only, if applicable.
 - (1) The Developer agrees to coordinate with County staff on the design of exterior office 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 office building security measures shown on and approved as part of the landscape plan shall also be shown on and approved as part of the façade elevation drawings, consistent with Condition #26.
 - (2) The Developer agrees that the design of exterior office building security measures shall not adversely impact the base of the office buildings, as shown in the drawings dated October 28, 2019, and that have been designed to accommodate retail uses and provide interest and activate the streetscape.
- d. The locations of all trees, showing that there are no conflicts between trees and existing or proposed utilities.
- e. The location and depth of all existing and proposed utility meters, underground utility vaults and boxes, utility lines, transformers, and at-grade mechanical equipment.

- f. The location of all existing, proposed and relocated traffic signal poles, traffic signal cabinets, and any other traffic-related items and equipment located on or in the public sidewalk contiguous to the site.
- g. The location of all existing and proposed fire hydrants and standpipes, storm sewers and storm water management facilities, and sanitary sewers and appurtenances.
- h. The location of all on-street parking spaces, bus stops, bicycle rack locations, bike share stations, and other facilities as identified during the review of the plans.
- i. The location and dimensions of intake and exhaust garage ventilation grates and screening for ventilation grates, which shall meet the requirements of the conditions contained herein.
- j. The location of all street light fixtures, poles, meters, service cabinets and power connection appurtenances along the frontages of the site.
- k. The location, dimensions, materials, and pavement pattern for driveways and access drives, automobile drop-off areas, curb ramps, driveway aprons, service drives, crosswalks, 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.
- l. The final streetscape design, including sidewalks, street trees, tree pits, bicycle racks, and sidewalk pattern/design and final selection of materials and colors to be used.
- m. The limits of clear pedestrian zones of all public sidewalks and pedestrian access.
- n. 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, lighting, arbors, trellises, water features, and other landscape elements or structures.
- o. The location, design and details of the retail visitor/customer bicycle spaces, pursuant to Condition #19 above.
- p. The location of public art, pursuant to Condition #17 above.
- q. The location of public use and access easement areas, including final

landscape design and installations in these areas.

- 3) **Approval of Plan (Footing to Grade Permit).** The Developer agrees to obtain approval of the Final Landscape Plan by the County Manager, prior to issuance of the Footing to Grade Permit. The Developer further agrees that the approved Final Landscape Plan shall conform to the Civil Engineering Plan, and the sequence of construction, and shall be consistent with the conceptual Final Landscape Plan approved by the County Board as a part of the Site Plan approval, all site plan approval requirements, and all County codes, standards and specifications, and policies.

B. Standards and Requirements. The Developer agrees that the Final Landscape Plan shall, at a minimum, meet the following standards and requirements:

- 1) The plans shall be drawn to on sheets 24 inches by 36 inches in size.
- 2) The plan shall be developed by, and display the professional seal of, a landscape architect certified to practice in the Commonwealth of Virginia.
- 3) The Tree Replacement Plan, and associated Tree Replacement Calculations, shall be in accordance with the Arlington County Tree Replacement Guidelines and Chesapeake Bay Ordinance requirements. The tree replacement calculations shall be developed by a certified arborist or a landscape architect certified to practice in the Commonwealth of Virginia. Any replacement trees shall conform to the standards and specifications set forth in subparagraph 11 below.
- 4) All existing and proposed traffic signal poles and traffic signal cabinets, and any other traffic-related items, on and around the perimeter of the site shall not obstruct pedestrian travel and shall not be located in the clear sidewalk, including, but not limited to, access areas to ADA ramps, crosswalks, building entrances, and interior walkways.
- 5) Transformers shall not be placed above grade between the building and the street.
- 6) The Developer agrees that the location of intake and exhaust garage ventilation grates shall not be located within public sidewalks or streets, or within areas between the street curb and any building which is used as a walkway, except as shown on the attached plans dated October 28, 2019. The Developer agrees that ventilation grates shall be located and/or screened so as not to be visible from public rights-of-way.
- 7) 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 for conformity with 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.

- 8) The final sidewalk pattern/design and final selection of materials and colors shall comply with the requirements outlined below. To the extent that the County's requirements and policies for sidewalk pattern/design and materials/colors change, subsequent to this Site Plan approval, the County Manager shall review, at the time of construction, for approval, the final treatment for compliance with the then current standards.
- a. The clear sidewalk along all street frontages of the site shall be in compliance with the Rosslyn-Ballston Corridor Streetscape Standards or other applicable streetscape guidelines or standards, and shall:
- (1) Continue across all driveway aprons for loading and garage entrances along all frontages of the Site Plan, and not contain any barriers that would impede the flow of pedestrian traffic.
 - (2) Be not less than six (6) feet wide at any point, including across all driveways, with no obstructions to impede the passage or flow of pedestrian traffic (clear sidewalk). However, pinch points may be permitted only as specifically permitted in conformance with the Master Transportation Plan and/or other applicable plans.
 - (3) Be designed and installed in compliance with Department of Environmental Services Construction Standards and Specifications.
 - (4) 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 by the County Manager, and under the provisions of the Rosslyn-Ballston Corridor Streetscape Standards or other applicable streetscape guidelines or standards.
 - (5) Not contain joints or use patterns that create gaps of 1/4-inch in depth or greater at a spacing of less than 30 inches.
 - (6) Any garage entrance adjacent to a sidewalk shall be designed and constructed so that the location of the garage doors are recessed a minimum distance of six (6) inches from the building wall's surface.
- b. The Developer agrees to design and construct all elements of the streetscape, including, but not limited to, public sidewalks and street trees within the public right-of-way or public easement as follows:

South Elm Street:

- Minimum streetscape width, clear sidewalk width, and planting strip

dimensions shall be as required by Civil Engineering Plan condition 19.B.8.a.

- Tree size: minimum 3 ½ inches caliper
- Tree Spacing: 28-32 feet apart on center, or as approved by the County Manager per the Arlington County Landscape Standards and the Standards for Planting and Preservation of Trees in Site Plan Projects

14th Street South:

- Minimum streetscape width, clear sidewalk width, and planting strip dimensions shall be as required by Civil Engineering Plan condition 19.B.8.a.
- Tree size: minimum 3 ½ inches caliper
- Tree Spacing: 28-32 feet apart on center, or as approved by the County Manager per the Arlington County Landscape Standards and the Standards for Planting and Preservation of Trees in Site Plan Projects

South Eads Street

- Minimum streetscape width, clear sidewalk width, and planting strip dimensions shall be as required by Civil Engineering Plan condition 19.B.8.a.
- Tree size: minimum 3 ½ inches caliper
- Tree Spacing: 28-32 feet apart on center, or as approved by the County Manager per the Arlington County Landscape Standards and the Standards for Planting and Preservation of Trees in Site Plan Projects

15th Street South:

- Minimum streetscape width, clear sidewalk width, and planting strip dimensions shall be as required by Civil Engineering Plan condition 19.B.8.a.
- Tree size: minimum 3 ½ inches caliper
- Tree Spacing: 28-32 feet apart on center, or as approved by the County Manager per the Arlington County Landscape Standards and the Standards for Planting and Preservation of Trees in Site Plan Projects

13th Street South:

- Minimum streetscape width, clear sidewalk width, and planting strip dimensions shall be as required by Civil Engineering Plan condition 19.B.8.a.
- Tree size: minimum 3 ½ inches caliper
- Tree Spacing: 28-32 feet apart on center, or as approved by the County Manager per the Arlington County Landscape Standards and the Standards for Planting and Preservation of Trees in Site Plan Projects

East Elm Street:

- Minimum streetscape width, clear sidewalk width, and planting strip dimensions shall be as required by Civil Engineering Plan condition 19.B.8.a.
 - Tree size: minimum 3 ½ inches caliper
 - Tree Spacing: 28-32 feet apart on center, or as approved by the County Manager per the Arlington County Landscape Standards and the Standards for Planting and Preservation of Trees in Site Plan Projects
- 9) The sidewalks shall contain street trees placed in either tree pits with continuous soil panels or planting strips, consistent with the Standards for Planting and Preservation of Trees in Site Plan Projects, and as specified above. The location, soil volume enhancements, and planting details for street trees shall be in compliance with The Rosslyn-Ballston Corridor Streetscape Standards; Sector Plans; the Arlington County Landscape Standards; the Standards for Planting and Preservation of Trees in Site Plan Projects; and other applicable streetscape guidelines or standards, or urban design standards approved by the County Board. Street trees shall not be placed within the vision clearance (corners), as defined in Section 3.2.6.A.4 of the Zoning Ordinance.
- 10) The plan shall provide a structure free zone, except for structures used for soil expansion, per Condition #19.B.1, except as shown otherwise on the attached plans dated October 28, 2019.
- 11) Plant materials and landscaping shall meet the then-current American Standard for Nursery Stock, and shall also meet the following standards:
- a. Major deciduous trees (shade or canopy trees) other than street trees—a minimum caliper of 2-2 ½ inches.
 - b. Evergreen trees—a minimum height of 7 to 8 feet.
 - c. Ornamental deciduous trees—a minimum caliper of 2 to 2 ½ inches for single stem trees. Multi-stem trees shall not be less than 8 feet in height.
 - d. Shrubs—a minimum spread of 18 to 24 inches.
 - e. Groundcover—in minimum 2 inch pots.

C. Installation and Maintenance of Landscape Plan Elements (First Partial Certificate of Occupancy for Tenant Occupancy)

The Developer agrees to implement the approved sidewalk, landscaping and street tree improvements of the Final Landscape Plan as follows:

- 1) **Installation (First Partial Certificate of Occupancy for Tenant Occupancy).**
The Developer agrees that all improvements shall be constructed and/or installed

prior to the issuance of the First Partial Certificate of Occupancy for Tenant Occupancy of any space above grade for the respective Phase of construction (as “Phase” is determined pursuant to the approved Phasing Plan required in Condition #5 above).

- a. The Zoning Administrator may, for good cause shown and through the administrative change process, allow modifications to the timing of installation of all improvements based on the planting season, availability of plant materials, weather, or other construction-related issues, which may not permit installation of hardscape features, plant materials and/or street trees by the required timing.
 - b. The following standards for Installation apply:
 - (1) The Developer agrees to notify the DPR 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 DPR 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 DPR Urban Forester.
 - (2) 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.
 - (3) 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.
 - (4) Continuous soil panels shall be used instead of individual street tree pits. Soil and drainage material depth shall be as specified in appropriate Arlington County tree planting standard details, and as approved by the County Manager on the landscape plan. Soil volume, depth, and drainage requirements also apply to trees in raised planters.
 - (5) Finished grades shall not exceed a slope of three to one, unless otherwise shown on the approved plans.
 - (6) The Developer agrees to install approved lighting before the issuance of the First Partial Certificate of Occupancy for Tenant Occupancy, exclusive of the garage, for the applicable Phase of the project pursuant to the approved Phasing Plan required in Condition #5 above.
- 2) **Maintenance and Replacement (Life of Site Plan)** The Developer agrees to maintain the site in a clean and well-maintained condition and ensure that the

entirety of the site and its landscaping, including all hardscape, site furniture, and plantings, are kept in a clean and well-maintained condition for the life of the Site Plan in accordance with the approved Final Landscape Plan and the Landscape Maintenance Management Program per the Arlington County Landscape Standards.

The Developer agrees to contact the Department of Parks and Recreation to arrange for a site meeting with an Urban Forester to review and approve the scope of work prior to performing any pruning of street trees. An International Society of Arboriculture (ISA) Certified Arborist must be on site during all pruning of street trees.

D. Administrative Changes. The County Manager may consider minor revisions to landscape plans as long as such changes are consistent with the intent of the Site Plan approval. Minor revisions may include changes to planters or other features used as vehicle barriers outside each building. Minor revisions also may include changes to the streetscape design to coordinate such design with the master planning process for Metropolitan Park, with the exception that such changes may not reduce the clear width of sidewalks and must otherwise comply with the general spirit of the site plan approval. The Developer agrees that any change to the approved landscape plan requires approval of a revised landscape plan by the County Manager. The Final Landscape Plan shall govern construction and/or installations of elements and features shown thereon, except as amendments may be specifically approved by the County Manager. If proposed changes impact the Civil Engineering Plan, then a revision to the Civil Engineering Plan must also be reviewed and approved.

22. FAA Documentation (Excavation, Sheeting and Shoring Permit)

The Developer agrees to obtain from the Federal Aviation Administration (FAA) a written statement, based on the highest points (including the penthouse) of the building, that the project is not a hazard to air navigation, or that the project does not require notice to or approval by the FAA, prior to the issuance of the Excavation, Sheeting and Shoring Permit.

23. Recordation of Deeds of Public Easements and Deeds of Dedications (Submission - Footing to Grade Permit; Recordation – First Partial Certificate of Occupancy for Tenant Occupancy)

A. Fee Interests. Unless otherwise specifically provided for elsewhere in these Site Plan conditions, the Developer agrees to convey real estate interests called for by this Site Plan approval to the County for public street or public right-of-way purposes or for the conveyance of parcels or portions thereof, in fee simple (“Fee Interests”), free and clear of all liens and encumbrances. Unless otherwise deemed unnecessary by the County Attorney, for all Fee Interests, the Developer agrees to provide to the County:

i) a Phase 1 Environmental Site Assessment; ii) an ALTA Land Title Survey; and iii) a Title Report (collectively, “Property Documentation”) acceptable to the County Attorney, demonstrating to the County’s satisfaction, in its sole discretion, that the Fee Interests are in a condition suitable for the County’s intended uses.

B. Easement Interests. Where public improvements or public uses, including, but not limited to, sidewalks, street trees or other streetscape plantings, water mains, storm sewers, sanitary sewers, and other public utilities and facilities (collectively, “Public Improvements”) are not located, or to be located, in the public street or public right- of-way, the Developer agrees to convey to the County by deed(s) of easement, all real estate interests for such Public Improvements. The Developer further agrees that all liens and encumbrances shall be subordinated to the easement rights of the County conveyed by such deed(s) of easement.

C. General Requirements. Unless otherwise specifically provided elsewhere in these Site Plan conditions, the Developer agrees that for each Phase of the project, pursuant to the approved Phasing Plan required in Condition #5 above, all required plats, deeds

of conveyance, deeds of dedication, and deeds of easement associated with, and/or required by the final approved Civil Engineering Plan for the construction of any public street, public infrastructure, public utility, public facility or public improvements, or required by these Site Plan conditions, to:

- 1) **Submission for Review (Footing to Grade Permit)** Submit for review by the County Manager all required plats, Property Documentation, deeds of conveyance, deeds of dedication, and deeds of easement associated with, and/or required by the final approved Civil Engineering Plan, prior to the issuance of the Footing to Grade Permit for such phase; and
- 2) **Approval and Recordation (First Partial Certificate of Occupancy)** Obtain approval of required Property Documentation, deeds and plats, and record such plats, deeds of conveyance, deeds of dedication, and deeds of easement associated with, and/or required by the final approved Civil Engineering Plan, among the land records of the Circuit Court of Arlington County prior to issuance of the First Partial Certificate of Occupancy for Tenant Occupancy of the building(s) or any portion thereof for such phase.

D. Notwithstanding, and in addition to, the above requirements, the Developer agrees to convey the fee areas and easement areas shown on the attached exhibits titled “Encroachment Exhibit,” prepared by VIKa, dated October 28, 2019. The areas of the fee and easement conveyances may vary based upon the final approved engineering plans and final approved landscape plans. The depth of all easements located over the area of the garage (as approved on the final engineering plans) shall be to the waterproofing on the top of the garage. In addition to all of the other requirements of Condition No. 23, the deeds for the public use and access easements for the portions of South Elm Street and 14th Street South shall include, among other things:

- 1) The public use of the easement areas for street purposes, including, but not limited to, vehicular, including emergency vehicles, and pedestrian access purposes.
- 2) The easement areas shall be free and clear and open for use twenty-four hours a day, seven days a week, except for any routine maintenance.
- 3) The Developer and its successors and assigns shall be responsible, at their sole cost and expense, to maintain, repair, replace, remove, care, clean and reconstruct the easement areas, including all snow and ice removal easement areas, and the improvements and facilities located therein, all in accordance with the County's maintenance requirements, standards, and practices.
- 4) The County shall not be obligated nor required to construct or maintain the easement areas, or the improvements and facilities located therein, or any part thereof, but may perform any maintenance, repair, replacement, removal, care, cleaning, construction and reconstruction therein or thereto that the County deems appropriate. The cost of any such maintenance, repair, replacement, removal, care, cleaning, construction and reconstruction shall be reimbursed to the County by the Developer and its successors and assigns upon demand.
- 5) The County shall have the right to use, control and regulate the easement areas to the same extent, and in the same manner, as any other streets in the County system including, but not limited to, the regulation of traffic and parking thereon and placement of relevant signage.
- 6) The Developer, and its successors and assigns, shall, except due to the sole negligence of the County, indemnify and hold harmless the County Board and its elected and appointed officials, officers, employees, contractors, and agents from any and all liability, personal injury, death, claims, damages, losses, costs, and expenses of whatsoever nature concerning or arising out of the design, construction, installation, repair, maintenance, replacement, removal, care, cleaning, use, access and regulation of the easement areas or facilities or structures located therein, thereon or thereunder arising out of the use and access of the easement areas by the County, the public at large, the Developer, the tenants, and others.

24. Secure Bicycle Parking, Shower and Locker Facilities (Footing to Grade Permit)

The Developer agrees to provide, as a part of the project and at no charge to the user, secure bicycle parking, shower and locker facilities for each building as described below:

A. Design of Class I Secure Bicycle Parking, Shower and Locker Facilities (Footing to Grade)

- 1) The Developer agrees to obtain approval by the County Manager of the secure bicycle parking, shower and locker facilities for each building that comply with the standards below as part of the applicable architectural floor plans, prior to issuance of the Footing to Grade Permit for that building. If no secure bicycle facilities for a building are located below grade, then approval shall be obtained prior to the issuance of the Final Building Permit for that building.

- 2) The Developer agrees that all Class I (secure) bicycle parking shall meet Arlington County Bicycle Parking Standards, 2016 Update, or subsequent revision in effect on the date of site plan approval, or be approved as equal to that shown in the Standards.
- 3) The Developer agrees to provide the following Class I bicycle parking spaces:
 - a. Office uses: Approximately 496 spaces, as shown on the attached plans dated October 28, 2019. One (1) employee bicycle parking space for every 6,000 square feet, or portion thereof, of office floor area.
 - b. ~~Residential uses: One (1) resident bicycle parking space for every 2.5 residential units, or portion thereof.~~
 - c. Retail uses: One (1) employee bicycle parking space for every 25,000 square feet, or portion thereof.
 - d. ~~Hotel uses: One (1) space for every 10 hotel room units, or portion thereof.~~
In addition, the hotel shall provide adequate space in a locked luggage storage facility, controlled by the hotel staff, inside the hotel, to accommodate guest's bicycles along with guest's luggage.
- 4) The Developer agrees to provide the following shower and locker facilities:
 - a. ~~For office/retail/hotel buildings of up to 100,000 square feet of Gross Floor Area (GFA), one (1) shower per gender, for every 50,000 square feet or fraction thereof.~~
 - b. ~~For office/retail/hotel buildings between 100,001 square feet of GFA and 300,000 square feet of GFA, three (3) showers per gender.~~
 - c. For office/retail/hotel buildings greater than 300,000 square feet of GFA, three (3) showers per gender, plus one (1) shower per gender for each additional 100,000 square feet of GFA or portion thereof above the first 300,000 square feet of building GFA.
 - d. ~~In residential buildings, for retail uses equal to or greater than 25,000 square feet of GFA and less than 50,000 square feet of GFA, a minimum of one (1) unisex shower; for retail uses equal to or greater than 50,000 square feet of GFA, a minimum of one (1) shower per gender.~~
 - e. If retail employees will not have access to shower facilities required for office or hotel employees, shower facilities for retail employees shall be provided in accordance with the ratios specified in Condition #24 A.4).d. above.
 - f. A minimum of 704 lockers as shown on the attached plans dated

~~October 28, 2019. For every required employee bicycle parking space, either 1) a minimum of one (1) clothes storage locker per gender shall be installed in gender specific changing rooms, or 2) a minimum of one (1) clothes locker shall be installed adjacent to, but outside of changing rooms. The lockers shall be a minimum size of 12 inches in width, 18 inches in depth, and 36 inches in height.~~

The showers and lockers shall be located adjacent to one another in a safe and secure area.

The showers and lockers may be provided as an element of an exercise/health facility, which facility shall be made available to users of the bicycle parking spaces according to the minimum standards stated above.

B. Installation of Secure Bicycle Parking, Shower and Locker Facilities (First Partial Certificate of Occupancy for Tenant Occupancy)

The Developer agrees that all secure bicycle parking, shower and locker facilities on the site, as described above, shall be fully installed and operational prior to the issuance of the First Partial Certificate of Occupancy for Tenant Occupancy for the applicable building.

25. Interior Exercise/Health Facilities (Footing to Grade Permit)

Intentionally Omitted

26. Façade Treatment of Buildings (Footing to Grade)

A. The Developer agrees that the design of the facade treatment for the buildings and the materials to be used on the facades shall be consistent, in terms of massing, materials, fenestration, rhythm and overall architectural vocabulary, with the intent of this Site Plan approval and the drawings identified in Condition #2 as presented to the County Board and made a part of the public record on the date of County Board approval of this Site Plan.

B. Submission of Facade Elevation Drawings and Material Samples (Footing to Grade)

The Developer agrees to submit to the Zoning Office, for review by the County Manager prior to the issuance of the Footing to Grade Permit, three (3) copies of colored elevations and one (1) copy of black and white architectural elevations at 24" x 36", which label the materials and colors for each elevation of the building, including interior façade elevations (e.g. elevations adjacent to interior courtyards, plazas and access drives), and which identify any proposed change from the drawings identified in Condition #2, along with a written summary and explanation of the proposed changes, as well as one (1) sample material board at no larger than 24" x 36".

C. Approval of Facade Elevation Drawings and Material Samples (Final Building Permit)

The Developer agrees to obtain the approval of the County Manager of the façade elevation drawings and material samples submitted per this Condition 26, as being consistent with the intent of the County Board's approval of the Site Plan, including any changes approved administratively or through site plan amendment, prior to the issuance of the Final Building Permit.

D. Inspection and Approval of Built Façade (Shell and Core Certificate of Occupancy)

The Developer agrees to obtain approval of the County Manager of the built building façades as being consistent with the approved façade elevations and materials prior to the issuance of the Shell and Core Certificate of Occupancy.

E. Retail Storefront Facades.

1) Minor adjustments to the approved façade for retail storefronts shall be submitted to and reviewed by the Zoning Administrator, who may administratively approve the change(s) upon finding that the change(s) meets the intent of the approved Site Plan and the following guidelines and characteristics:

- a. **Creative design of storefront facades.** Storefront facades may vary in color, texture, material, size, scale, and signs. Both the shell building and retail business storefronts shall be designed to maximize transparency into each store consistent with paragraph G.2 below.
- b. **Special architectural treatment.** Building materials are predominantly comprised of the following: natural stone (marble, limestone, granite, terrazzo), masonry (brick, arriscraft, stone, CMU), ceramic and quarry tile, precast concrete, metal panels, glass and glazing, terra cotta, and wood. Other materials of similar high quality may be used with approval of the County Manager.

For the purposes of this subparagraph E.1), minor adjustments that may be administratively approved by the Zoning Administrator shall include the following: (i) adjustment in the location of the access points and window or door placements for retail along the street frontage on the ground floor; and (ii) changes to the materials, provided that the proposed materials are in keeping with the general intent of the approved Site Plan design; and (iii) adjustments required due to adjustments of the elements of the retail space as described in Condition #39 below (iv) addition or removal of a fixed window or storefront section with an operable window section; (v) any other changes to retail storefront design that meet the general intent of the approved Site Plan design. Major departures from the general intent of the approved Site Plan design, or changes which require an encroachment into County right-of-way will require a Site Plan amendment.

Any change to the façade which does not meet the above description of minor adjustment or any structural element that requires an encroachment into County right-of-way shall require a Site Plan amendment.

F. Standards for Façade Treatment of Buildings:

- 1) **Mechanical Equipment.** The Developer agrees that all mechanical equipment, regardless of location, shall be screened so that the mechanical equipment is not visible from the public right-of-way. The screening shall have an opaque or opaque-like treatment. Screening for the penthouse mechanical equipment shall consist of a solid wall treatment. Any mechanical equipment, including equipment located on the ground or at roof top, and screening for the penthouse mechanical equipment, shall be shown on all elevation drawings. The Developer agrees to obtain the County Manager's review and approval of the details of the screening treatment, including height, material and color, as meeting this standard, as part of the approval for the façade elevations and façade materials.
- 2) **Window Transparency.** The Developer agrees that all retail and retail-equivalent (as defined in the Arlington Retail Plan adopted July 2015) storefronts (except for a child care center) along public rights-of-way are required to have an overall minimum transparency of 50% of the ground floor between 2 and 10 feet above grade. 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 does not include views into areas blocked by display cases, the rear of shelving, interior walls, blinds, hallways, or the like.
- 3) **Architectural Illumination.** The Developer agrees that the illumination, up-lighting, or the like, of any architecture, including buildings, structures, sites and facades, shall not be permitted unless specifically called out on the Site Plan ~~and approved by the County Board.~~ Any architectural illumination shown on the façade elevations that was not specifically shown on the Site Plan approved by the County Board shall require a Site Plan amendment, approval of an administrative change application, however, any architectural illumination shown on the façade elevations that was not specifically shown on the Site Plan approved by the County Board, and which includes lighting of roof lines of buildings at heights greater than 75 feet as defined in Section 13.2.3.D ("Architectural lighting and embellishments and lighting of rooflines") of the Arlington County Zoning Ordinance, shall require a Site Plan amendment.

27. Plat of Excavated Area (Footing to Grade Permit)

- A. **Submission (Footing to Grade Permit)** 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 #2 and #3

above.

- B. **Spot Elevations at 50% (Footing to Grade Permit)** The Developer agrees to provide the Zoning Administrator spot elevations which shall, at a minimum, consist of two corners and spot elevations from 50% of the total area to be excavated, prior to the issuance of the Footing to Grade Permit. If the excavated area will be greater than 20,000 square feet, the Zoning Administrator or her designee may agree to reduce the area for which elevations must be provided before issuance of a Footing to Grade Permit. These spot elevations may be measured for the footprint of each individual building identified in the phasing plan referenced in Condition #5 such that the 50% of the total area to be excavated would apply to the excavation area for each individual building identified in the aforesaid phasing plan.
- C. **Elevations Confirming Remainder of Excavation (Final Building Permit)**
The Developer agrees to submit to the Zoning Administrator additional elevations confirming the elevations of the remainder of the excavation prior to the issuance of the Final Building Permit.

28. Public Improvements Bond (Footing to Grade Permit)

- A. **Bond Estimate (Footing to Grade Permit)** The Developer agrees to submit to the Department of Environmental Services (DES) a performance bond estimate for the construction or installation of all facilities (to include street trees and all landscape materials) that will be located within the public rights-of-way or easements, erosion and sediment controls, and storm water management facilities, upon approval of the Civil Engineering Plan for each Phase of the project, consistent with the approved Phasing Plan pursuant to Condition #5 above, and prior to the issuance of the Footing to Grade permit for such Phase.
- B. **Bond (Final Building Permit)** Upon approval of the performance bond estimate by DES, the Developer agrees to submit to DES a performance bond, in the approved amount of the estimate, and an agreement for the construction or installation of all facilities (to include street trees and all landscape materials) within the public rights- of-way or easements, erosion and sediment controls, and storm water management facilities; which bond shall be executed by the Developer in favor of the County before the issuance of the Final Building Permit.
- C. **Repair/Replace Infrastructure (Release of Public Improvement Bond)** The Developer agrees to replace any curb, gutter and sidewalk in poor condition and/or existing or new infrastructure damaged during construction, at the direction of the County Manager, prior to release of the public improvement bond.

29. Interior Trash Collection and Recycling Areas (Footing to Grade Permit)

The Developer agrees to obtain approval from the Zoning Administrator of drawings showing compliance with this condition prior to the issuance of the

Footing to Grade Permit. The Developer agrees to provide and use interior space for the collection, storage, compaction, and removal of trash. The space shall not be outside the interior loading space and shall not conflict with the use of a loading berth. The Developer agrees to provide and use appropriate interior facilities for the recycling of reusable materials as defined by the County.

30. Interior Loading Spaces (Footing to Grade Permit)

The Developer agrees to obtain approval from the Zoning Administrator of drawings showing compliance with this condition prior to the issuance of the Footing to Grade Permit. The Developer agrees that all loading spaces shall be in the interior of the building and shall also comply with the following requirements:

- A. Minimum 12-foot clear width, including entrances, and minimum 14-foot clear height, however, any loading dock to be used for trash removal shall have a minimum interior height clearance of 18 feet.
- B. At least one loading space for retail use and one loading space for office use per building shall have a minimum 40-foot clear length.
- C. The loading area shall be kept clear at all times except for the temporary loading/unloading of vehicles.
- D. All loading docks shall contain closable doors.
- E. 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, except that if any tenant demonstrates the need, based on the nature of the tenant's business, for earlier or later deliveries, for example of baked goods or other perishable items, the hours may be changed through an Administrative Change request to the Zoning Administrator, however they shall be within the hours of 7:00 a.m. to 9:00 p.m.
- F. The loading dock door shall be closed when the loading dock is in use, except when necessary for entry or exit of vehicles, venting of vehicle exhaust, or when required for similar operational or safety measures.

31. Emergency Vehicle Access/Support on Surface Parking and Plaza Areas (Footing to Grade Permit)

The Developer agrees that the requirements and standards of this condition shall be incorporated in the construction drawings, which shall be submitted to the Inspection Services Division for the Footing to Grade Permit. The Footing to Grade Permit shall not be issued until evidence has been provided to the Zoning Administrator that the terms of this condition have been met.

- A. The Developer agrees that all plaza areas used for vehicular access and all surface parking areas shall be constructed to support the live load of any fire apparatus, and agrees to construct these elements in accordance with the

approved drawings.

B. 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.

C. No above-grade structure shall be allowed to obstruct fire lanes.

32. Parking (Footing to Grade Permit)

A. Site Plan Requirements

1) Site Plan Parking Requirements

- a. The Developer agrees that, unless specifically identified in this condition, parking shall be provided consistent with Section 14.3 of the Zoning Ordinance. The Developer agrees to submit to, and obtain review and approval from the Zoning Administrator, of drawings showing all parking spaces and drive aisles comply with the requirements of 14.3 of the Zoning Ordinance prior to the issuance of the Footing to Grade Permit.
- b. The Developer agrees that the required minimum number of parking spaces for the project, “Required Spaces”, equals the sum of the project/building’s uses times the parking ratio for each use type. The approved parking ratios, by use type, are presented below.

Use Type

Approved Parking Ratio

Office -

1 space per 1,125 square feet of GFA (to include office employees, office visitors, building management employees, and accessible spaces)

Commercial/Retail/
Retail Equivalents -

1 space per 1,125 square feet of GFA, after approved exclusion for proximity to Metro Station (to include retail customers, retail employees and accessible spaces)

- c. The Developer agrees that the number of compact spaces counted toward the total number of “Required Spaces”, exclusive of those spaces required for retail, shall not exceed 15% of the total number of “Required Spaces”. “Required Spaces” for retail and guest or visitor parking shall not be compact. Spaces provided in excess of the “Required Spaces” total may be either standard or compact spaces.
- d. The Developer may use spaces not designated as retail or visitor for carshare, which shall count toward the required parking ratio for the applicable use.

- e. The Developer agrees that the “Required Spaces” shall not be converted to storage or other non-parking use without approval of a Site Plan amendment. Parking spaces constructed in excess of the “Required Spaces” may be converted from automobile parking to parking for other modes of transportation (i.e., motorcycles, scooters, bicycles, etc.) at the discretion of the Developer.
- f. If a child care facility is located within the buildings, the Developer may re-allocate parking from the office use and/or commercial/retail/retail equivalent use to meet the child care parking requirement subject to all applicable permits and approvals as required per County standards and regulations. Any spaces allocated for child care use, shall be available for office use and/or commercial/retail/retail equivalent use (whichever use the spaces were originally allocated) outside of the child care hours.

As applicable, the Developer agrees to submit to, and obtain approval from, the County Manager of an updated Garage Plan and Parking Management Plan prior to the issuance of the Certificate of Occupancy for the child care use.

B. Operation and Management-Related Requirements

1) Office Parking

- a. The Developer agrees that new office-serving parking garages shall be designed to allow access, parking and use by commuter vanpools. At least 1 space per building in the Site Plan, shall be accessible to vanpool vehicles designed to hold up to 15 passengers. These spaces shall be conveniently located on the level of the garage closest to street level, shall be standard size, and shall have a minimum height clearance of 98 inches. The Developer agrees to demonstrate compliance with this Condition on the garage level of the architectural plans, prior to issuance of the Footing to Grade Permit.

2) Shared Parking

- a. The Developer agrees to designate and make available a minimum of 26 short-term (two hours maximum) parking spaces on the P1 level of the parking garage for use by customers of the retail establishments or visitors to office establishments during the hours of operation of the retail or office establishments. The designated short-term parking spaces shall be shown on, and approved as a part of, the Garage Plan. Short-term parking spaces shall not be reserved for specific businesses.
- b. The Developer agrees that in office buildings, no more than 20% of the total parking supply shall be reserved for individual persons.

- c. In addition, for projects with office space the Developer agrees to make the P1 level of 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 thirty minutes after the close of business of retail operations, whichever is later.
- d. ~~The Developer also agrees to make office spaces available to the general public for overnight parking.~~

3) External Signs

- a. The Developer agrees to install “P” parking sign(s) per County standards on the outside of the building in those cases where parking is available for retail or the general public. The “P” sign(s) shall be visible from every vehicular approach as appropriate except where building design obstructs their visibility.
- b. In cases where parking is available to the public, the Developer agrees to install rate and hour signs on the interior entrance wall of the garage, visible from the street.

4) Garage and Parking Management Plans (Footing to Grade Permit)

a. **Garage Plan (Footing to Grade Permit)**

The Developer agrees to submit to, and obtain approval from, the County Manager of a Garage Plan prior to the issuance of the Footing to Grade Permit. The Garage Plan shall show where parking for the different user groups, including, when applicable, residents, visitors, employees, retail patrons, and the general public, including overnight public parking, will be located. The Garage Plan shall also show the location(s) of any parking control equipment, locations of queueing, and a queueing analysis that demonstrates vehicle queueing will be accommodated entirely within the garage or other privately controlled areas of the site plan. The Garage Plan shall incorporate all elements for such plan listed in the *Department of Environmental Services Minimum Acceptance Criteria for Garage Plans* dated February 15, 2016 or subsequent version.

- b. **Parking Management Plan (First Partial Certificate of Occupancy for Tenant Occupancy)** The Developer agrees to submit to, and obtain approval from the County Manager of a Parking Management Plan prior to the issuance of the First Partial Certificate of Occupancy for Tenant Occupancy. The Parking Management Plan shall follow the *Guidelines and Minimum Acceptance Criteria for the Preparation and Submission of Parking Management Plans* dated February 15, 2016 or subsequent version. The Developer further agrees that the plan shall be designed to ensure that vehicle queueing for site parking shall not occur in the public right-of-way. The Zoning Administrator may approve a parking count of 98% or more of the required number of spaces, if causes beyond the control of the Developer makes compliance impractical.

- c. **Implementation.** The Developer agrees to implement the approved Parking Management Plan for the life of the Site Plan. The Developer agrees to obtain the prior review and approval of any amendments to the approved Parking Management Plan by the County Manager.

33. Documentation of Historical Artifacts, Features and Buildings (Footing to Grade Permit)

- A. The Developer agrees to submit documentation to Arlington County Historic Preservation Program, Neighborhood Services Division (HPP), regarding any historical artifact or historical natural feature uncovered during construction on the site prior to the issuance of the Footing to Grade Permit for the building, or each building in a multi-building project. 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.
- B. 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 HPP 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.
- C. 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 HPP all written results of the level one and two archaeological study and all artifacts found on the site.

34. Underground Utility Fund Contribution (Final Building Permit)

The Developer agrees to contribute to the County underground utility fund in the amount specified by this site plan condition, in addition to funding and constructing the utility undergrounding work required by this Site Plan approval, prior to the issuance of the Final Building Permit. The total utility fund contribution for this site is \$348,075 (\$55,817 x 6.236 acres). [The Underground Utility Fund Contribution of \$50,000 per acre (2011 dollars) has been adjusted by the change in the Consumer Price Index All Urban Consumers (CPI-U) from 2011 Annual Average to 2018 Annual Average, reflecting a 11.63% increase. The rate shall be fixed from County Board approval until the payment is made by the Developer prior to issuance of the Final Building Permit.] The Developer may request and obtain approval from the County Manager (DES) to prorate the total utility fund contribution for this site consistent with the approved Phasing Plan for the development pursuant to Condition #5 above. These funds may, but need not, be used by the County for the purpose of providing for 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 upon receipt of written request without any accrued interest to the development owners of record at the time of any refund.

35. Wall Check Survey (Final Building Permit)

- A. **Walls/Elevations at Below Grade Structure (Final Building Permit)** 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 #2 and #3 above, prior to the issuance of the Final Building Permit. The Developer further agrees that the wall check survey shall show the location of the walls and elevations once the initial P1 elevated deck and P1 foundation walls are in place for each building. The submission of the P1 level wall check may occur individually for each building pursuant to the phasing plan required in Condition #5. at the top level of the below grade structure and the elevation of the highest parking slab.
- B. **Walls/Elevations of Slab at Grade (Prior to pouring the ~~second~~ third floor slab or at completion of the slab on grade)** The Developer further agrees to submit to the Zoning Administrator, and obtain the Zoning Administrator's approval as meeting the requirements of this approval, of a wall check survey showing the location of the walls, and the elevation of the slab, at grade, prior to pouring the ~~second~~ third floor slab, or at completion of the slab on grade. This shall not prevent the developer, at its own risk, from completing construction of the concrete podium prior to approval of the second wall check survey. The completion of the podium may include installation of support columns from the at-grade slab to the bottom side of the third-floor slab for the Phase 1 Building, as well as installation of the third floor cast in place framed slab. The developer agrees that all such work shall conform to the current code and building permit requirements. No additional above-grade construction, beyond construction of this podium with support columns, shall be permitted until such time as the second wall check is approved. The developer acknowledges that this additional work above the at-grade slab will be at their own risk should the second wall check survey not be approved as submitted, and that should any changes to the podium or column or other construction be needed based upon the review of the wall check plat, the developer shall be fully responsible for completing such changes before any further permits are issued.

36. Use of Penthouse (Final Building Permit)

The Developer agrees that requirements of this condition shall be incorporated in project drawings prior to the issuance of the Final Building Permit. The use of any penthouse shall be limited to mechanical equipment and equipment maintenance space and/or telecommunication transmitter and/or receiver equipment as required in Condition #38 below, unless otherwise approved as part of this Site Plan with such uses subject to approval of Inspections Services Division where applicable.

37. Review by Crime Prevention Through Environmental Design (CPTED)

Practitioner (Final Building Permit).

The Developer agrees to submit to the Operations Division of the Arlington County Police Department the approved post-4.1 drawings, which shall be reviewed by the Crime Prevention Through Environmental Design (CPTED) practitioner in the Police Department of CPTED design elements prior to the issuance of the Final Building Permit. The CPTED practitioner will review the post-4.1 drawings and provide comments on such plans for the purpose of ensuring that its design elements do not create a substantial risk of criminal activity at the location of the site plan.

- 38. Developer Installation of In-Building First Responder Network (Final Building Permit)** In order to maintain the effectiveness of the County's public safety systems, the Developer/applicant hereby agrees to design, construct, install, and maintain in an operable condition, an over-the-air radio in-building emergency responder communication and distribution system that will include, as defined in Attachment A:

- a. a donor antenna in a location and design that is acceptable to the County and the building owner based on a reasonable exercise of judgment by both;
- b. single mode fiber optic backbone;
- c. conditioned and secured-access space with dedicated backup power to locate fiber distribution equipment;
- d. secured head-end equipment to support bi-directional radio transmissions over the air and via internet protocol fiber optic link;
- e. related hardware in a number and configuration that is appropriate for radio transmission in frequencies established by the County;
- f. dedicated communications conduits from property line to the head-end equipment room;
- g. alarm reporting to the County's designated recipient.

The Developer agrees to submit to the County Manager for his/her review and approval, engineering drawings indicating that adequate accommodations have been made in the building to meet this requirement prior to issuance of the Final Building Permit. The County Manager will approve the drawings if she finds that the drawings meet the standards of this site plan condition.

In addition, the Developer agrees to submit to and obtain the County Manager's review and approval of, reports verifying that the level of radio communications coverage in the building is sufficient to permit emergency responder communication throughout the building, according to the testing procedure outlined in Attachment A. The Developer agrees to submit and obtain review and approval of these reports at the following times:

- a) prior to the issuance of the first certificate of occupancy for any space in the building;
- b) every one year after the date of issuance of the first certificate of occupancy for any space in the building.

The County Manager may waive this condition in the future if he/she determines that the level of radio communications coverage within the building can be monitored and verified to be at an acceptable level by the County through the

County's ConnectArlington fiber optic network or other mutually acceptable means. In addition, the County Manager may waive coverage requirements in secure areas as well as in cases where State and County requirements overlap.

39. Retail Elements (Final Building Permit)

The Developer agrees to meet the requirements of this condition prior to the issuance of the Final Building Permit.

- A. The Developer agrees to the following for retail and retail equivalent space, as shown on the plans referenced in Condition #2 above, within the Site Plan:

The Developer will market a minimum of approximately 67,000 square feet of retail and retail equivalent (including but not limited to a child care center use, subject to obtaining a use permit) space located on the first ground floor of the buildings to uses permitted for "Green" streets as shown for that location in the approved Arlington County Retail Plan (ACRP) as adopted by the County Board July 18, 2015 or other applicable retail policy documents subsequently approved by the County Board for this location and consistent with the standards in this Condition #39.

The Developer agrees to submit the marketing material and/or a letter detailing the marketing efforts, and first floor plans consistent with the standards in this

Condition #39, and obtain approval of such material or letter from the Zoning Administrator as having met the standards of this condition.

- 1) ~~For retail space greater than 3,000 square feet, the Developer agrees to retain a retail broker and meet with AED to discuss the strategy and marketing plans for the retail space. The Final Building Permit shall not be issued until documentation has been provided to the Zoning Administrator from AED that this meeting has occurred and a retail broker retained.~~
- 2) **Standards for Retail Spaces:** The retail spaces shall be designed and constructed to meet the Retail and Urban Design Guidelines set forth in the ACRP. Exceptions are set forth as follows:

None.

- B. Changes to Retail Spaces:

- 1) The Developer agrees that minor adjustments in the approved retail Gross Floor Area (GFA), or to details of the retail spaces as outlined in this Condition #39, shall be submitted to and may be approved by the Zoning Administrator if she finds that such changes are minor, as defined below, and are consistent with the original Site Plan approval. For the purposes of the preceding sentence, minor adjustments shall include only the following: (i) a

minor adjustment in the location of the retail along the street frontage on the ground floor; or (ii) a minor adjustment in the GFA for the retail space, as long as the total approved retail GFA for the entire Site Plan does not change; or (iii) a minor adjustment in the elements of the retail space as described in this Condition #39. All other changes to the approved retail will require a Site Plan amendment.

- 2) Any change in the use of the retail and retail equivalent space from ~~retail~~ uses permitted in “Green” Streets as defined in the ACRP to office (except for medical and dental offices) or other uses inconsistent with this Condition #39 shall require a Site Plan amendment.

40. Safety Measures at Garage Exit Ramps (Final Building Permit)

The Developer agrees to install safety measures, which may include but shall not be limited to speed bumps, at garage exit ramps at locations where ramps abut the pedestrian sidewalk, in order to slow vehicular traffic prior to vehicles crossing the sidewalk. The Developer agrees to show the locations of the safety measures on the ground level final building floor plans and shall obtain review and approval by the Zoning Administrator of the safety measures as meeting this condition prior to the issuance of the Final Building Permit.

41. Transportation Management Plan (First Partial Certificate of Occupancy for Tenant Occupancy)

The Developer agrees to obtain approval from the County Manager of a Transportation Management Plan (TMP) prior to the issuance of the First Partial Certificate of Occupancy for Tenant Occupancy for each respective building or phase of construction per Condition #5. Such approval shall be given if the County Manager finds that the TMP for each building includes a schedule and description of implementation and continued operation, throughout the life of the Site Plan, of all elements outlined below under sub- sections A (Participation and Funding), B (Facilities and Improvements), C (Carpool and Vanpool Parking), D (Promotions, Services, and Policies), and E (Performance and Monitoring).

The Developer agrees to ensure consistency between this TMP and the Parking Management Plan, to the extent TMP provisions are applicable to the operation and management of parking facilities.

Upon approval of the TMP by the County Manager, the Developer agrees to implement all elements of the plan with assistance, when appropriate, by agencies of the County. Unless otherwise specified, the Developer agrees that all individual elements of this TMP shall be operational prior to issuance of the First Partial Certificate of Occupancy for Tenant Occupancy.

Unless otherwise specified, all dollar denominated rates shall 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 first approval of this condition.

A. Participation and Funding

- 1) Establish and maintain an active, ongoing relationship with Arlington Transportation Partners (ATP), or successor entity, on behalf of the property owner.
- 2) Designate and keep current a member of building management as Property Transportation Coordinator (PTC) to be primary point of contact with the County and undertake the responsibility for coordinating and completing all Transportation Management Plan (TMP) obligations. If applicable, designate and keep current a regional manager, or equivalent, as a secondary point of contact. The PTC shall be trained, to the satisfaction of ACCS, to provide, transit, bike, walk, rideshare and other information provided by Arlington County intended to assist with transportation to and from the site.
- 3) Contribute annually to ACCS, or successor, to sustain direct and indirect on-site and off-site services in support of TMP activities. Annual contribution shall be calculated based on a rate \$0.06 per square foot of GFA for commercial (office, retail, hotel) use and \$0.035 per square foot of GFA for residential use, escalated by CPI from the year 2008, per year for 30 years. Payment on this commitment shall begin as a condition of issuance of the First Partial Certificate of Occupancy for Tenant Occupancy for each respective building or phase of construction. Subsequent payments shall be made annually.

B. Facilities and Improvements

- 1) Provide in the lobby or lobbies, a transportation information display(s), or equivalent delivery method, the number/content/design/location of which will be approved by ACCS. The developer agrees that the required transportation information displays shall meet the Arlington County Neighborhood Transportation Information Display Standards in effect on the date of the site plan approval, or equivalent as approved by the County Manager.
- 2) Provide an ADA-compliant hotel van (with lift) to provide shuttle service to and from designated Metro station(s) for employees and guests. The van shall be staffed by a full-time employee, with a dedicated van-accessible parking space provided on the ground level of the mixed-use parking garage. The van shall be parked in this space when not in service. A communication device shall be provided with the hotel for on-call service (hotel only).
- 3) Provide, within the TMP a Bicycle Facilities Management Plan to support the infrastructure provided through Conditions #19 and #24. This plan shall include a description of how the facilities will be managed and operated, including:
 - a. Hours of operation and availability to users. Secure bicycle storage, showers, and lockers for office/hotel/retail uses shall be available to employees during all hours in which employees may access the building. Bicycle commuters

shall be permitted to use the lockers for storage 24 hours per day, 7 days per week, to facilitate bicycle commuting.

- b. Management of registration and access of persons and bicycles to use the facilities.
- c. Management of locker assignments, and re-assignments, to bicycle commuters.
- d. Methods to notify building occupants of the amenities, and the frequency of the notifications.
- e. Policy for abandoned bicycles.

C. Carpool and Vanpool Parking

Carpools and Vanpools (for buildings with a minimum of 50,000 square feet of gross floor area of non-residential uses)

- 1) Operate a carpool/vanpool program with required elements including, at minimum:
 - a. Provide reserved, signed, spaces for carpools and vanpools conveniently located with respect to main entrances/elevators serving the building.
 - b. Provide two-person or more carpools with a parking subsidy equal to one-half the single-occupant vehicle monthly rate.
 - c. Provide vanpools, as recognized by the Internal Revenue Service (IRS), with free parking.

D. Promotions, Services, and Policies

- 1) Prepare, reproduce and distribute, in digital or hard copy, materials provided by Arlington County, which includes site-specific transit, bike, walk, and rideshare-related information, to each new residential lessee or purchaser, and office, retail, hotel, property management, or maintenance employee, from initial occupancy through the life of the site plan. These materials shall be distributed as a part of prospective tenant marketing materials, as well as communications associated with lease signing, on-boarding, or similar activities.
- 2) Provide one time, per person, to each new residential lessee or purchaser, and each new office, retail, hotel, property management, or maintenance employee, whether employed part-time or full-time, directly employed or contracted, who moves into or begins employment in the building throughout initial occupancy, the choice of one of the following:
 - a. \$65.00 Metro fare on a SmarTrip card or successor fare medium

b. A one year bikeshare membership

c. A one year carshare membership

Purchase 50% of the anticipated need for such fare medium options prior to the issuance of the First Partial Certificate of Occupancy for Tenant Occupancy, and maintain stock on hand thereafter.

The County Manager may approve additions to, or substitution of one or more of these choices with a comparable transportation program incentive, as technology and service options change, if he/she finds that an incentive shall be designed to provide the individual with an option other than driving alone in a personal vehicle, either by removing a barrier to program entry, such as a membership cost, or by providing a similar level of subsidized access to a public or shared transportation system, program or service.

- 3) Provide, administer, or cause the provision of a sustainable commute benefit program for each on-site property management, maintenance, and hotel employee, whether employed part-time or full-time, directly employed or contracted. This commute benefit program shall offer, at a minimum, a monthly pre-tax transit and vanpool benefit, as defined by the IRS, or a monthly subsidized/direct transit and vanpool benefit, as defined by the IRS.
- 4) Provide, under a “transportation information” heading on the Developer and property manager’s websites regarding this development:
 - a. Links to the most appropriate Arlington County Commuter Services and/or external transportation-related web page(s). Obtain confirmation of most appropriate link from ACCS.
 - b. A description of key transportation benefits and services provided at the building, pursuant to the TMP.

E. Performance and Monitoring

- 1) During the first year of start-up of the TMP and on an annual basis thereafter, the Developer shall submit an annual report, which may be of an online, or e-mail variety, to the County Manager, describing completely and correctly, the TDM- related activities of the site and changes in commercial tenants during each year.
- 2) The Developer agrees to reimburse the County the full cost up to a maximum of \$14,000 (\$7,000 per land use type) for, and participate in, a transportation and parking performance monitoring study at two years, five years, and each subsequent five years (at the County’s option), after issuance of the First Partial Certificate of Occupancy for Tenant Occupancy, for the life of the site

plan. The County may conduct the study or ask the owner to conduct the study (in the latter case, no reimbursement payment shall be required). As part of the study, a report shall be produced as specified below by the County. The study may include:

- a. building occupancy rates,
- b. average vehicle occupancy,
- c. average garage occupancy for various day of the week and times of day,
- d. parking availability by time of day,
- e. average duration of stay for short term parkers on various days of the week and times of day,
- f. pedestrian traffic,
- g. a seven-day count of site-generated vehicle traffic,
- h. a voluntary mode-split survey,
- i. Hourly, monthly, and special event parking rates.

The building owner and/or operator shall notify, assist, and encourage building occupants and visitors on site to participate in mode-split surveys which may be of an on-line or email variety.

42. Affordable Housing Contribution (Shell and Core Certificate of Occupancy)

Intentionally Omitted

43. Availability of Site Plan Conditions to Residential Condos, Cooperatives and Homeowners Associations (Shell and Core Certificate of Occupancy)

Intentionally omitted

44. Obtain Master Certificate of Occupancy (Within 12 months of Receipt of the Certificate of Occupancy that permits full occupancy)

The Developer agrees to obtain a Master Certificate of Occupancy within twelve (12) months of receipt of the Certificate of Occupancy that permits full occupancy. The Developer may request in writing to extend the timeframe for obtaining the Master Certificate of Occupancy. The request shall outline the reasons for the extension and shall be submitted to the Zoning Administrator for review and approval at least one (1) month prior to the end of the twelve-month time frame. The Zoning Administrator may approve such extension upon finding that the Developer is diligently and in good faith pursuing completion of the project, and will apply for and meet all requirements of a Master Certificate of Occupancy within a reasonable amount of time.

45. Building Height Certification (Master Certificate of Occupancy)

The Developer agrees to submit to, and obtain review and approval by the Zoning Administrator of one set of 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 prior to the issuance of the Master Certificate of Occupancy.

46. Structural Modifications (Life of Site Plan)

- a. The Developer agrees that any structural modification or changes to the facades or materials shall be subject to the approval of the County Manager. If the County Manager determines that any proposed 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 require approval by the County Board, a Site Plan amendment shall be required.
- b. 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.

47. Building Security Measures (Life of Site Plan)

The Developer agrees that the design of exterior office building security measures shall not result in the removal or reduction in 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. The Developer agrees to notify each prospective tenant of the office building, prior to execution of any lease with a tenant, of the above for the life of the site plan.

48. Snow Removal (Life of Site Plan)

The Developer agrees to remove snow and ice from all sidewalks within or adjacent to the site, from adjacent bus stops, from all interior streets, and from required Fire Apparatus Access Roads (fire lanes) for the purpose of providing safe vehicular and pedestrian access throughout the site. Snow or ice fall less than six (6) inches shall be removed within twenty-four (24) hours, and six (6) inches and greater shall be removed within thirty-six (36) hours of the cessation of such snow fall or freezing. (Snowfall as measured by the National Oceanic and Atmospheric Administration at National Airport).

49. Maintenance of Residential Common Areas (Life of Site Plan)

Intentionally omitted

50. Retention of Approved Parking Ratio over Subdivided Site (Life of Site Plan)

The Developer agrees to provide parking for each building according to the approved parking ratio; when 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.

51. Retention of Approved Density over Subdivided Site (Life of Site Plan)

Pursuant to the Site Plan, the total density allocated for any new construction on any subdivided parcels of the Site Plan shall not exceed the total approved density for the entire Site Plan. No additional density shall be allowed on any individual parcel formed by subdivision of the site.

52. Refuse Delivery to County Disposal Facility (Life of Site Plan)

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

53. Canopies and Awnings (Life of the Site Plan)

The Developer agrees that it will not construct or permit to be constructed any structures within areas dedicated, or to be dedicated, as public sidewalk easements and public sidewalk and utilities easements pursuant to the conditions of this site plan, except canopies, awnings and/or other similar architectural details as depicted in the final site plan on the face of the building ("canopies and awnings"), within such easement areas, provided that all such canopies and awnings shall be consistent with the final design and site engineering plans approved by the County Manager. Such canopies and awnings shall also, among other requirements, meet the following minimum standards: each canopy or awning shall (i) be suspended from the face of a building or structure; (ii) have no ground supports; (iii) extend no more than six (6) feet into the adjoining public sidewalk easement or public sidewalk and utility easements; (iv) contain no permanent fixtures, such as, among other things, fans, heaters and sprinklers; (v) extend no more than ~~six~~ 10 feet in any location from the face of the building to the outer edge of the canopy or awning; (vi) extend into the easement area no further than to a point that is five feet behind the back of the curb ; (vii) not be located in the clear space above any utility vault; and, (viii) maintain a clearance of at least eight feet above the public sidewalk to the lowest part of the canopy or awning, provided, that if such canopy or awning incorporates a sign, the canopy or awning and the sign shall meet all applicable zoning ordinance provisions.

In the event such canopies and awnings are approved by the County Board as part of the final site plan, the Developer further agrees for itself, its successors in title and interest, and assigns, to indemnify and hold harmless the County Board of Arlington County, Virginia and County officials, officers, employees, and agents from all claims, negligence, damages, costs and expenses arising from the canopies and awnings. The Developer agrees that, in the event of an emergency, the County may remove the canopy or awning and shall not be liable for any loss or damage to the canopy, awning or building that may result from such removal. In such event, the County shall not be responsible for replacing such canopy or awning.

The Developer agrees that in the event of need for routine utility work in the area of a canopy or awning, or need for County infrastructure repairs in the regular course of

business in the area of the canopy or awning, the County may, by written notice delivered to the Developer, require the Developer, at the Developer's sole cost and expense, to remove the canopy or awning within fourteen (14) days of delivery of said notice. The Developer further agrees that, if the canopy or awning is not removed within fourteen

(14) days of delivery of said notice, the County may, at the sole cost and expense of the Developer remove the canopy or awning and the Developer agrees that the County shall not be liable for any loss or damage to the canopy, awning or building that may result from such removal, or for replacing such canopy or awning.

The Developer agrees that, if the County Manager determines that any canopy or awning, whether or not approved, interferes with public access or is otherwise inconsistent with the public welfare, zoning ordinance requirements, or future development, the Developer agrees to, at its sole cost and expense, to remove the canopy or awning and fully restore any affected surface areas of the canopy, building or easement. The Developer agrees to complete removal of any canopy or awning upon notice of the County Manager's determination. The Developer agrees that, if the Developer fails to remove the canopy or awning within the time specified, the County may remove the canopy or awning, at the expense of the Developer, and that the County shall not be liable for any loss or damage that may occur as a result of such removal.

54. Public Park Easements
Submission – (Footing to Grade Permit); Completion -- (Prior to Recordation of Public Park Easement); Recordation of Public Park Easement – (First Certificate of Occupancy for Tenant Occupancy of Phase 7/8) and Maintenance and Operation -- (Life of the Site Plan)

The Developer agrees to grant a permanent public park easement ("Public Park Easement") to the County Board of Arlington County providing for public use and access to parks consisting of three (3) areas totaling approximately 36,000 square feet as shown on sheet L1.02 entitled Preliminary Park Easement Plan dated 10/28/19 of the 4.1 plans approved with the Site Plan #105-9 by the County Board on December 14, 2019 ("Public Park"). Final landscape, design and installation of the Facilities (defined below) for the Public Park shall be as approved by the County Manager on a Final Landscape Plan after the Public Park Master Plan (PMP) process referenced in Condition #57 (Park Improvements). The exact and final location of the Public Park Easement may change with the preparation and approval of the final civil engineering plans.

- A. **Submission for Review of Public Park Easement (Footing to Grade Permit)**
Prior to the issuance of the footing to grade permit, the developer agrees to submit to the County Manager for review the deed(s) for the Public Park Easement. The Public Park Easement shall be granted by deed, in substance acceptable to the County Manager and in form acceptable to the County Attorney and shall be recorded among the land records of the Clerk of the Circuit Court of Arlington County prior to the first certificate of occupancy for tenant occupancy of the Phase 7/8 building. The Developer agrees to design, construct, and maintain the Public Park. The Developer further agrees that all liens and encumbrances for the

areas of the Public Park Easement shall be subordinated to the rights of the County in the Public Park Easement. The developer shall convey the required waterline easement along the westernmost part of the parcel, which waterline easement shall be permitted within the area of the park.

B. **Public Park Easement.** The developer agrees that the Public Park Easement shall be constructed in accordance with the Public Park Design (as defined below) and contain, among other items, the following provisions:

1. All pathways, sidewalks, benches, trash receptacles, bicycle racks, water fountains, shade structures, dog run amenities, landscaping, hardscape and all appurtenant facilities (“Facilities”) installed in the Park Easements areas shall be and remain the property of the Developer, its successors and assigns, who shall be responsible for properly maintaining, repairing, and replacing all Facilities installed in the Park Easement areas.
2. The Developer and its successors and assigns, shall be responsible, at its sole cost and expense, to perform maintenance (pursuant to a maintenance plan as set forth below) and continuously care for, clean, maintain (including, but not limited to, snow and ice removal) repair, and replace all Facilities (defined below), including but not limited to, native plantings, trees, and dog run amenities (if applicable as a result from the PMP) within the Public Park Easement areas.
3. The Developer agrees that Arlington County shall have the right to program and/or hold events in the Public Park Easement areas.
4. The Developer agrees that for all non-County events or activities it would like to hold in the Public Park Easement areas, the Developer shall obtain a Special Events Permit pursuant to the Arlington County Special Events program.
5. The Developer agrees that it shall operate the Public Park pursuant to the current Arlington County Department of Parks and Recreation’s (DPR) Park Rules & Regulations. The Developer shall post Park Rules & Regulations signage within the Public Park. The signs and sign content will be agreed upon by the Developer and the Director of Parks and Recreation and shown on the approved Landscape Plan.
6. The County and its agents shall have the right, but not the obligation, to perform (if the Developer fails to do so), such repairs and maintenance as the County may deem necessary within the Public Park Easement areas and all Facilities therein. The Developer, its successors in interest and assigns shall be obligated to reimburse the County for such repairs and costs upon demand by the County.

7. The Developer, its successors in title and interest, and its assigns shall indemnify and hold harmless the County Board, its elected and appointed officials, officers, employees, and agents (collectively, "County") from all liability, personal injury, death, claims, damages, losses, costs and expenses of whatsoever nature concerning or arising out of the design, construction, installation, care, cleaning, maintenance, repair, use, access, regulation, repair and removal of the Facilities or other features, located within the area of the Public Park Easements, by the Developer, the County or the property owners, or from use and access by the public at large.

55. Bikeshare Station

The Developer agrees to purchase and install an approximately 15-dock bikeshare station at the Southeast corner of the intersection of 15th Street South and South Eads Street. Their exact location shall be determined as part of the Civil Engineering Plan review based on final engineering design. The Developer also agrees to contribute annually for 10 years to ACCS for the operations and maintenance costs including inflation for the 15-dock bikeshare station as indicated by the U.S. Department of Labor, Bureau of Labor Statistics Consumer Price Index (CPI) Inflation Calculator from the date of first approval of this condition.

In the event the bikeshare system is dissolved and not in use in Arlington County, the Developer shall contribute to ACCS the equivalent of the operations and maintenance costs of the last year the system was operational, including inflation as defined above, for the balance of the 10 years. These funds shall be used by ACCS for direct and indirect on-site and off-site services in support of TMP activities. Payment shall be made at the same time as the ACCS contribution payment in Condition #41.

56. Permanent Community Liaison (Life of Site Plan)

The Developer agrees to designate and make available a community liaison(s) to communicate with nearby residents and neighbors to address concerns which may be related to the operation of the office buildings within the Site Plan area. The name, telephone number, and e-mail address of the community liaison(s) shall be submitted to the Zoning Administrator and a copy sent to the Aurora Highlands, Crystal City, and Arlington Ridge Civic Associations, all adjacent apartment buildings in the Metropolitan Park development (Parcel 3 of the Pentagon City Phased Development Site Plan), and the Southhampton and the Bella Vista Condominiums.

57. Park Improvements

- A. The Developer agrees to participate in and fund a community engagement process for the Central Park Improvements as defined below and to design and construct those improvements at a total cost of up to \$14,000,000 ("Developer's Open Space Contribution"). If both the Central Park Improvements (Areas A, B, C, D, E and F depicted on an Exhibit entitled "Public Open Space Easement" dated December 2, 2019) as defined below are not timely planned and approved by the County Board and the Adjacent Landowner agreements are not executed as provided in this condition prior to the issuance of the final certificate of

occupancy of the second office building constructed on the site, then the Developer shall proceed only with the final design and construction of park improvements in the publicly accessible open spaces identified as Areas D, E and F on an Exhibit entitled “Public Open Space Easement” dated December 2, 2019 (“Developer’s Park Improvements”) and the remaining monetary balance of the Developer’s Open Space Contribution that would have funded construction of park improvements on the additional areas of Central Park owned by others identified as Areas A, B and C on an Exhibit entitled “Public Open Space Easement” dated December 2, 2019 (“Others’ Park Improvements”) shall be contributed to the County by the Developer, prior to issuance of the final certificate of occupancy of the second office building constructed on the site, for the County to fund the construction of the Others’ Park Improvements or other public open spaces in the vicinity of this project. If both the Central Park Improvements as defined below are timely approved by the County Board and the Adjacent Landowner agreements are executed as provided in this condition to allow for the construction by the Developer of the Others’ Park Improvements, then prior to the issuance of the final certificate of occupancy for tenant occupancy of the second office building constructed on the site, the Developer shall construct the Central Park Improvements as defined below.

- B. The Developer agrees that there is a desire to coordinate the design of the Developer’s Park Improvements with a redesign and construction of upgraded park improvements within the Others’ Park Improvements area currently subject to open space easements granted by adjacent land owners (“Adjacent Owners”) within Parcel 3 of the PDSP as identified in an Exhibit entitled “Public Open Space Easement” dated December 2, 2019 (“Central Park Improvements”).
1. For a time period not to exceed 2 months from County Board approval of this Site Plan, the Developer agrees to coordinate with the Department of Parks and Recreation (“DPR”) to conduct public engagement sessions (“ESs”) to document and assess the open space interests of the community, the Developer, the Adjacent Land Owners and other stakeholders which will help determine the preferred use and design of the Central Park Improvements. All aspects of the ES process as outlined in this condition shall be reviewed and approved by DPR.
 2. No later than 14 days from the date of County Board approval of the Site Plan, the Developer shall provide DPR with a list of potential design firms which, within 10 days of submission of the list, DPR will review and approve prior to final selection of a design firm by the Developer.
 3. Any background information, design materials and concepts prepared by the Developer for the ESs shall be coordinated with DPR at each stage of the public engagement process as described below at a minimum of two weeks prior to presentation to permit DPR to review and provide feedback with final preparation of such materials to occur no later than 1 week prior to any presentation or distribution of such materials.

4. The Developer agrees to coordinate and receive approval by DPR of all aspects of the ESs, including scheduling, issuing invitations, and planning the topics and format of the ESs. The Developer agrees that the ESs will be organized with a timeline that will allow participants to learn about the project site and its constraints and opportunities, to discuss potential programming for the Central Park Improvements, to create design concepts for the various open spaces, and for the participants to give input on the design concepts.
 5. The Developer further agrees that the schedule for the ESs will include at least two (2) but not more than three (3) public meetings with the first ES meeting occurring within 120 days of County Board approval of this Site Plan and the final meeting completed within 120 days after the first meeting. The purpose of the first meeting is to introduce the site and to gather input from the participants to use for developing design concepts for the Central Park Improvements. At the end of the public ES process, the Developer shall coordinate with DPR, the associated documents and graphics to create the Central Park Improvements Park Master Plan (PMP) and associated Design Guidelines. All PMP and Design Guideline materials shall be presented to DPR with a minimum three (3) week period to review and provide feedback prior to any presentation or distribution of such materials. The final Central Park Improvements PMP and associated Design Guidelines shall then be presented for comment to the Park and Recreation Commission, the Public Art Committee, and the Urban Forestry Commission.
 6. If the County Board has not approved the Central Park Improvements PMP and Design Guidelines within seven (7) months of the date of the first Workshop conducted per B.1 of this Condition 57, then the Developer shall proceed with the Developer's Park Improvements and cash contributions as provided in Part A of this condition.
- C. In order for the Adjacent Owners' open spaces to be included in the Central Park Improvements to be constructed by the Developer as provided in this condition, within six (6) months of County Board approval of this Site Plan, the Developer shall have executed agreements with all of the Adjacent Owners memorializing their participation (including consenting to revisions to be prepared by the Developer to Adjacent Owners' approved Final Landscape Plans and other documents as may be determined necessary), the Developer's right to access their land for construction, allocation of costs, maintenance and other necessary approvals and agreements associated with the Central Park Improvements. In the absence of agreements with all the Adjacent Landowners, then the Developer shall proceed with the Developer's Park Improvements and cash contributions as provided in Part A of this condition.
- D. **Maintenance:** The Developer agrees to maintain the area of the Central Park Improvements, or only the Developer's Park Improvements (dependent upon the extent of improved public spaces per Part A and B of this condition) and all of the Facilities therein, including, but not limited to, hardscaping and landscaping.

1. **Maintenance:** The Developer agrees, at its cost and expense, to maintain, install, reinstall, clean, repair, replace and remove the Central Park Improvements, or only the Developer's Park Improvements (dependent upon the extent of improved public spaces per Part A and B of this condition) and all Facilities and improvements therein, including, but not limited to, snow and ice removal, native planting and replantings, and tree maintenance and preservation, and dog run amenities (if applicable as a result of the PMP).
2. **Maintenance Plan:** At the time of the approval of a final landscape plan, Developer agrees to submit a maintenance plan to the County Manager or his designee for the Central Park Improvements, or only the Developer's Park Improvements (dependent upon the extent of improved public spaces per Part A and B of this condition). The maintenance plan shall include, but not be limited to, principles of conservation landscaping techniques to improve water and air quality. The maintenance plan shall also include practices of seasonally appropriate vegetation removal and disposal timelines to support and extend habitat. The maintenance plan shall also include, but not be limited to, maintenance of any potential playground or play area and dog run amenities (if a playground or play area or dog run amenities are applicable on this site as a result of the PMP).
3. **Public Park Naming:** (Prior to Park construction) The Developer agrees that the permanent name for the Central Park Improvements, or only the Developer's Park Improvements (dependent upon the extent of improved public spaces per Part A and B of this condition) shall be designated in accordance with the Arlington County Policy for Naming and Renaming of County Facilities and Parks adopted by the Arlington County Board on July 10, 1999 or the then-current Arlington County Park Naming Policy (Naming Policy). The Developer will propose a name in accordance with the Naming Policy and the naming of the Central Park Improvements, or only the Developer's Park Improvements (dependent upon the extent of improved public spaces per Part A and B of this condition) shall be completed prior to starting construction of the park.

58. Public Use of Event Space (For the Life of the Site Plan)

Prior to issuance of the final Certificate of Occupancy for the second building to be constructed, the Developer agrees to make the event space ("Event Space") within the building available at no charge to the County at least 4 times per year for single day County sponsored events approved by the County Manager or his designee ("Users") after office hours (Monday – Friday after 7:00 pm) and on weekends and national holidays. If the event space is not available as requested, the Developer agrees to provide Users with alternative days and times for a day and time reasonably close to the requested day or time. The Developer agrees to designate an Event Space liaison, and to provide and keep current, the contact information of the liaison to the County Manager, to coordinate with the User for scheduling and use of the Event Space. The Developer agrees to provide, at no charge, break down and custodial services, including cleaning, for use of the Event Space.

59. Greenhouse Exclusion

The Developer may construct rooftop greenhouse(s) for horticultural purposes and not for occupiable office space which use(s) shall not count toward gross floor area.

60. Affordable Housing Contribution

- A. The Developer agrees to contribute \$20 million to the County in satisfaction of Arlington County Zoning Ordinance Sect. 15.5.8 and 15.5.9 to support affordable housing initiatives as directed by the County Manager. In addition, the Developer agrees that the \$20 million contribution will be provided to the County according to the following schedule. The Developer shall, according to the payment schedule below, deliver each payment, payable to the Arlington County Treasurer, to the Arlington County CPHD Housing Division, for the requisite amount of monetary contribution.
 - 1) \$10 million prior to the issuance of the Shell and Core permit for the first office building constructed on the site.
 - 2) \$5 million prior to the issuance of the first Certificate of Occupancy for the tenant occupancy of the first office building constructed on the site.
 - 3) \$5 million prior to the issuance of the first Certificate of Occupancy for the tenant occupancy of the second office building constructed on the site.
- B. As an alternative to A, at its election, the County Board, directly or through a designated entity, may implement a project within the vicinity of the Developer's property for the purpose of advancing affordable housing goals through new development, rehabilitation, conversion or preservation of existing affordable housing ("Affordable Housing Project"). If, prior to the first monetary contribution as required in A above, the County Manager notifies the Developer in writing that the County is proceeding with plans to implement the Affordable Housing Project, then the Developer, shall, at the time required for the first monetary contribution required in A above, make a contribution of \$20 million to the County, payable to the Arlington County Treasurer, to be used toward the Affordable Housing Project and the Developer shall have no further obligations under this Condition #59.

61. Daycare Outdoor Play Area

At Developer's discretion, the daycare outdoor play area may be located on either the public open space easement area on the Developer's Park Improvements (Areas D, E or F as shown on an Exhibit entitled "Public Open Space Easement" dated December 2, 2019) subject to County requirements for public access and not the exclusive use by the daycare provider, or on the private open space area of the site plan as generally shown on an exhibit dated December 2, 2019 and entitled "Public Open Space Easement Areas with daycare outdoor play area on private open space".

Attachment A

In-Building First Responder Network Definitions and Testing Protocol

Definitions

As used in the standard site plan condition entitled “Developer Installation of In-Building First Responder Network”, unless the context requires a different meaning:

“alarm reporting” means an SNMP (Simple Network Management Protocol)-based monitoring system that sends notifications of faults or diminished performance.

“dedicated communications conduit” means conduit assigned to contain only the fiber optic cable used for public safety communications;

“dedicated backup power” means a secondary source of power, whether from battery or emergency generator, supplying automatically when the primary power source is lost, continuously operational for no less than 12 hours and, if from a battery, charging itself automatically in the presence of an external power input and contained in a NEMA 4 enclosure;

“donor antenna” means a bi-directional antenna mounted to the roof of a building interconnected to optical signal conversion and distribution equipment;

“fiber distribution equipment” means one or more modules capable of converting optical signals into radio frequency signals for distribution to all interconnected omni-directional antennas;

“head-end equipment” means one or more modules capable of receiving radio frequency signals from a donor antenna, amplifying the radio frequency signals, and converting the radio frequency signals into optical signals for distribution via fiber optic cable to all fiber distribution units throughout the building and are contained in a NEMA 4 enclosure;

Testing Protocol

When an emergency responder radio coverage system is required, and upon completion of installation, the building owner shall have the radio system “the system” tested to ensure that two-way coverage on each floor of the building reveals a minimum signal strength of -95 dBm in 95 percent of the building’s area. In addition, the quality of radio signal should be no less than Delivered Audio Quality (DAQ) 3.4 as defined by the Telecommunications Industry Association (TIA). The test procedure shall be conducted as follows:

1. Each floor of the building shall be divided into a grid of 20 approximately equal areas.
2. The test shall be conducted using a calibrated portable radio of the latest brand and model used by the County.
3. The test shall be considered failed if more than two nonadjacent grid areas do not meet the signal strength requirements.

4. In the event that three nonadjacent areas fail the test, in order to be more statistically accurate, the floor shall be divided into 40 equal areas. The test shall be considered failed if more than four nonadjacent grid areas do not meet the signal strength requirements. If the system fails the 40-area test, the system shall be modified to meet the 95 percent coverage requirement.
5. A test location approximately in the center of each grid area shall be selected for the test. The radio shall be enabled to verify two-way communications to and from the outside of the building through the public agency's radio communications system. Once the test location has been selected, that location shall represent the entire area. If the test fails in the selected test location, that grid area shall fail. Prospecting for a better location within the grid area shall not be allowed.
6. The gain values of all amplifiers shall be measured and the test measurement results shall be kept on file within the building so that the measurements can be verified during annual tests. In the event that the measurement results become lost, the developer shall be required to rerun the acceptance test to reestablish the gain values.
7. As part of the installation a spectrum analyzer or other suitable test equipment shall be utilized to ensure false oscillations are not being generated by the subject signal booster.
8. The antennas, cable, and other passive components of the system shall be rated to operate at least between 400MHz and 5.0 GHz.

The minimum qualifications of the system designer, tester and lead installation personnel shall include:

1. A valid FCC-issued General Radio Operators License; and
2. Certification of in-building system training issued by a nationally recognized organization or school or a certificate issued by the manufacturer of the equipment being installed.

Personnel may be exempt from these requirements upon successful demonstration of adequate skills and experience satisfactory to the County Manager or designee.

SITE PLAN AMENDMENT ORDINANCE (Phases 1, 2 and 3)

WHEREAS, an application for a Site Plan Amendment to SP #105; SP-9, dated September 30, 2019 was filed with the Office of the Zoning Administrator; and

WHEREAS, the Planning Commission held a duly advertised public hearing on that Site Plan Amendment on December 2, 2019 and recommended that the County Board approve it, subject to numerous conditions and has provided a letter dated December 10, 2019; and

WHEREAS, as indicated in Staff Report[s] prepared for the December 14, 2019 County Board meeting and through comments made at the public hearing before the County Board, the County Manager recommends that the County Board approve the Site Plan Amendment subject to numerous conditions as set forth in the Staff Report[s]; and

WHEREAS, the County Board held a duly-advertised public hearing on that Site Plan Amendment on December 14, 2019 and finds, based on thorough consideration of the public testimony and all materials presented to it and/or on file in the Office of the Zoning Administrator, that the improvements and/or development proposed by the Site Plan Amendment:

- Substantially complies with the character of master plans, officially approved neighborhood or area development plans, and with the uses permitted and use regulations of the district as set forth in the Zoning Ordinance; and
- Functionally relates to other structures permitted in the district and will not be injurious or detrimental to the property or improvements in the neighborhood; and
- Is so designed and located that the public health, safety and welfare will be promoted and protected.

NOW THEREFORE, BE IT ORDAINED that, as originally requested by an application dated September 30, 2019 for Site Plan Amendment SP #105; SP-9, and as such application has been modified, revised, or amended to include the drawings, documents, conditions and other elements (which drawings, etc. are hereafter collectively referred to as “Revised Site Plan Application”), for a Site Plan Amendment to amend site plan conditions requiring the developers/owners to convey in fee simple to the County certain internal streets in Metropolitan Park, located at 1201-1429 S. Fern Street (RPC# 35-003-003 through -008; and -PCA), approval is granted and the parcels so described shall be used according to the Site Plan Application, subject to all previous conditions, and the below amended conditions:

Metropolitan Park 1, Condition #65, as approved by the County Board February 10, 2004:

65. The developer agrees to grant a public use access easement to the County Board of Arlington County for the benefit of the County and the public at large, for access to and use, at all times, except as necessary for street maintenance and repairs, by the County

and the public at large, of the streets, and sidewalks adjacent to South Elm Street, South Fair Street, 14th Road South and 14th Street South prior to the issuance of the first Certificate of Occupancy allowing tenant occupancy. The developer agrees that the County shall have the right to use and control the streets to the same degree as any other streets in the County system. The public access easement shall not obligate or require the County to construct or maintain the street or sidewalks (which shall be the developer's responsibility pursuant to Condition #16 and shall include snow removal), but shall permit public use of the easement areas for street, sidewalk, utilities (to the extent such utilities are not inconsistent with other utilities required by this site plan as approved in the final site engineering plan), and related purposes and shall permit the County to regulate traffic and parking. The public access easement shall provide, among other things, that the grantor, its successors and assigns, shall indemnify and hold harmless the County Board, its elected and appointed officials, employees and agents from any liability, claims, damages, costs and expenses of whatever nature concerning or arising out of the construction, maintenance, and regulation of the private street by the developer and use thereof by the general public and the developer or grantor except to the extent said liability, claims, damages, costs and expenses are caused solely by the negligence of the County. ~~Upon the issuance of the first Certificate of Occupancy for tenant occupancy of the last building of Parcel 3 of the Pentagon City PDSP, the applicant shall dedicate the following streets (14th Street South, 13th Street South, South Elm Street and 14th Road South, South Fair Street) to Arlington County in fee simple subject to the existence of, and right to maintain the approved and constructed encroachments.~~

The public access easement shall be granted by deed, in form and substance acceptable to the County Manager and the County Attorney, shall include the terms of the easement as set forth in this condition, and shall be recorded among the land records of the Clerk of the Circuit Court of Arlington County. Improvements of South Elm Street, South Fair Street, 14th Road South and 14th Street South shall be completed prior to the issuance of the first Certificate of Occupancy allowing tenant occupancy for any building that fronts on the private street. The developer shall be, and the public access easement shall state that the developer will be, responsible for maintaining South Elm Street, South Fair Street and 14th Street South.

Metropolitan Park 2, Condition #70, as approved by the County Board March 14, 2006:

70. The developer agrees to grant, for the life of the overall Metropolitan Park site plan a public use access easement to the County Board of Arlington County for the benefit of the County and the public at large, for access to and use, at all times, except as necessary for street maintenance and repairs, of the streets, and sidewalks adjacent to South Fair Street and 13th Street South prior to the issuance of the first Certificate of Occupancy allowing tenant occupancy. The developer agrees that the County shall have the right to use and control the streets to the same degree as any other streets in the County system. The public access easement shall not obligate or require the County to construct or maintain the street or sidewalks (which shall be the developer's responsibility pursuant to Condition #16 and shall include snow removal), but shall permit public use of the easement areas for street, sidewalk, utilities (to the extent such utilities are not inconsistent with other utilities required by this site plan as approved in the final site

engineering plan), and related purposes and shall permit the County to regulate traffic and parking. The public access easement shall provide, among other things, that the grantor, its successors and assigns, shall indemnify and hold harmless the County Board, its elected and appointed officials, employees and agents from any liability, claims, damages, costs and expenses of whatever nature concerning or arising out of the construction, maintenance, and regulation of the private street by the developer and use thereof by the general public and the developer or grantor except to the extent said liability, claims, damages, costs and expenses are caused solely by the negligence of the County. ~~Upon the issuance of the first Certificate of Occupancy for tenant occupancy of any part of the last building of Parcel 3 of the Pentagon City PDSP, the applicant shall dedicate the following streets (13th Street South and South Fair Street) to Arlington County in fee simple subject to the existence of, and right to maintain the approved and constructed encroachments.~~

The public access easement shall be granted by deed, in form and substance acceptable to the County Manager and the County Attorney, shall include the terms of the easement as set forth in this condition, and shall be recorded among the land records of the Clerk of the Circuit Court of Arlington County. Improvements of South Fair Street and 13th Street South shall be completed prior to the issuance of the first Certificate of Occupancy allowing tenant occupancy for any building that fronts on the private street. The developer shall be, and the public access easement shall state that the developer will be, responsible for maintaining South Fair Street and 13th Street South.

Metropolitan Park 3, Condition #71, as approved by the County Board February 21, 2009:

71. Public Use and Access Easement (South Elm Street)

The developer agrees to grant to the County Board of Arlington County (“County” or “County Board”), for the benefit of the County and the public at large, a public use access easement for access to and use of, at all times except for temporary street closures necessary for street maintenance and repairs, South Elm Street, running from 12th Street South to 13th Street South, as South Elm Street is further shown on the attached plans dated January 21, 2009 (“South Elm Street Easement”). The spatial area of the South Elm Street Easement shall include the area of the street and all adjacent sidewalk areas (jointly, “Street” or “Streets”) shown on the site plan as approved by the final site engineering plan (“Easement Area”). The South Elm Street Easement shall be granted to the County by the developer prior to the issuance of the first Certificate of Occupancy allowing tenant occupancy of any portion of Metropolitan Park, Phase 3. The developer agrees that the County shall have the right to use, control, and regulate the Streets, and use thereof, to the same extent and in the same manner as any other streets in the County system including, but not limited to, the regulation of traffic and parking thereon. The South Elm Street Easement shall require the developer, at its sole cost and expense, to maintain, repair, replace, remove, care, clean and reconstruct the Streets, including all snow and ice removal thereof, located within the easement area. The South Elm Street Easement further shall allow the County to use the Easement Area for utilities, and to issue permits to others for such use, to the extent that any utilities are not inconsistent

physically with the utilities and structures required by this site plan as approved by the final site engineering plan thereof.

The developer further agrees that the South Elm Street Easement shall provide, among other things, that the grantor, its successors and assigns, shall, except due to the sole negligence of the County, indemnify and hold harmless the County Board, its elected and appointed officials, officers, employees, agents and contractors from any and all liability, personal injury, death, claims, damages, losses, costs and expenses, of whatsoever nature, concerning or arising out of the design, construction, installation, repair, maintenance, replacement, removal, care, cleaning, use, access and regulation of the Easement Area or any facility or structure therein, or thereon, or thereunder arising out of the use and access of the Easement Area by the County, the public at large, the developer, the tenants, and others.

The developer agrees that the South Elm Street Easement shall be granted by deed, in substance acceptable to the County Manager and in form acceptable to the County Attorney, and shall include, or incorporate by reference, the terms set forth in this condition and shall be recorded among the land records of Arlington County, Virginia.

~~The developer agrees that, prior to the issuance of the first Certificate of Occupancy for tenant occupancy of any part of the last building authorized to be constructed pursuant to the Pentagon City PDSP for Parcel 3 (Metropolitan Park), the developer, or its his successor or assigns, shall dedicate the Easement Area to Arlington County in fee simple, subject to previously enacted encroachment ordinances, and further subject to the developer first obtaining the enactment by the County Board of all other required encroachment ordinances permitting all structures (which will be encroaching into the dedicated fee simple area) to continue to exist within such area.~~

PREVIOUS COUNTY BOARD ACTIONS:

February 9, 1974

Changed the General Land Use Plan designation from "Undesignated" to "Public" for that portion of the Pentagon City Tract south of 15th Street South, adjoining the existing Virginia Highlands Park; and authorized a symbol be included on the map which indicates that additional substantial portion of the Pentagon City Tract should be open space.

Designated the Pentagon City Tract as a "Co-Ordinated Development District," excluding the Western Electric plant, and excluding the area east of South Eads Street.

Designated the Pentagon City Tract as a possible future site for a nursing care facility with the letter "N."

February 25, 1976

On the Board's own motion, rezoned Pentagon City Tract (Z-2064-75-4) properties bounded on north by Army-Navy Drive; on west by South Joyce Street; on south by Arlington County property and 15th Street South; and on east by South Eads Street; excluding the Western Electric property from "RA7-16," "RA6-15," "C-O," and "M-1" to "C-O-2.5."

On the Board's own motion, rezoned (Z-2065-75-3) 1601 South Hayes Street (future fire station) from "RA7-16" to "S-3A." Rezoned 1500 block of South Hayes Street through to South Joyce Street including adjoining County owned property on South Joyce Street from "R2-7" to "S-3A."

On the Board's own motion, rezoned (Z-2066-75-4) 621 18th Street South from "S-3A" to "C-O-2.5."

Approved Pentagon City Phased Development Site Plan (Z-2064-75-4), subject to conditions.

January 8, 1977

Approved Phased Development Site Plan Amendment (Z-2064-75-4) to: 1) permit 20 additional low-rise family housing units in Parcel 5; 2) permit removal of 300 non-subsidized dwelling units for the elderly from Parcel 5 and relocate 280

such unit in Parcel 3; 3) permit submittal of landscape maintenance agreement prior to issuance of building permit instead of with final site plan submission; and 4) provide that park dedication be held in escrow until rezoning and site plan approval held valid by final court decision.

Approved Final Site Plan (Z-2064-75-4; SP-1) for Parcel 5 to include 300 subsidized housing units for the elderly, a 300-bed nursing home, and 200 low-rise family units.

October 15, 1977

Approved Phased Development Site Plan Amendment (Z-2064-75-4) to permit a temporary Metro related parking lot until December 30, 1980 in area bounded by Army-Navy Drive, 15th Street South, South Joyce Street and South Hayes Street.

Approved Final Site Plan for a temporary Metro related parking lot along the west side of South Hayes Street (between Army-Navy Drive and 15th Street South) and along north side of 15th Street South (between South Hayes and South Joyce Streets) until December 30, 1980.

June 3, 1978

Approved Final Site Plan Amendment for temporary Metro-related parking lot to eliminate the requirement for railroad ties or utility poles to separate parking aisles.

January 6, 1979

Approved Final Site Plan (Z-2064-75-4; SP-2) for a 12-story office building with approximately 253, 534 square feet of gross floor area located at 701 12th Street South (northeast corner of 12th Street South and South Hayes Street), subject to conditions.

January 5, 1980

Approved Final Site Plan Amendment (Z-2064-75-4; SP-2) to extend approved plan for one year to January 6, 1981.

January 3, 1981

Approved Phased Development Site Plan Amendment (Z-2064-75-4) and a Final Site Plan amendment for a temporary Metro-related parking lot to extend for one year to December 31, 1981, subject to conditions.

April 1, 1981	<p>Approved a Final Site Plan (Z-2064-75-4; SP-3) for a 12-story office building with approximately 309,574 square feet of gross floor area located at 601 12th Street South, subject to conditions.</p> <p>Approved a Final Site Plan (Z-2064-75-4; SP-4) for a 16-story residential condominium building, for the parcel of real property known as 801 15th Street South, subject to conditions.</p>
November 14, 1981	<p>Approved a Phased Development Site Plan Amendment (Z-2064-75-4) and a Final Site Plan for temporary Metro-related parking lot (1000-1400 South Hayes Street) to extend for two years to December 31, 1983, subject to conditions.</p> <p>Approved a Final Site Plan to enlarge temporary Metro-related parking lot in the 1000-1300 block of South Hayes Street, subject to conditions.</p>
May 20, 1982	<p>Approved a Phased Development Site Plan Amendment (Z-2064-75-4) to transfer 200,000 and 290,000 square feet of gross office floor area from Parcels 2 and 3, respectively, to Parcel 1, and the transfer of 670 dwelling units from Parcel 1 to Parcel 3, subject to conditions.</p>
September 11, 1982	<p>Approved a Phased Development Site Plan Amendment (Z-2064-75-4) to permit temporary uses accessory to construction (eating facilities) on Pentagon City Tract, subject to conditions, with a review in one year.</p>
January 8, 1983	<p>Accepted withdrawal of a Phased Development Site Plan Amendment (Z-2064-75-4) and Final Site Plan to enlarge the temporary Metro-related parking Lot to the 800 and 900 blocks of South Army Navy Drive and the 1000 block of South Joyce Street.</p>
April 9, 1983	<p>Approved Amendment to Final Site Plan (Z-2064-75-4; SP-4) to extend the approval for two years to April 1, 1985 for residential condominium at 801 15th Street South.</p>

June 18, 1983	Approved Amendment to Final Site Plans (Z-2064-75-4; SP-2 and SP-3) for signs at MCI office buildings.
August 13, 1983	Accepted withdrawal of Amendment to Final Site Plans (Z-2064-75-4; SP-2 and SP-3) for a freestanding sign/sculpture at MCI office buildings.
September 10, 1983	Renewed a Phased Development Site Plan Amendment (Z-2064-75-4) to permit temporary uses accessory to construction (eating facilities) on Pentagon City Tract, subject to all previously approved conditions, with a review in one year.
December 10, 1983	Approved a Phased Development Site Plan Amendment (Z-2064-75-4) and Final Site Plan for a temporary Metro-related parking lot located in the 1000-1400 block of South Hayes Street to July 30, 1984.
July 11, 1984	<p>Approved a Phased Development Site Plan Amendment (Z-2064-75-4) redefine parcel boundaries, increase retail density, transfer 47,500 square feet of retail density from Parcel 3 to Parcel 1 and 2 and modify several conditions.</p> <p>Approved a Final Site Plan (Z-2064-75-4; SP-5) for a shopping mall (1,019,300 square feet), a hotel (450 units), an office building (172,000 square feet), and 4,173 parking spaces, subject to conditions.</p> <p>Approved a Final Site Plan amendment (Z-2064-75-4; SP-4) to amend the boundaries of Parcel 2C (801 15th Street South).</p>
August 18, 1984	<p>Approved a Phased Development Site Plan Amendment (Z-2064-75-4) to reduce the number of hotel units on Parcels 1B and 2B from 600 to 450 and on Parcel 1D from 1,100 units to 882 units.</p> <p>Denied Site Plan Amendment Z-2064-75-4 to extend the temporary Metro-related parking lot for a period of two years from July 30, 1984 to July 30, 1986 and modify condition number 1 of the Phased</p>

	Development Site Plan accordingly for the 1000 to 1400 blocks of South Hayes Street, on the west side, and granted the applicant one week to cease operation of the parking lot.
September 8, 1984	Approved a Phased Development Site Plan Amendment (Z-2064-75-4) to extend the approval of a temporary eating facility subject to all previously approved conditions with a review in one year.
July 13, 1985	Approved a PDSP amendment and a Final Site Plan (Z-2064-75-4; SP-6) for two 12-story office buildings containing 514,892 square feet of gross floor area on Parcel 1C (600 & 700 Army-Navy Dr.), subject to conditions.
September 7, 1985	Approved a Phased Development Site Plan Amendment (Z-2064-75-4) to extend the approval of a temporary eating facility subject to all previously approved conditions with a review in one year.
	Approved Amendment to Site Plan (Z-2064-75-4; SP-5) to increase the site area of the shopping center by 18,853 square feet, to relocate and/or reconfigure the hotel, office tower, department stores, mall and parking structures with no change in gross floor area or height and to relocate the pedestrian access to Metro through the parking garage, subject to existing and amended conditions.
October 5, 1985	Approved a site plan amendment (Z-2064-75-4; SP-3) to permit two dish antennas on the penthouse at 601 12 th St. S.
December 7, 1985	Approved Amendment to Site Plan (Z-2064-75-4) to delete Condition #49, referring to the County Board's approval of a 25,000 square foot performing arts center.
March 1, 1986	Approved a site plan amendment to Z-2064-75-4 (SP-4) for a 624 unit apartment building on a site containing 201,342 square feet, to subdivide said site into two parcels containing 106,659 square feet (amended to 106,155 square feet) and 94,683 square

	feet (amended to 95,187 square feet), a maximum building height of 16 stories (elevation 210.5 feet above sea level to the main roof), and 649 parking spaces in two garage levels for the parcel of real property known as 801 15th Street South, subject to conditions.
September 6, 1986	Approved a PDSP amendment (Z-2064-75-4) for extension of a special exception for operation of temporary uses accessory to construction (i.e., eating facilities for construction workers), subject to the original conditions and review in two years.
November 7, 1987	Approved a PDSP amendment (Z-2064-75-4) to establish standards by which administrative approval can be granted for future subdivision of the property, subject to new conditions #61 and #62.
September 10, 1988	Approved a PDSP amendment (Z-2064-75-4) for extension of a special exception for operation of temporary uses accessory to construction (i.e., eating facilities for construction workers), subject to the original conditions and review in two years.
February 11, 1989	Approved a Site Plan Amendment (Z-2064-75-4; SP-5) request for a comprehensive sign plan, subject to conditions.
March 4, 1989	Approved Site Plan Amendment (Z-2064-75-4; SP-6) request for a child care center at 600 Army-Navy Drive, subject to conditions and review in one year.
May 13, 1989	Approved Final Site Plan (Z-2064-75-4; SP-7) for a 300 unit, 16- story hotel with two levels of underground parking in Parcel 1D at 1001 South Fern Street (northwest corner of South Fern Street and Army Navy Drive), subject to conditions.
	Authorized advertisement of a public hearing of a PDSP amendment to amend Condition #50 on August 12, 1989.

August 12, 1989	Took no action on a PDSP amendment request to amend Condition #50.
October 7, 1989	Approved Site Plan Amendment Z-2064-75-4; (SP-5) to substitute planters and landscaping for louvers on parking garage at Pentagon City Mall.
January 9, 1990	Denied a site plan amendment (Z-2064-75-4; SP-4) for a sign.
March 10, 1990	Renewed approval (Z-2064-75-4; SP-6) for a child care center at 600 Army-Navy Drive, subject to conditions and review one year after issuance of the Certificate of Occupancy.
April 7, 1990	Approved Site Plan Amendment (Z-2064-75-4; SP-7) for two rooftop signs for the hotel at 1001 S. Fern St, subject to conditions.
September 8, 1990	Approved Site Plan Amendment (SP #105; SP-4) to allow 320 square feet of temporary leasing banners at the Parc Vista apartments, subject to new Condition #57. Approved a PDSP amendment (Z-2064-75-4) for extension of a special exception for operation of temporary uses accessory to construction (i.e., eating facilities for construction workers), subject to the original conditions and review in two years.
October 6, 1990	Approved Site Plan Amendment (SP #105; SP-4) to convert 550 square feet of storage space in the Parc Vista apartments to medical office use, with a review in 5 years. Approved Site Plan Amendment (SP #105; SP-5) for a rooftop sign for MCI at 1200 S. Hayes St.
August 10, 1991	Approved a Site Plan Amendment (SP #105) to permit the operation of a convenience store on the first floor.
November 16, 1991	Approved a Site Plan Amendment (SP #105) for a special exception permitting off-site stockpiling of material excavated from 4201 North Wilson

	Boulevard on premises known as 1001 South Fern Street.
May 16, 1992	Approved a Phased Development Site Plan Amendment (SP #105) to permit the uses allowed on M-1 zoned property to continue until redevelopment occurs, for 10 years.
September 12, 1992	Approved a Phased Development Site Plan Amendment (SP #105) to permit operation of temporary uses accessory to construction (i.e., eating facilities for construction workers, subject to original conditions and a review in three (3) years.
December 15, 1992	Approved the abandonment, conveyance, and relocation of South Joyce Street at 15th Street South subject to conditions and authorize the Chairman to execute the deed conveying the abandoned right of way.
March 10, 1993	Approved Use Permit (U-2764-93-1) for a comprehensive sign plan for 17 signs at River House I, II, and III.
June 5, 1993	Approved a Phased Development Site Plan Amendment (SP #105) to permit the 200 parking spaces required to be constructed in the former South Joyce Street right of way be converted to a landscaped open space and bus stop subject to conditions and a one (1) year review.
January 8, 1994	Approved Site Plan Amendment (SP #105; SP-7) to amend Condition #43 to allow a brick and EIFS treatment to hotel façade in Parcel 1D.
April 9, 1994	Approved a Phased Development Site Plan Amendment (SP #105) to permit the uses allowed on M-1 zoned property to continue until redevelopment occurs, subject to no new floor space being created outside the existing building envelop for a period ending on July 31, 2004.
June 10, 1995	Continued a Phased Development Site Plan Amendment (SP #105) to permit the 200 parking spaces required to be constructed in the former South Joyce Street right of way be converted to a

	landscaped open space and bus stop subject to conditions and a one (1) year review.
September 9, 1995	Approved a Phased Development Site Plan Amendment (SP #105) to permit operation of temporary uses accessory to construction (i.e., eating facilities for construction workers, subject to original conditions and administrative review in five years (September 2000).
June 4, 1996	Continued a Phased Development Site Plan Amendment (SP #105) to permit the 200 parking spaces required to be constructed in the former South Joyce Street right of way be converted to a landscaped open space and bus stop subject to conditions and no further review.
February 8, 1997	Approved Site Plan Amendments (SP #105; SP-2 and SP-3) to permit extension of the building entrance lobbies by 900 square feet each.
September 6, 1997	Took no action on General Land Use Plan Amendment to change the striping pattern in the Pentagon City Phased Development Site Plan (SP #105).
December 18, 1997	Approved a Phased Development Site Plan Amendment (SP #105) to amend Condition #2 thereby adding 300,000 square feet of retail gross floor area to Parcel 1A/2A, reducing the number of residential units in Parcel 1A/2A from 2, 176 to 830 units, and reallocating 249 residential units from Parcel 1A/2A to Parcel 3.
February 7, 1998	Approved Final Site Plan (SP #105; SP-8) for a mixed use development that includes up to 300,000 square feet of retail, 830 residential units, and associated parking.
February 6, 1999	Accepted withdrawal of a site plan amendment to change the roof design at Pentagon Town Center.
April 10, 1999	Approved a site plan amendment for a comprehensive sign plan for Pentagon Row (formerly Pentagon Town Center) subject to conditions.

June 12, 1999	Approved a site plan amendment for a temporary leasing banner at 1200 S. Hayes St.
May 20, 2000	Accepted withdrawal of Site Plan Amendment (SP #105) to permit an urgent care center, hospital storage facility and print shop, including signage, at 1311 South Fern Street.
June 9, 2001	Approved a site plan amendment to amend the comprehensive sign plan at Pentagon Row, subject to all previous conditions and one new condition.
December 7, 2002	Approved a Phased Development Site Plan Amendment (SP #105) to permit the continuation of “M-1” uses to expiration dates from December 31, 2005 through December 31, 2015.
February 10, 2004	Approved a Final Site Plan (SP #105; SP-9) for 399 dwelling units and 11,300 square feet of ground floor retail in Parcel 3 (Metropolitan Park Phase 1).
March 14, 2006	Approved Final Site Plan (SP #105; SP-9) for 300 dwelling units and 8,119 square feet of ground floor retail in Parcel 3 (Metropolitan Park Phase 2).
February 21, 2009	Approved Final Site Plan (SP #105; SP-9) for approximately 411 dwelling units and 16,350 square feet of ground floor retail in Parcel 3 (Metropolitan Park Phase 3).
February 21, 2009	Approved a Phased Development Site Plan Amendment (SP #105) to add 100,000 square feet of retail space to Metropolitan Park.
July 14, 2009	Approved a Phased Development Site Plan Amendment (SP #105) to reallocate density between Parcel 1D and Parcel 3 allowing 930 residential units and 300 hotel units to be developed on either parcel.
March 13, 2010	Approved Site Plan Amendment (SP #105; SP-9) to modify the comprehensive sign plan to add a directional parking blade sign,

	subject to all previously approved conditions and revised Condition #47 (Metropolitan Park Phase 2).
October 23, 2010	Approved Site Plan Amendment (SP #105; SP-9) to revise conditions #6, 15, 16, 19, 25, 65, and 70 (Metropolitan Park Phase 3).
February 11, 2012	Approved Site Plan Amendment (SP #105; SP-9) to revise Condition #1 to extend the site plan term for three (3) years until February 21, 2015 (Metropolitan Park Phase 3).
June 16, 2012	Approved Site Plan Amendment (SP #105; SP-9) to amend the minimum tree caliper size requirements stipulated in site plan conditions from 4 to 4 ½ inches to 3 ½ inches.
June 15, 2013	Approved Site Plan Amendment (SP #105; SP-9) to amend Condition #52 (Metropolitan Park Phase 3) to revise the size of Parcel B and clarify that it is to be used for density purposes with Metropolitan Park Phase 4. Authorized advertisement of public hearings for a Phased Development Site Plan Amendment (SP #105) to occur within 120 days of filing of the application.
July 13, 2013	Approved 1) Phased Development Site Plan Amendment (SP #105) to modify Condition #54 to allow consideration of building heights up to 22 stories within the Metropolitan Park development; and 2) Site Plan Amendment (SP #105; SP-9) for the construction of a 782,342 square foot building containing 699 residential dwelling units and 40,413 square feet of retail space (Metropolitan Park Phases 4/5).
September 21, 2013	Approved Phased Development Site Plan Amendment (SP #105) to (1) amend Condition #2 to revise the density allocation specified for Parcel 1D and allow up to 1,809,000 sq. ft. office, 600 hotel units, 50,000 sq. ft. retail, and 300 residential units, and Parcel 3 to allow up to 100,000 sq. ft. retail and 3,212 residential units; (2) amend

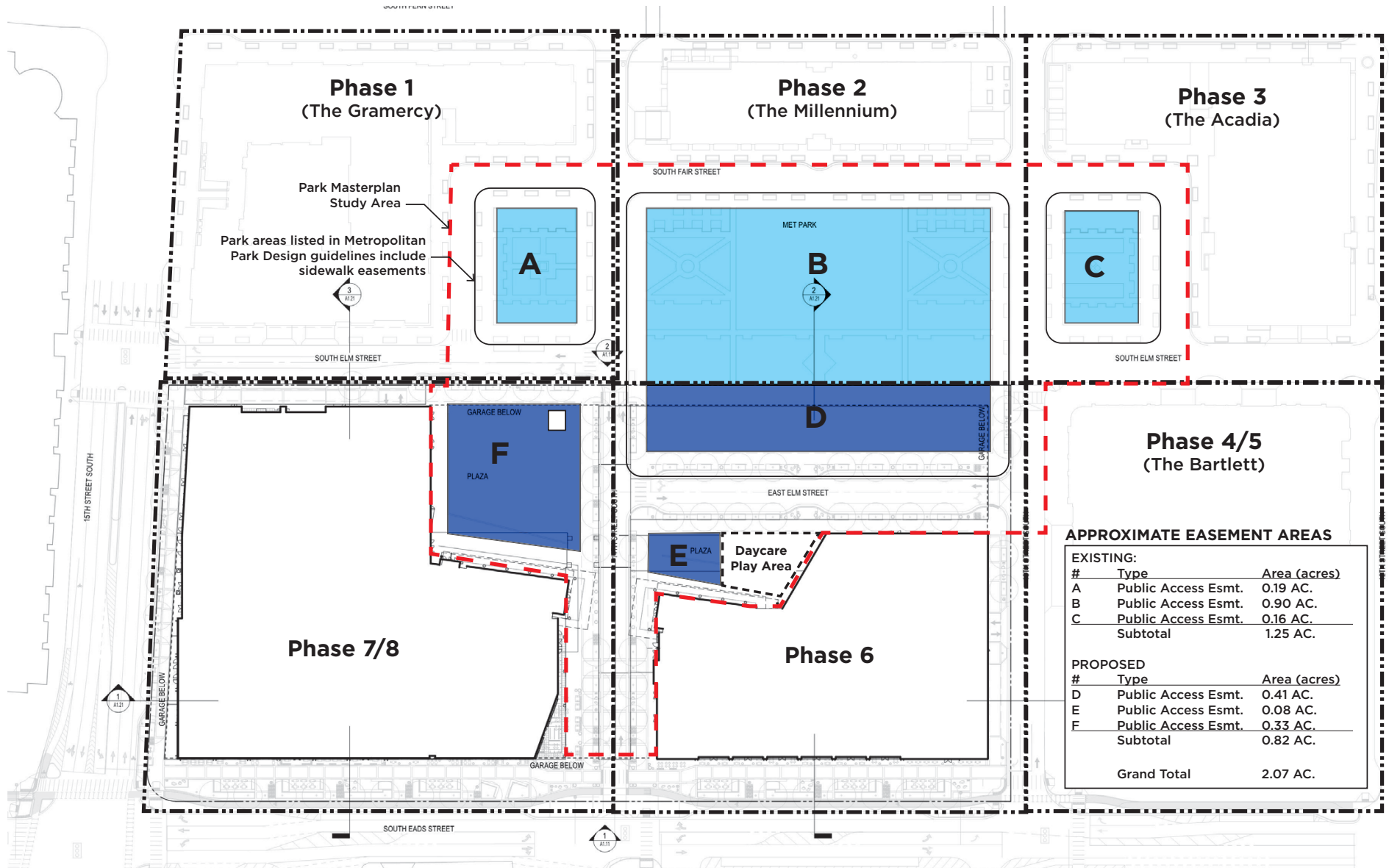
	<p>Condition #54 to allow consideration of additional building height of up to 22 stories on Parcel 1D; and (3) add new conditions for the development of the streets, open spaces and buildings within Parcel 1D in accordance with the guidelines and standards provided in the PenPlace Urban Design Guidelines.</p>
September 16, 2013	<p>Approved Site Plan Amendment (SP #105; SP-9) to revise Condition #11.e to modify the permitted hours of construction activity (Metropolitan Park Phase 3).</p>
November 16, 2013	<p>Approved a Phased Development Site Plan Amendment (SP #105) to amend Condition #2 of the Pentagon City Phased Development Site Plan to allow a conversion of unused hotel density (84 rooms) to commercial space (60,900 sf) within the Fashion Center at Pentagon City development.</p> <p>Approved Final Site Plan (SP #105; SP-9) for the construction of an approximately 51,000 square foot addition to the Fashion Centre at Pentagon City with modifications of zoning ordinance regulations for parking and other modifications as necessary to achieve the proposed development plan.</p>
July 16, 2016	<p>Approved a use permit (SP105-9-U-15-2) for an outdoor café at the Whole Foods located at 520 12th Street South, subject to conditions with a County Board review in one year (July 2017).</p> <p>Approved a Phased Development Site Plan Amendment (SP #105) to amend Condition #54 of the Pentagon City PDSP to allow consideration of building heights up to 22 stories within the Metropolitan Park development.</p> <p>Approved Final Site Plan (SP #105; SP-9) for the construction of a 574,947 square foot building containing 577 residential dwelling units and 9,665 square feet of retail space (Metropolitan Park Phase 6).</p>

November 9, 2016	Authorized advertisement of a public hearing to amend the PDSP and the Site Plan for Met Park 4/5 to permit temporary conversion of up to fifty (50) units from residential to hotel use.
December 10, 2016	<p>Approved a Phased Development Site Plan Amendment (SP# 105) to revise Condition #2.</p> <p>Approved a Site Plan Amendment (SP# 105, SP-9) to permit temporary conversion of up to fifty (50) units from residential to hotel use; located at 520 12th St. S. (Metropolitan Park Phase 4/5; The Bartlett).</p>
July 15, 2017	<p>Approved a site plan amendment (SP# 105, SP-9) to the Met Park 6 site plan to the structure-free zone subject to all previous conditions and amended Condition #19.</p> <p>Renewed a use permit (SP105-9-U-15-2) for an outdoor café at the Whole Foods located at 520 12th Street South, subject to all previous conditions and revised conditions #2 and 3, with a County Board review in three years (July 2020).</p>
September 16, 2017	Amended the site plans (SP# 105, SP-9) for Met Park 4/5 and Met Park 6 to permit shared parking and reduced parking ratios, subject to all previous conditions and amended conditions #50 and 51 for Met Park 4/5 and amended conditions #2, 19, 32, and 42 for Met Park 6.
December 16, 2017	Amended SP #105 (SP-8) for Pentagon Row to remove a kiosk and add outdoor café seating in Pentagon Row Plaza, subject to all previously approved conditions and new Conditions #71 and #72.
January 27, 2018	Approved a use permit (SP-105-U-17-1) for an outdoor café for Starbucks within a public easement located at Met Park 4/5, 1201 S. Fern St., subject to conditions and County Board review in one year (January 2019).
January 26, 2019	Renewed the use permit (SP-105-U-17-1) for an outdoor café for Starbucks within a public easement

located at Met Park 4/5, 1201 S. Fern St., with a County Board review in three years (January 2022).

July 13, 2019

Approved a use permit (SP105-U-19-1) for an outdoor cafe within a public easement area (Sugar Factory and Honey Grow); located at 1100 S. Hayes St., subject to conditions and a County Board review in one year (July 2020).



JANUARY 23, 2004

Revised to incorporate design features recommended or conditioned by the Arlington County Planning Commission and Board as of February 10, 2004.

Revised to incorporate design features recommended or conditioned by the Arlington County Planning Commission and Board as of June 28, 2016.

Further Revised to incorporate design features proposed for approval by the Arlington County Planning Commission and Board - October 28th, 2019

METROPOLITAN PARK

ARLINGTON COUNTY, VIRGINIA



DESIGN GUIDELINES

Purpose and Intent

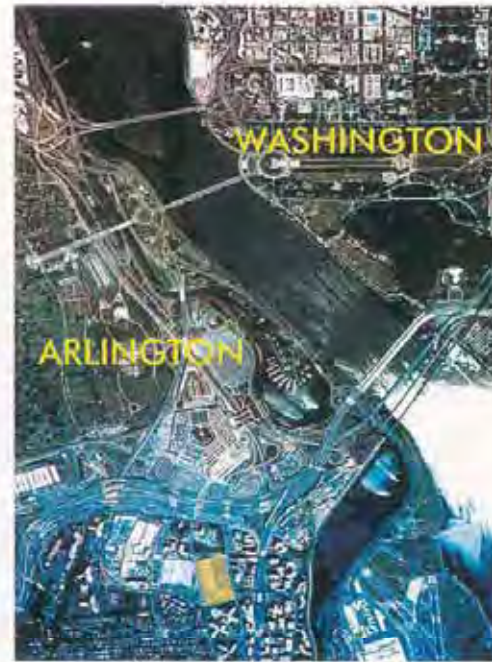
- The Metropolitan Park Design Guidelines have been derived from design principles that were identified and discussed in a companion Project Book dated November 12, 2003. The guidelines in this book detail the pattern of development for this future residential community, and establish standards for streets, buildings, open space, and landscaping as a means of insuring quality and consistency as phased development proceeds over time.
- This Design Guidelines document and its companion Project Book represent the evolution of Pentagon City planning and development and set the stage for the completion of the residential component of the Pentagon City Plan.
- Sufficient detail is provided in the Design Guidelines document for the community and residents to know the quality of development which is expected, but not so rigid as to stifle design and innovation for the future.
- The Design Guidelines insure a level of quality which can be easily referenced for future buildings.
- This Design Guidelines document is to be adopted by reference into the County Board approval of the Planned Development Site Plan (PDSP) for Pentagon City.

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PROJECT OVERVIEW:

- A comfortable urban environment well integrated with its surroundings.
- Walkable blocks set within a rational street grid
- A central green for community enjoyment
- Access to Metro and other mass transit
- Well-detailed, carefully massed architecture meaningfully interacting with open spaces.
- Streets activated with ground floor retail, park uses and multiple street-level residential entrances.



Denotes Project Site



Tudor City, NY



Bryant Park, NY

The Metropolitan Park Design Guidelines is a companion to the project book compiled by Robert A. M. Stern Architects dated November 12, 2003. Excerpts of that project book are reprinted here to provide context for the Design Guidelines.

CREATING A GOOD URBAN PLACE:

Active Streets:

- Establish a logical matrix of pedestrian-friendly, walkable streets, which provide full access to all buildings and amenities.
- Create a consistent hierarchy of open spaces ranging from public to private, and from large to small, to accommodate a range of passive and active uses.
- Surround community parks with streets to underline their public character.
- Create a large community green that organizes the entire site.

Good Architecture:

- Incorporate special street-level details and materials to enhance the pedestrian experience.
- Sculpt buildings into a hierarchy of shapes to make a transition from the large scale to the small scale.
- Use buildings to create clearly defined outdoor spaces.

Green Spaces:

- Create a sense of community by designing outdoor spaces and sidewalks as gathering places.
- Design open spaces, both private and public, to accommodate passive and active recreational uses, from reading to frisbee playing.
- Line all streets and project edges with trees and greenery to lead pedestrians to its interior open spaces.

INTRODUCTION

Pentagon City is strategically located in eastern Arlington County, close to Washington, D.C. and to Reagan National Airport. It is served by Metro, and is the location of very successful retail malls.

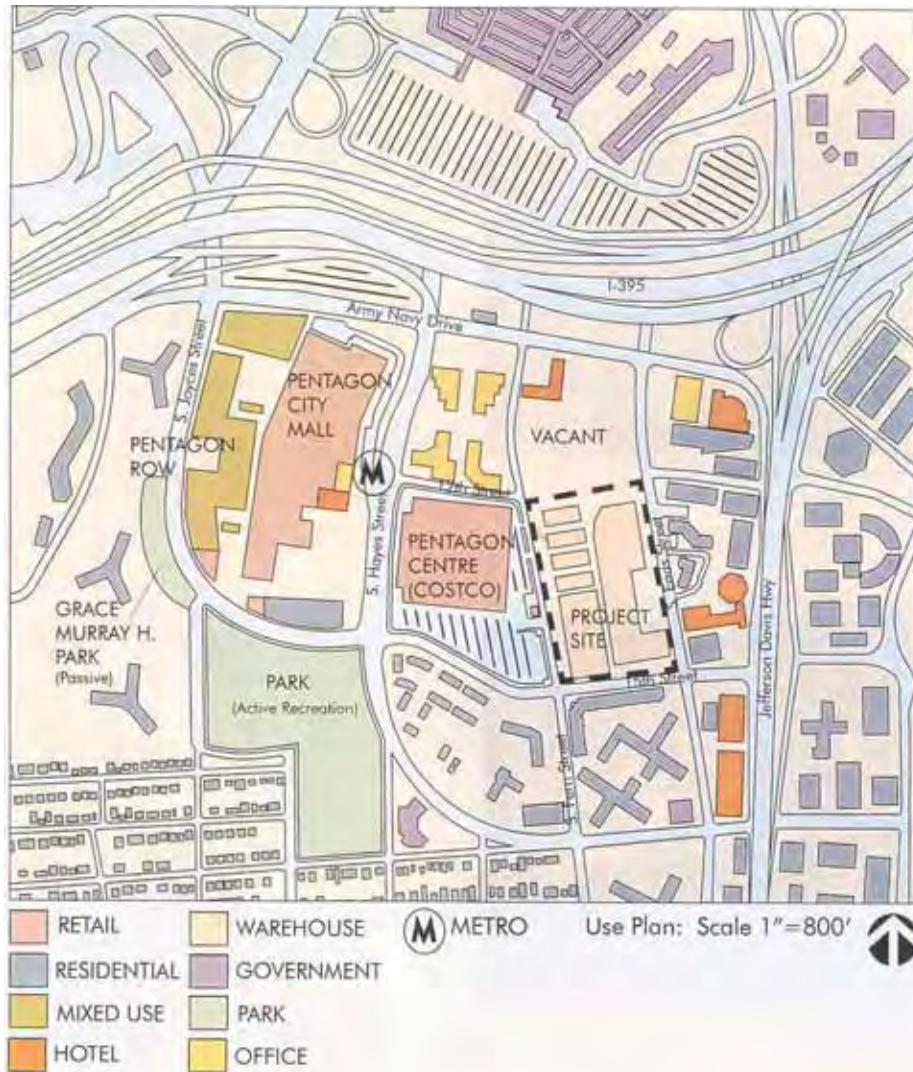
Planning efforts begun in 1976 focused on transforming Pentagon City from an industrial suburb of Washington to a high density, mixed-use area with its own identity.

Metropolitan Park will complete Pentagon City's residential component. KSI Services, Inc. has hired Robert A.M.Stern Architects to design Metropolitan Park as a well-balanced combination of buildings, open space and ground floor activity applying traditional American planning principles.

This planning exercise provides a graceful template for patterns of surrounding future development, integrating density and green open space into a hierarchical and well-organized street grid. Retail space incorporated into the design activates the streets and provides convenient services and ground-level buffering from existing commercial uses on the opposite side of local streets. Streetscapes interconnect to provide focal point views, and provide access to the central green.

METROPOLITAN PARK

5



8 **KSI**



Warehouses on Site



Pentagon Centre (Costco)



Surrounding Highrise Residential Towers



Aerial photo showing project site

Current Development Patterns:

- Many wide streets and large blocks favor vehicles over pedestrians
- Limited relationships between buildings and roads.
- Limited connection between open spaces and buildings.
- A suburban land use pattern that has recently reached urban density.
- Large, strategically located parcels of land that offer significant opportunities to carry out planned development

SITE SUMMARY

The Site and its Context

- Surrounding Land Use
- Existing Open Space
- Current Use of Site

The Site and its Context

The project site comprises a 16-acre warehouse facility that was built in the 1950's. A variety of uses exist in the area: largely vacant land to the north, high rise apartments and a bank to the east across South Eads Street, high-rise and mid-rise residential buildings to the south across 15th Street, and a Costco warehouse store in the Pentagon Centre development to the west across South Fern Street. Pentagon Row and the Pentagon City Fashion Mall are located to the west, beyond Costco. Crystal City and Reagan National Airport are located farther to the east and southeast respectively. The adjacent road network operates at acceptable levels of service.

The site is located between two Metro stations. The Pentagon City Metro Station entrance is located at 12th Street and South Hayes Street, and the Crystal City Metro Station entrance is located at South Eads Street south of 15th Street.

Parks and recreation facilities in the area include an 11 acre active recreation park with ball fields to the west across 15th Street, the two-acre Grace Murray Hopper passive park in front of the River House also to the west across 15th Street, and the Pentagon Row Plaza park which hosts a skating rink during the winter months.

METROPOLITAN PARK

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Metro Access



Site view from Pentagon Centre (Costco)



Alley running through site

Planning Context

In 1997 the Pentagon City Planning Task Force outlined broad planning goals and objectives that led to the approval of an amended Phased Development Site Plan (PDSP) for the Pentagon City area located between South Joyce St., South Eads St., Army Navy Drive and 15th Street. A reallocation of residential densities with the approval of the Pentagon Row site plan in 1998 resulted in the assignment of 3,212 residential units and 882 hotel rooms to the two westernmost land bays in the Pentagon City PDSP: 2,282 residential units and 300 hotel rooms being allocated to Parcel 3 (the Metropolitan Park project site) and 930 residential units and 582 hotel rooms allocated to Parcel 1D (the largely vacant ten-acre parcel of land to the north of the project site). Buildout of the two parcels was to include the extension of 12th Street between South Fern Street and South Eads Street.

More recently, Arlington County has been exploring the possibility of locating a conference center on Parcel 1D. In response to this interest, the landowner filed a PDSP amendment on May

27, 2003 to permit a conference center use and office space on the property in addition to the approved uses in the original PDSP. The landowner also requested flexibility in assigning these uses between Parcel 3 and Parcel 1D. Under the proposed amendment to the PDSP, the total number of residential units could be allocated to the Metropolitan Park project site.

The Pentagon Centre site (which includes Costco) located on the block north of 15th Street between South Hayes and South Fern Streets was not part of the approved Pentagon City PDSP. It could, however, be redeveloped in the future. Existing by-right zoning permits development at a 1.5 FAR. The opportunity exists for both sides of South Fern Street to become an active, pedestrian-oriented retail corridor, where storefronts and sidewalks have a direct relationship to each other.

On February 14, 2002, the site plan for One Metropolitan Park was submitted to Arlington County for review and approval in the context of the approved PDSP allocation. The layout of this pending 4.1 site plan submission is the same as would be proposed under an amended PDSP.

SITE SUMMARY

Planning Context and Infrastructure Considerations

- Approved PDSP
- Proposed PDSP

METROPOLITAN PARK



Pentagon Row Ice Skating Rink



South Joyce Street Residential



Site Conditions and Leasing lines, Scale 1"=200'

12 **KSI**



S. Fern Street



15th Street view of alley on project site



12th Street West of the project site

The Site in Detail

The project site is co-owned by the Morris and Gwendolyn Cafritz Foundation and the H Street Building Corporation. KSI Services, managing partner of Pentagon East One LLC, is the land lease holder of the entire sixteen-acre site that is identified as parcel 3 in the existing PDSP. A variety of tenants currently hold long-term leases with the landowner for the existing warehouse space, including a car rental business, two office furniture stores, government offices and an Urgent Care medical clinic.

Project phasing for KSI's proposed Metropolitan Park will be largely dependent upon the expiration of the existing long-term leases.

The project site is bound on three sides by roads. Currently 15th Street to the south is a six-lane facility that includes a right-turn, a left-turn and a through lane in both directions at South Fern and South Eads Streets. South Fern Street is a two-lane facility with turn lanes at 12th and 15th Streets, and at the southern entrance to Costco. South Eads Street is also a two-lane facility with turn lanes at 12th Street and 15th Street. At the present time,



Northern boundary of project site

12th Street does not exist between South Fern and South Eads Street.

An alley runs through the project site, generally in a north/south direction. Lease lines for the warehouse uses generally run east/west from the centerline of the alley to the public right-of-way on South Fern and South Eads Streets.

The site is served by utilities that are generally located within the public right-of-way at the site boundary.

Two concrete storm drain pipes that serve the Pentagon City area run along three sides of the warehouse property. A ninety-six inch pipe runs along the northern boundary of the warehouses, then runs south to a mid-point in South Eads Street where it junctions with an eighty-four inch pipe that extends northward from 15th Street.



S. Fern Street

SITE SUMMARY

The Site in Detail:

- Ownership
- Land Use
- Roads
- Infrastructure

METROPOLITAN PARK

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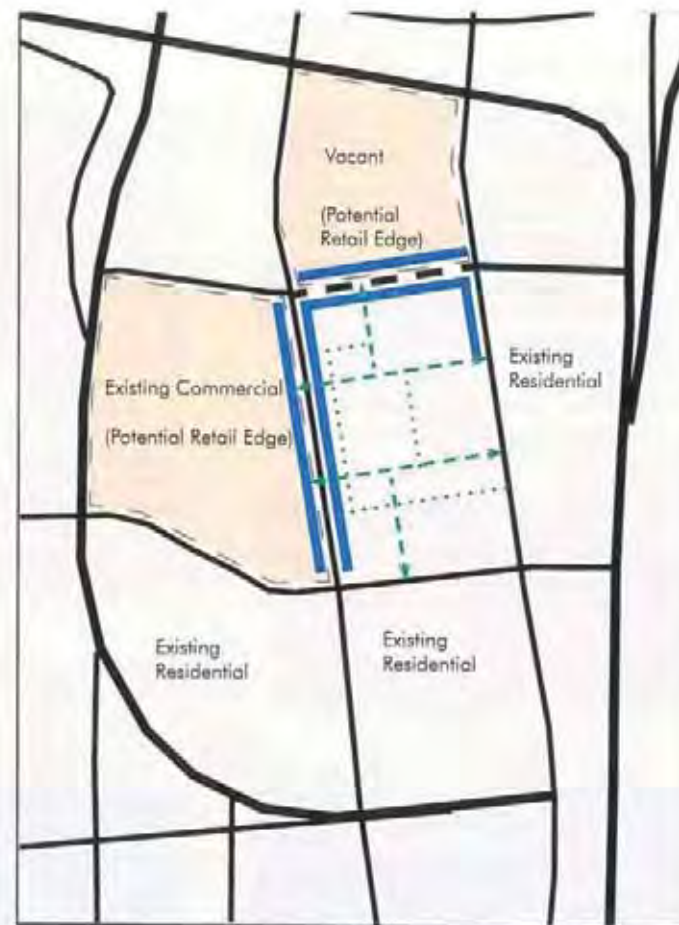


- EXISTING BUILDINGS
- 1-2 BUILDING HEIGHT (STORIES)
- PROJECT AREA

Master Plan In Context:
Scale 1"=400'



14



Planning Analysis, Scale 1" = 400'

- Vehicle Connectivity
- Pedestrian Connectivity

RETAIL

The diagram shows potential connectivity to the existing road and pedestrian systems



Tudor City, New York City
Parks provide a refuge for quiet activities.



Stuyvesant Town, New York City
Buildings edge the park across narrow streets, creating strong definition and a great central green.



Tudor City Plan

Scale Comparison
Scale 1"=400'

Commercial
Residential

Government
Park



Stuyvesant Town Plan

Scale Comparison
Scale 1"=400'

DESIGN PRINCIPLES

Keys To A Good Urban Plan:

- Create a logical hierarchy of pedestrian friendly, walkable streets.
- Provide green pedestrian connections
- Create strong visual axes for greater connectivity. Allow smaller streets to terminate their views with architecture.
- Provide controls for architecture and landscape design that will help reinforce a sense of community while allowing for variety.
- Create a clear hierarchy of massing.
- Establish appropriate and complementary use adjacencies.
- Keep service areas away from important public areas, if possible.

METROPOLITAN PARK

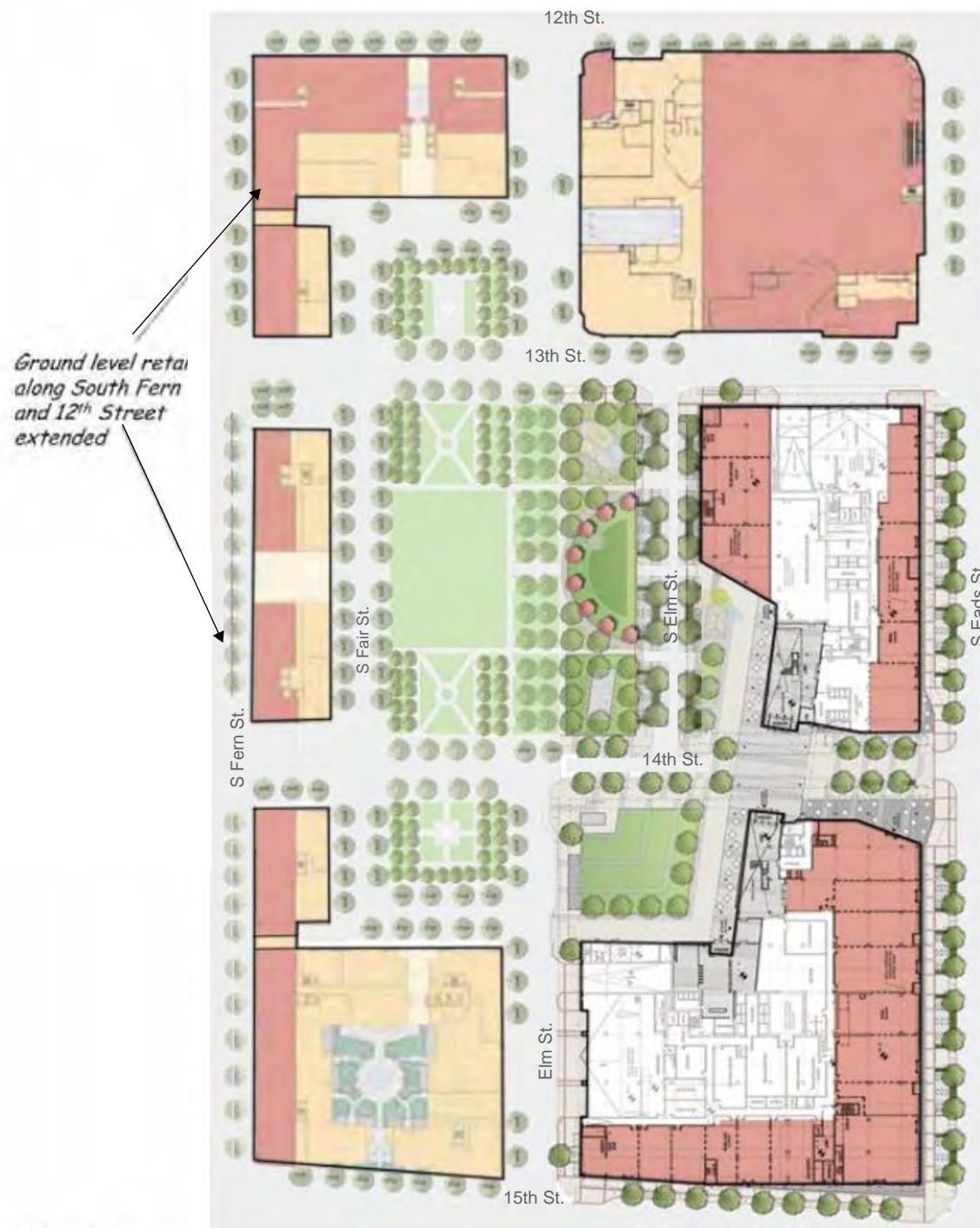
Lower building elements along South Fern Street



Three tall buildings in the project core will anchor the site and compliment existing development to the east

Lower building heights at 15th street will compliment residential development on the opposite side of the street and provide variety at the site edges

Conceptual Ground Level Plan



FRAMEWORK PLAN

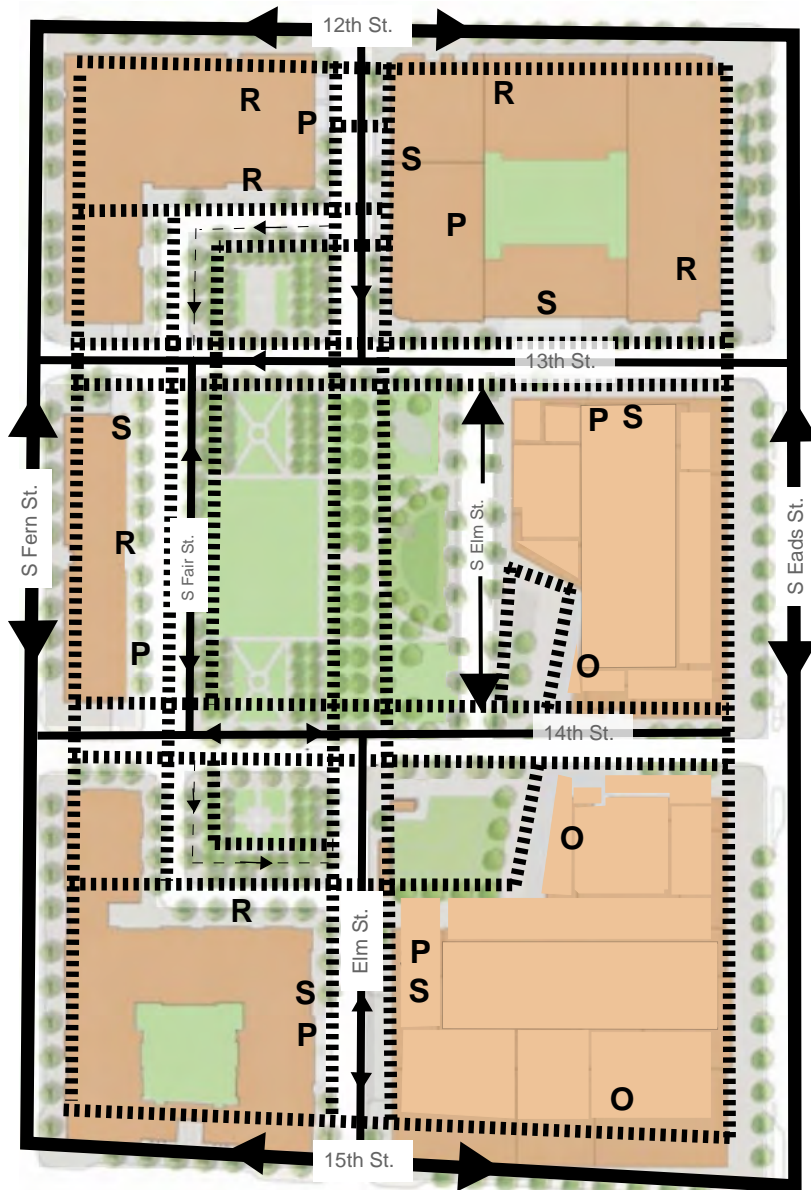
The following key features will be an integral part of Metropolitan Park's development plan.

- The street grid shall provide for the extension of 12th Street and construction of 13th and 14th Streets between South Fern and South Eads Streets.
- A park feature shall approximate 2 acres in size and be accessible to the public.
- Building heights shall vary throughout the development generally tapering up from lower density development. The number of stories portrayed on the Framework Plan reflect locating all of the approved residential units and office/commercial square footage between 12th Street and 15 Street. The actual number of stories may vary slightly with the approval of the 4.1 site plans. Maximum heights are indicated in each phase of development.
- Ground floor retail shall be provided along South Fern Street and 12th Street extended.
- Sidewalks shall be provided along both sides of streets and parks with other pedestrian passageways provided as appropriate to enhance access into the site. Final landscape design and the exact location of street trees will be determined at the time of site plan review and approval.

STREET CLASSIFICATION

Streets shall be classified as primary, secondary, and tertiary.

- Primary streets are located around the perimeter of the development. They connect the proposed development with the surrounding Pentagon Center area. 12th Street shall be extended between South Fern and South Eads Streets. All primary streets shall be public or if there is structure below the street, it shall be private with public access easements.
- Secondary streets shall form a modified street grid pattern within the development between South Fern and South Eads Streets, and between 15th and 12th Streets. The north/ south road shall be broken by the central park feature both to promote traffic calming and to maximize open space. All secondary streets shall be private with public access easements placed in them.
- Tertiary streets shall provide internal access for individual phases of the development. All tertiary streets shall be private with public access easements placed over them and where appropriate, the streetscape may incorporate unique design elements such as specialty paving, awnings, and landscaping to create settings for particular buildings.
- Street names, as shown are illustrative. Final names will be approved by Arlington county



Legend:

	Primary st
	Secondary street
	Tertiary street
	Pedestrian connections
	Bike Lane
	Two-way street
	One-way street
	Parking entrance
	Service entrance
	Residential entrance
	Office Entrance

CIRCULATION

Vehicular, Pedestrian, Bicycle

The following improvements shall be made to enhance vehicular, pedestrian, and bicycle circulation:

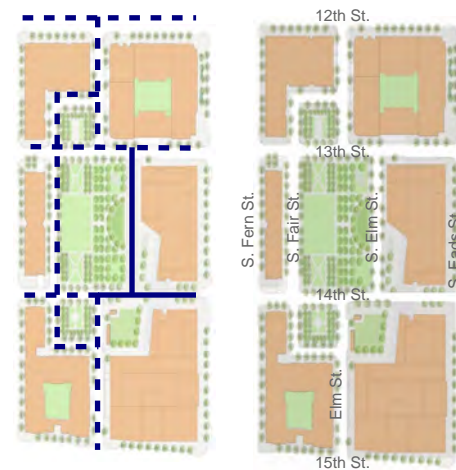
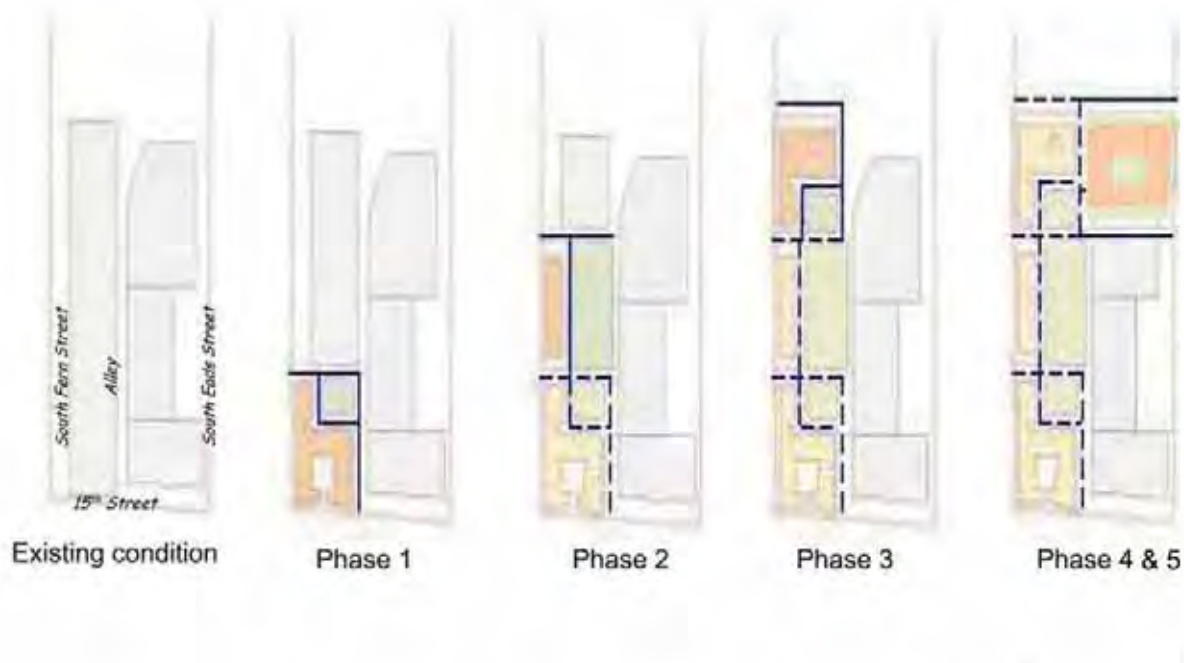
- 12th, 13th , 14th and Elm Streets shall be constructed through the property to provide access for the development, and to break up the current superblock so that access through it is enhanced.
- Sidewalks shall be provided along both sides of streets, and around/through parks, with other pedestrian passageways provided as appropriate to enhance access into and through the site.
- Parking along both sides of the streets will be provided to the extent possible to accommodate short term visitors and retail customers, and to promote traffic calming as a means of enhancing the pedestrian experience. Parking on both sides of project streets may reduce the amount of park acreage.
- A bike lane shall be provided along 15th street.

ENTRANCES

Residential, Parking, Service

- Residential buildings shall have major entrances on interior secondary and tertiary streets, with dual access to primary streets as depicted on the exhibit (opposite page).
- Office buildings shall have major entrances at reasonable intervals so as to provide active ground floors while addressing security and access for office and ground floor tenants.
- Parking and service entrances shall be limited to tertiary streets and non-park-frontage secondary streets, or locations as determined through the site plan review process.
- Residential service and loading will be handled inside the building and managed so as to avoid blocking the street.
- Sufficient parking reserved for commercial users shall be provided in each phase of the development. In Phases 3 and 4, commercial parking will be consolidated to facilitate convenient access to all spaces by customers. Construction will be completed in the phase with which the parking spaces are associated.

Phased Development Buildings, Streets and Open Space



Legend:

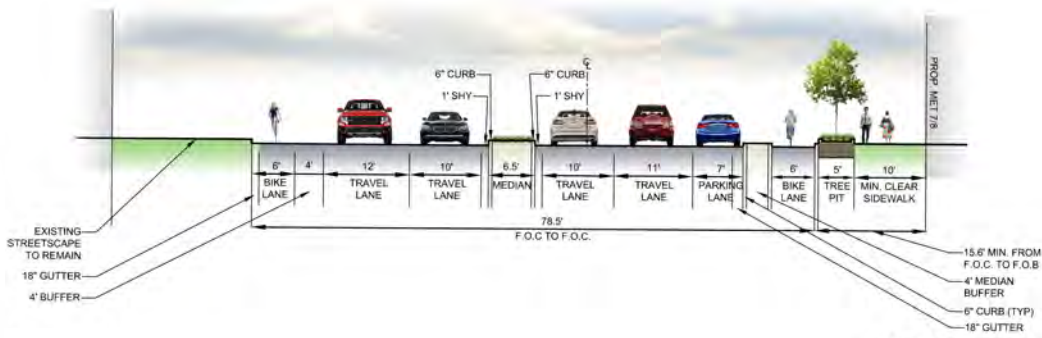
- Street construction to be implemented with current phase
- - - Street construction to be implemented with previous phase

Phase	Residential Unit-Per FSP & Office Sq. Ft.	Retail Sq. Ft. -Per FSP	Open Space	Streets
1	399 Res. Units	11,300	Park, approximately 0.31 Acre, Private courtyard amenity	Elm Street, Adjacent segment: streetscape improvements on West side and street improvements to face of curb to face of curb; 14th Street, adjacent segment. Right turn lane will be constructed with Phase 2, Tertiary street serving residential entrance.
2	300 Res. Units	8,119	Portion of "Central Green" park, approximately 1.33 Acre Master Plan Central Green, and Residential park associated with Phase 3 in the context of the overall landscape plan	South Fair Street, Alley on East side of Park providing temporary access, 13th Street, Adjacent Segment
3	411 Res. Units	16,350	Park, approximately 0.29 acre	Elm Street, Adjacent segment, 12th Street, Partial section of adjacent segment, Tertiary street serving residential entrance
4	699 Res. Units	41,167	Open space amenity, Linear Park on S. Eads St.	12th Street, partial section of adjacent segment, Tertiary street serving residential entrances
5				
6/7/8	2,100,000 Sq. Ft. Office proposed	68,064 proposed	Portion of "Central Green" park, approximately .41 Acre Other open space amenity approximately 5,000 square feet	14th Street and South Elm Street Completion
TOTAL	1,809 Residential Units + 2,100,000 Sq. Ft. Office	145,000		

Overview

- Project phasing accommodates a maximum of 1,809 residential units, 2,100,00 square feet of office, and 145,000 square feet of retail. Total unit count and amount of office/commercial square footage shall be as approved by Arlington County in accordance with an amended PDSP. Unit count and office square footage within individual phases may fluctuate as long as the approved allocation for the project is not exceeded and massing and height guidelines are met.
- Project phasing is to occur over twelve to fifteen year period and honor existing long term leases held by current on-site tenants. Build out of the project in eight phases over this period of time provides for a realistic market absorption pace for residential units and office/commercial square footage.
- Each phase shall either include an open space amenity or it shall be proximate and accessible to an open space amenity developed with a previous phase.
- Half of the central park will be completed by the end of the third phase, including landscape and hardscape features, street furniture, and focal point/public art features.

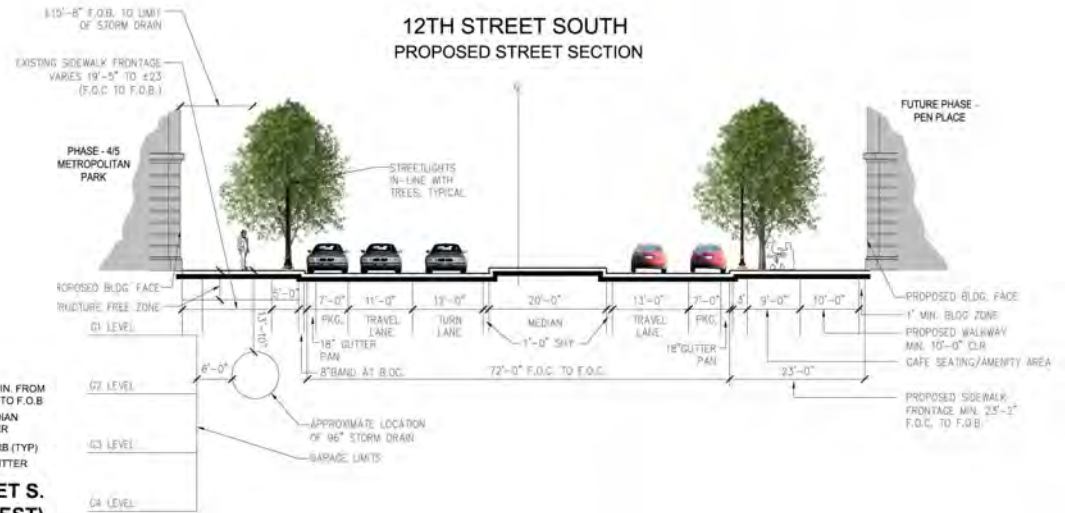
15TH Street South View Looking West



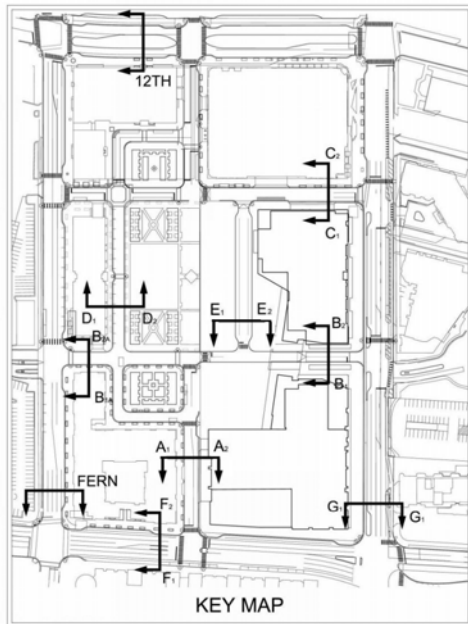
15TH STREET S. (LOOKING WEST)

F₂

12TH STREET SOUTH PROPOSED STREET SECTION



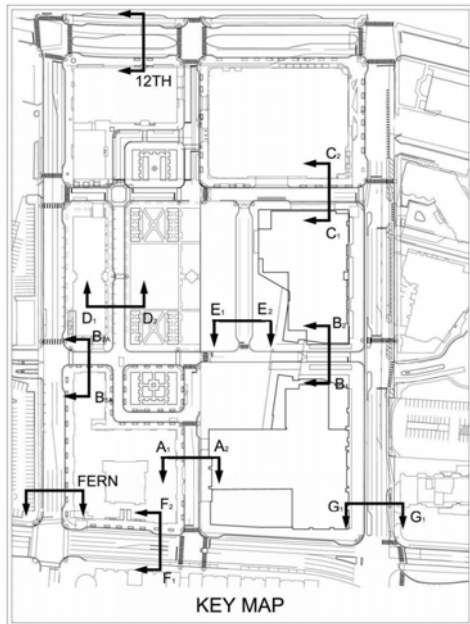
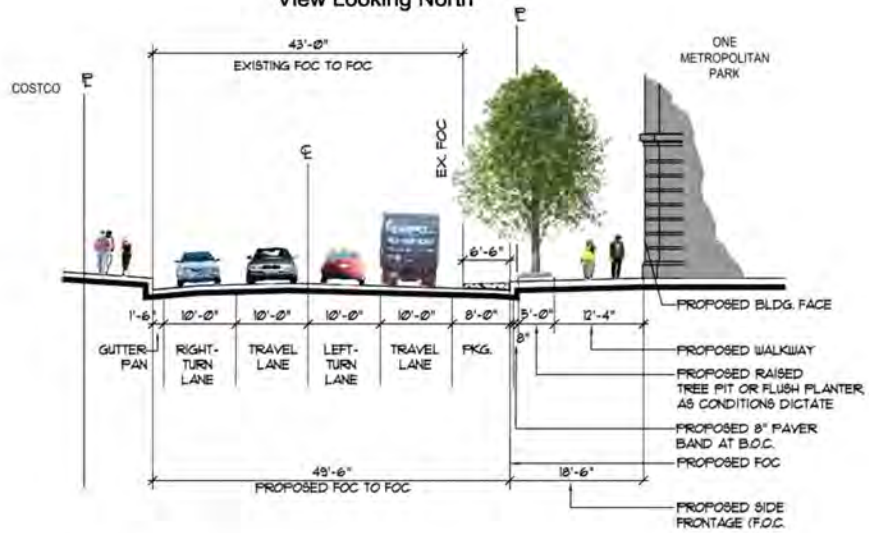
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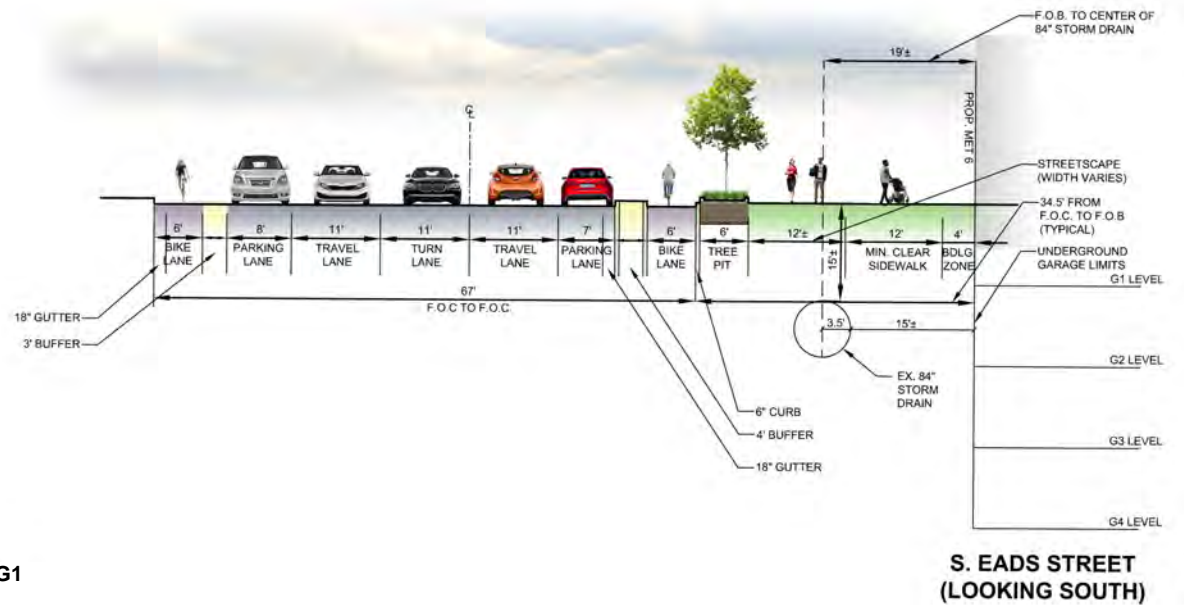
12TH STREET SOUTH (TRANSIT) PROPOSED STREET SECTION



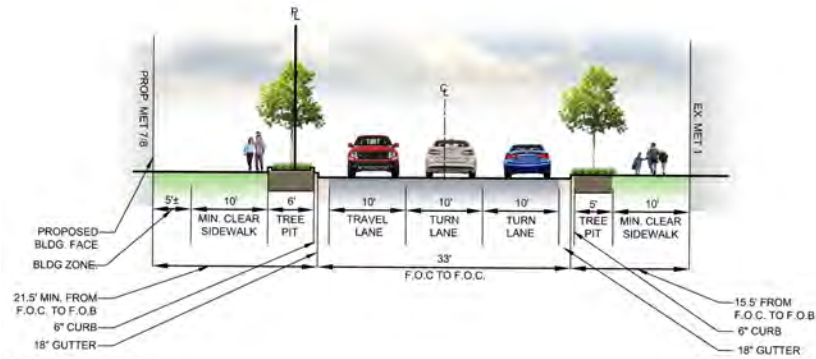
South Fern Street View Looking North



SECTION G1-G1

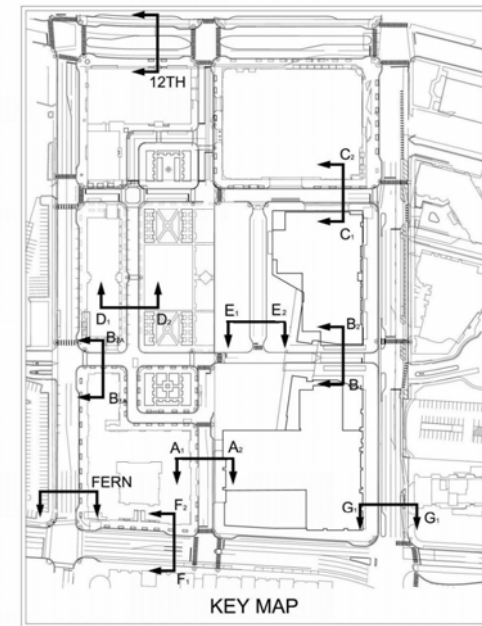


S. ELM STREET - LOOKING WEST PROPOSED STREET SECTION



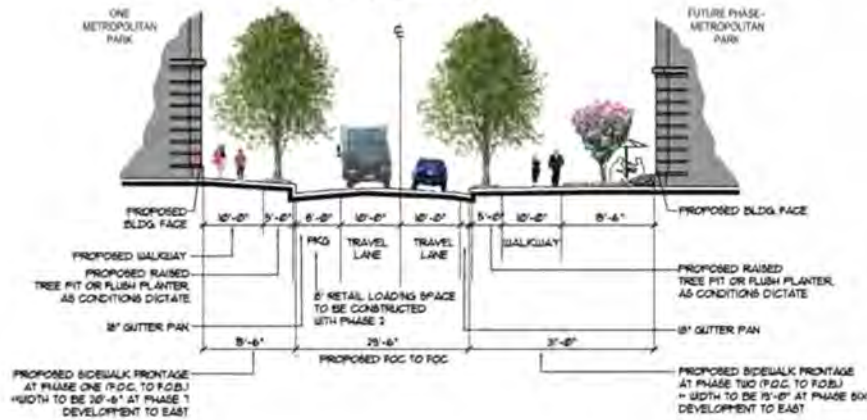
A₁

A₂



KEY MAP

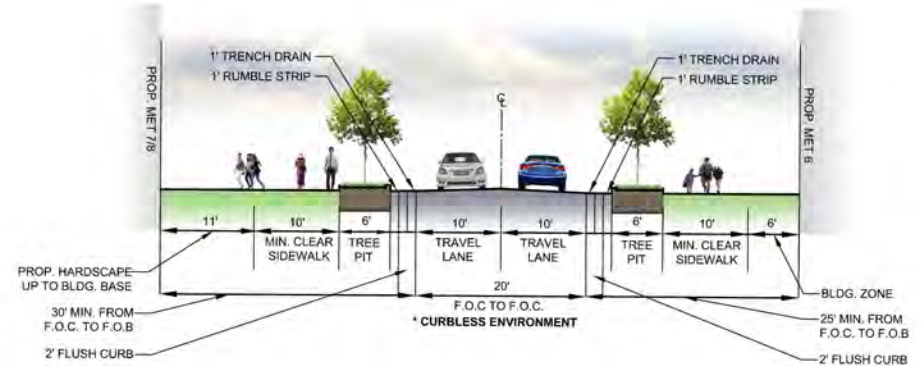
14th Street (at Phase 1)** View Looking West



B_{1A}

B_{2A}

14TH STREET S. (AT PHASES 6/7/8) LOOKING WEST



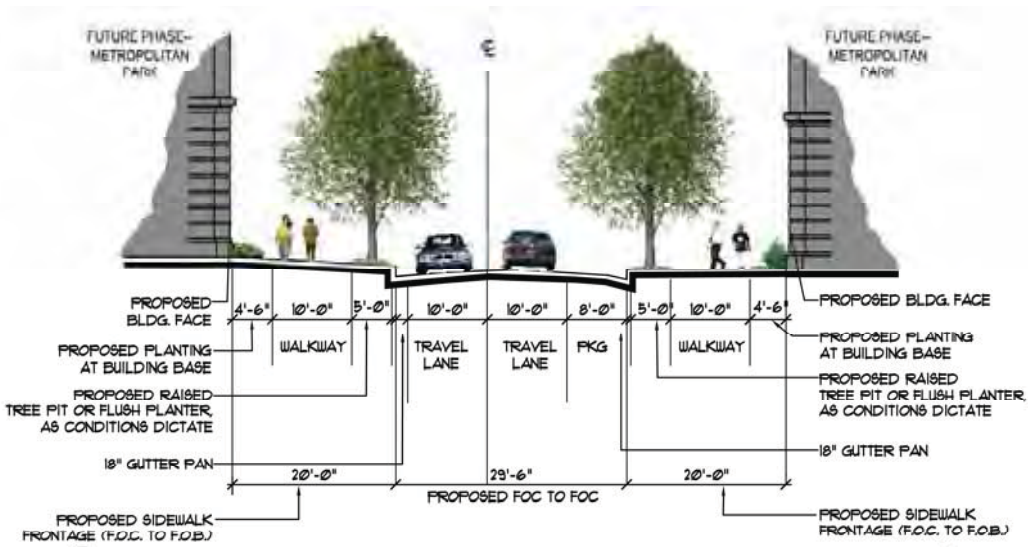
B₁

B₂

NOTE: GARAGE UNDERNEATH ROADWAY

STREET SECTIONS

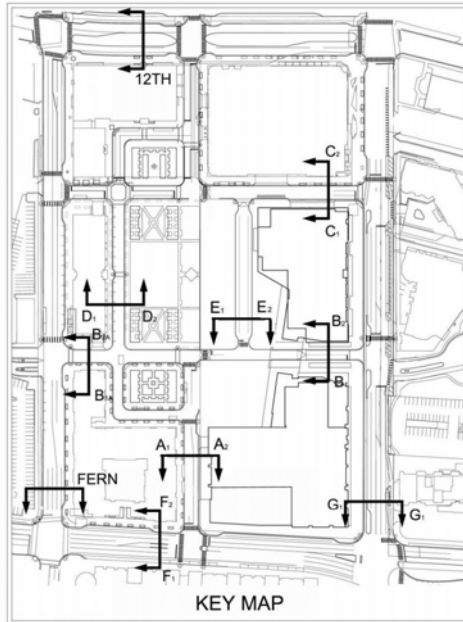
13th Street**
View Looking West



C₁

$$C_2$$

Planting at building base



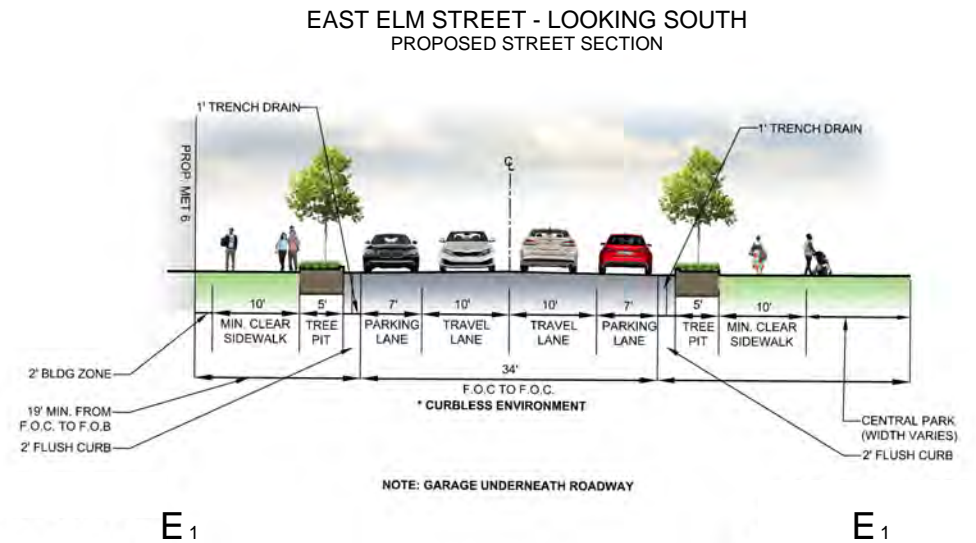
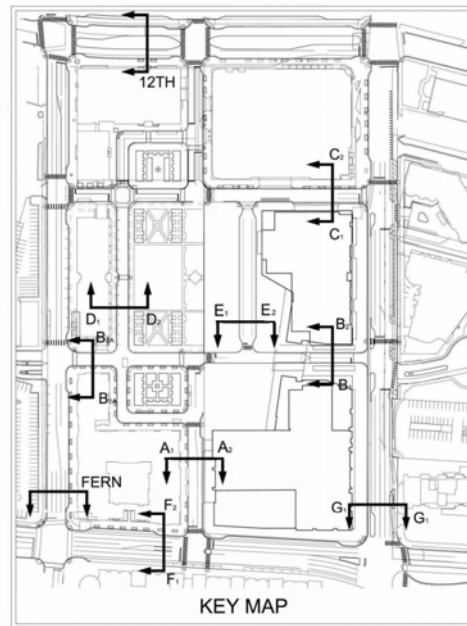
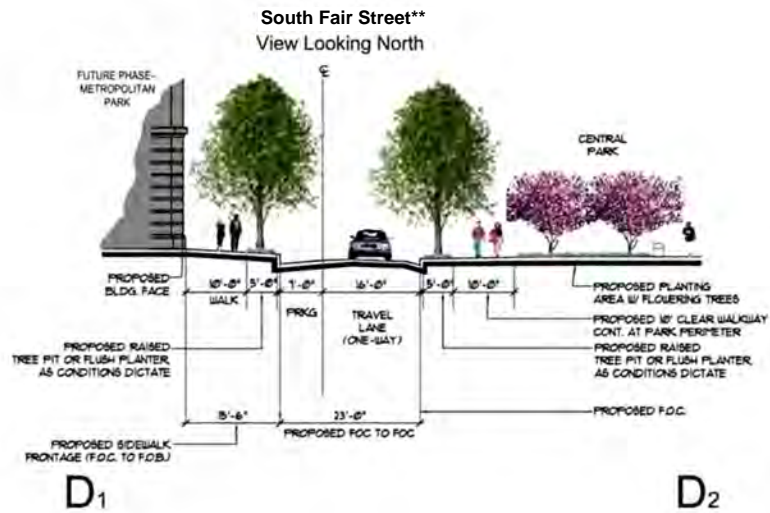
13TH STREET--LOOKING WEST
PROPOSED STREET SECTION



C₁

C₂

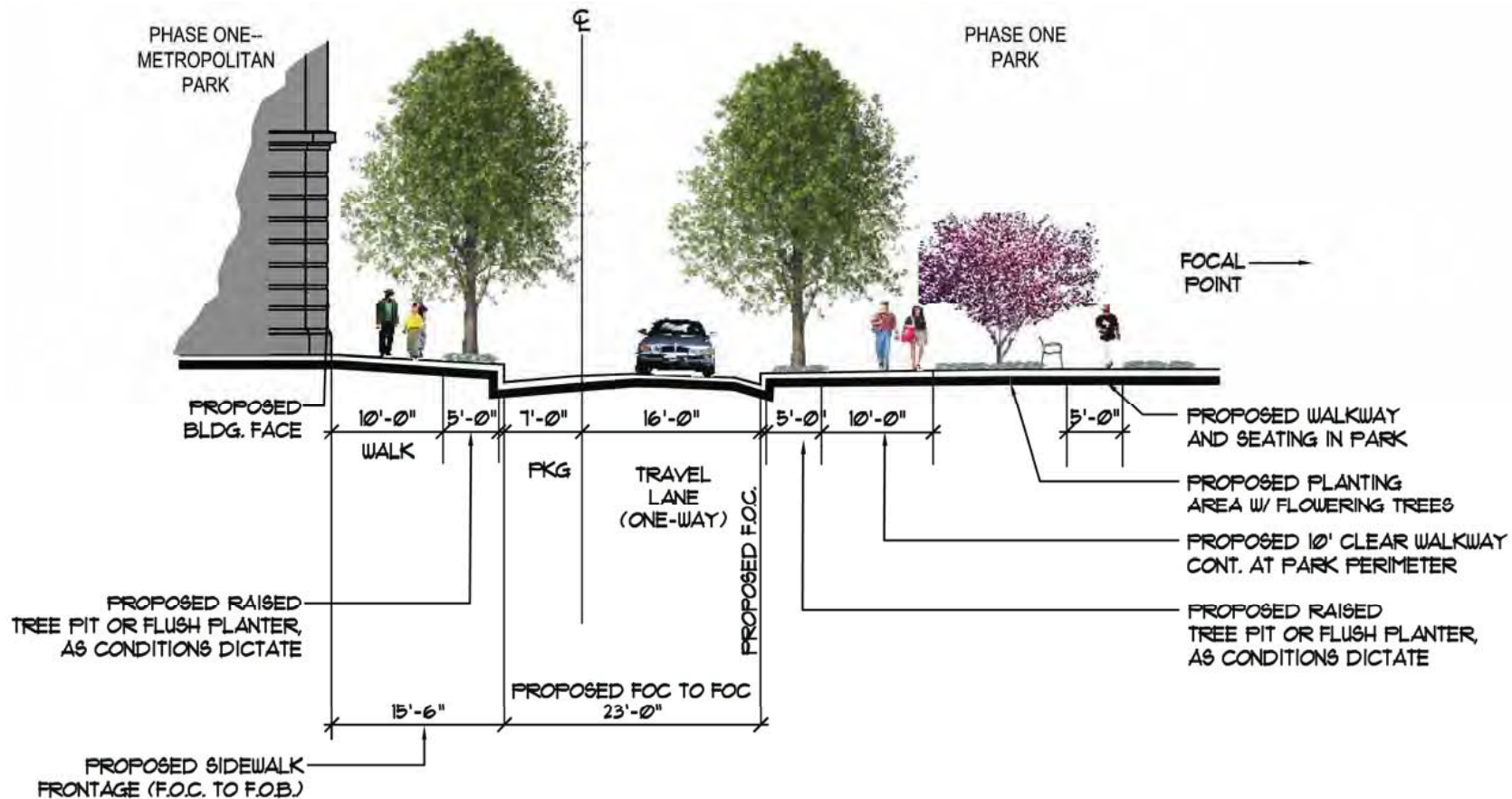
Alternate: Hardscape up to building base



Typical Tertiary Streets

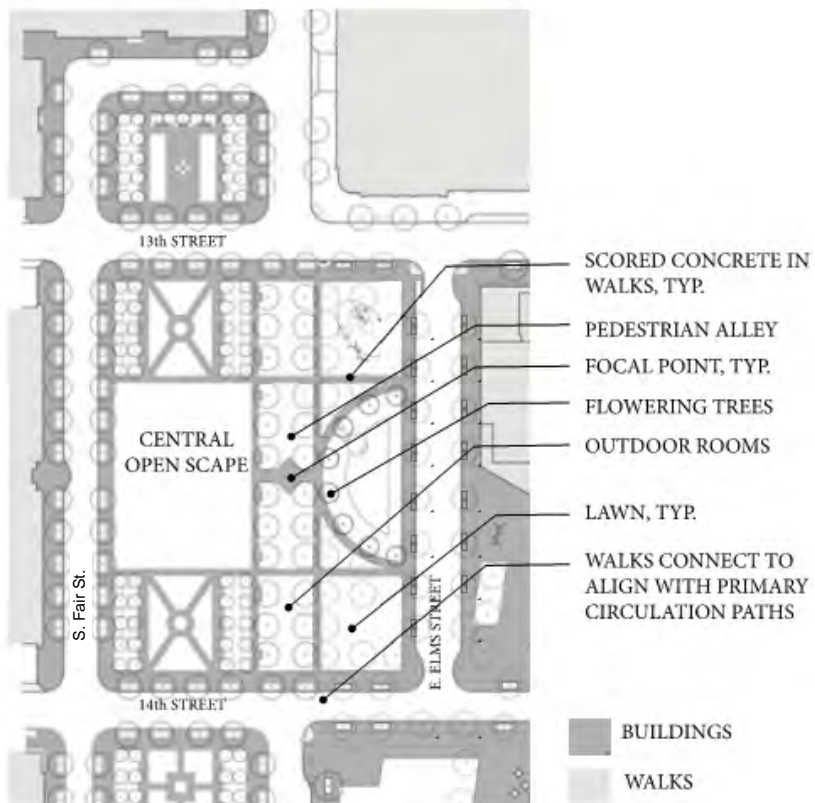
Typical Tertiary Street Section (at Phase 1)**

South Fair Street View Looking West

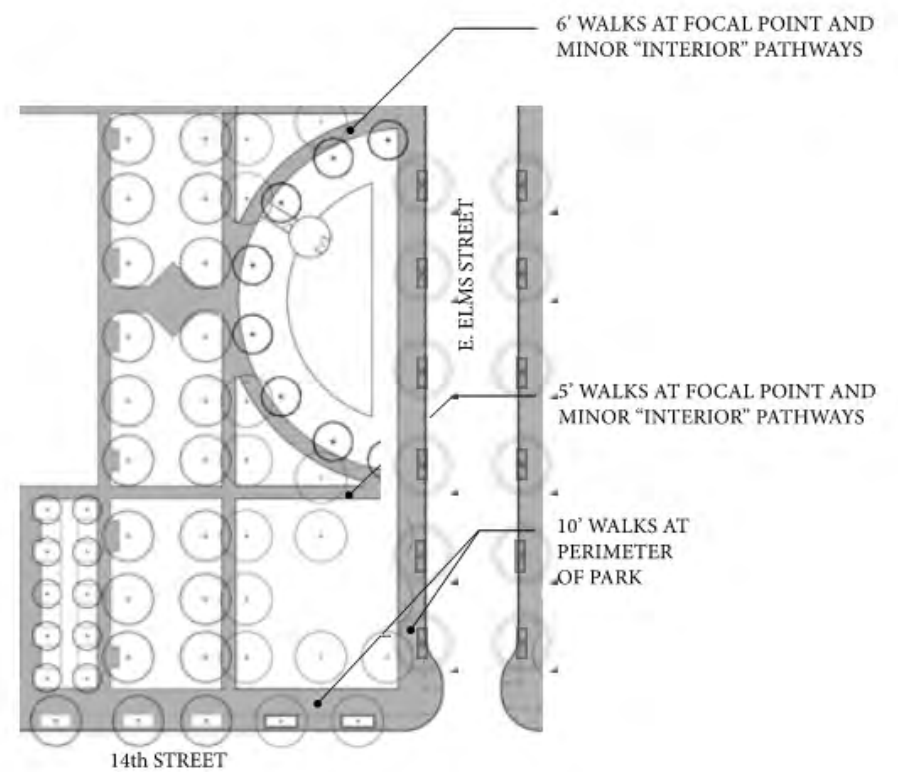


****The Phase 1 tertiary street will be officially designated 14th Road South per the adopted Transportation Plan.**

The Phase 3/Phase 4/Phase 5 tertiary street will be officially designated 12th Road South per the adopted Transportation Plan.



Central Green

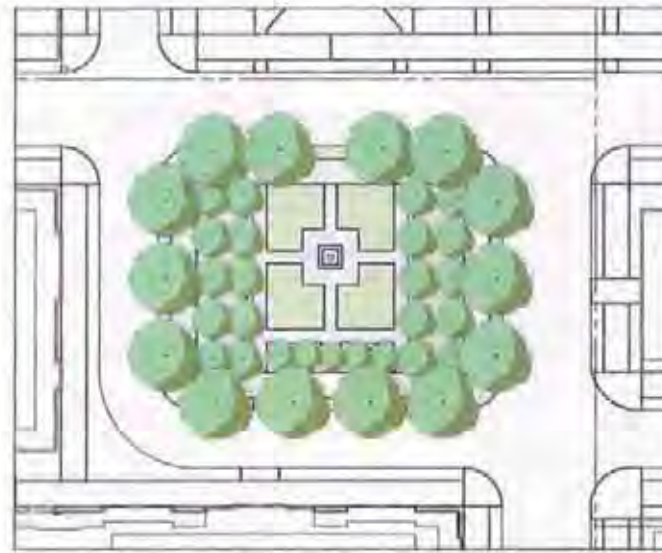


Pathway Hierarchy

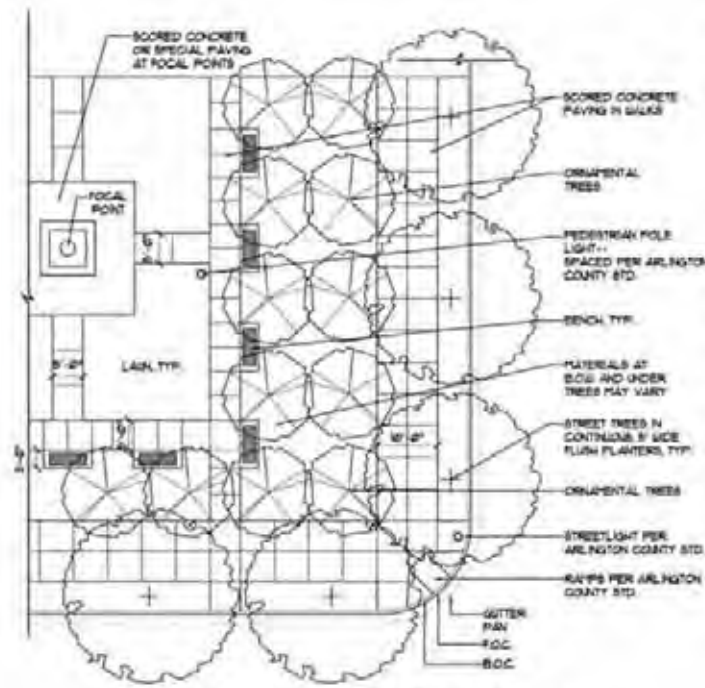




Landscape Plan



Typical Residential Park



Walkways Inside Park Areas

OPEN SPACE

Open space within the core of the project shall comprise approximately 2 acres, be open to the public and be designed to accommodate a variety of passive and more active uses.

- A Central Green shall be designed as a continuously accessible ground plane made up of large and small open space components with a prominent north/south pedestrian connection that helps to organize the open space. As build-out occurs and community needs are assessed, this portion of the park may be programmed for a variety of active and passive recreation. Large and small open space areas shall therefore be sized to accommodate outdoor community gatherings, more active uses such as frisby toss and impromptu ball games with friends and family, recreation alternatives for small children, and passive uses such as sitting, strolling, and reading. A tot lot shall be incorporated into the open space plan.
- Smaller parks to the north, south and east of the central green shall be designed as integral parts of the residential components with which they are associated while at the same time providing an extension both visually and physically to the Central Green.

Landscaped courtyards located throughout the remaining areas of the site shall be designed to enhance the pedestrian experience either visually in the case of private courtyards or physically where pedestrians are expected to pass by on their way to other destination points.

Public plaza space will be incorporated into the development as appropriate, either within the Central Green or along primary street frontage.

All parks shall be designed to accommodate focal/public art features.



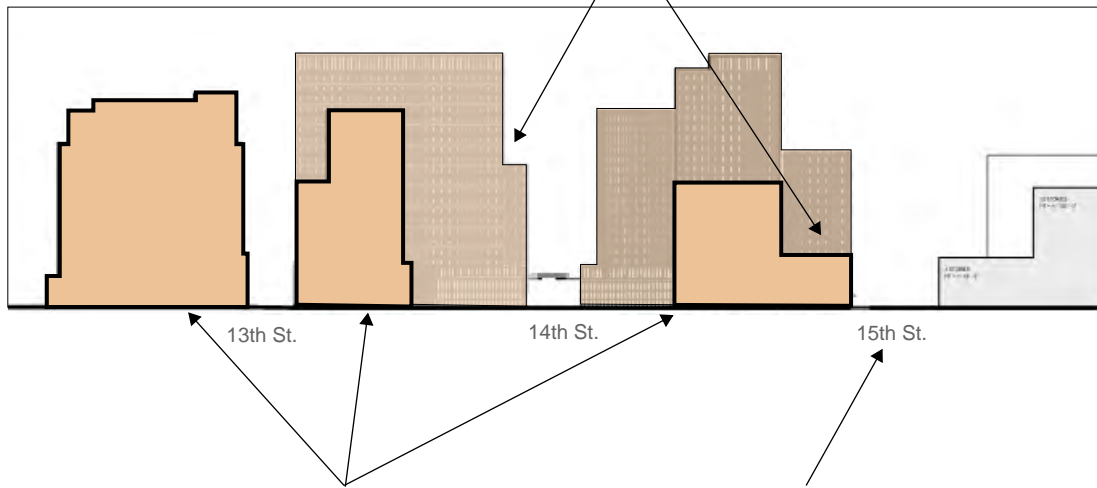
PUBLIC ART

- A public art concept plan shall be developed for Metropolitan Park, coordinated with the County Arts Commission, and approved by the County. At the time of approval of a final site plan for each phase, a contribution shall be made toward fulfilling the concept plan, either in the form of actual art or a monetary contribution to help provide public art in a later phase of the project. In anticipation of the development by others of a public art plan for the 10 acres located to the north of 12th Street-extended, a portion of Metropolitan Park's total public art contribution may be allocated to art endeavors on this adjacent parcel if such is determined to be appropriate during the art master planning process .
- A public art consultant shall be retained to help develop the concept plan. Public art features may include sculpture, fountains, specialty paving or building details that have been specifically designed to promote art in the public eye.
- Consideration shall be given to location of public art in relation to urban plazas, parks and pedestrian connections that are within the development or along its periphery.



Examples Of Public Art

Building heights shall vary so as to add interest to the skyline



Three tall buildings in the core of the site shall serve as organizing elements and shall compliment established high rise residential development to the east

Building shall taper and step back from the streets, to provide variety at the street level, compliment nearby established uses and enhance open space within the development

Height and Massing

The project site shall be organized around 3, 22-story buildings which will serve as anchors and reference points to the various phases in the development. Buildings shall generally taper with height variation and setbacks as they approach streets, to provide variety at the street level, to compliment established development on opposite sides of public streets and to enhance open spaces within the project. The principle for tapering up from existing low rise residential will be adhered to, and used where appropriate to enhance open space areas. The height of individual buildings shall be determined on a phase by phase basis once overall project density has been established by the County under an amended PDSP allocation. Height maximums shall be as indicated on the Framework Plan.

Individual buildings shall follow massing and stylistic strategies of traditional classical buildings, such as the division into base, shaft, and crown. Building material and color may vary from building to building so as to provide variety.

- The building base shall relate to the adjacent street and sidewalk and be scaled to enhance the pedestrian experience. The base may be characterized by light-colored masonry materials with a darker water-table and an articulated façade for first floor residential uses, and the addition of windowed facades for ground floor retail uses. Cornices may be used to differentiate the building base from the shaft. First floor height shall be a minimum of 18 feet .
- The shaft may be designed as a darker field with lighter accents so as to reinforce vertical and horizontal rhythms of the architecture and break the scale of the building.
- The building crown shall define the building at the skyline and shall incorporate as appropriate architectural elements to create a memorable image.



The building base will activate the streetscape and will be scaled to enhance the pedestrian experience



Crown

Cornice

Shaft

Cornice

Base

Architectural Elements

First floor facades shall be articulated to enliven the street and enhance the pedestrian experience.

- Street level residential shall feature individual entrances, views of courtyard open space and / or building articulation, to animate the façade and add interest to the streetscape.
- Street level commercial shall feature large windowed retail space with awnings and/or signage that varies with the commercial use.

Where balconies are provided, they shall be designed as an integral component of the façade.

Mechanical systems shall either be internalized within the building or be carefully designed to blend into the building façade.

Materials

- Masonry (light and dark brick) with cast stone detailing shall be the predominant building material. The palette of materials may also include Rockcast, Precast, Arriscraft, pre-formed architectural details, and natural stone.
- Windows shall be aluminum or steel in the following configurations: casement, double hung, single hung, or slider. Color will be metallic or painted to accent the architecture.
- Balconies shall have articulated rails or low walls used in conjunction with a metal railing system.
- Loading doors shall be a solid metal horizontal slat door, painted to blend with the color of the building. Garage doors shall be solid metal or horizontal bar style designed to blend with the building façade.



Ground Floor Retail Characteristics

Approximately 145,000 square feet of retail space shall be located along Metropolitan Park's South Fern Street, South Eads Street and 12th Street frontage.

Storefronts shall be readily identifiable, and differentiation among tenants through individual signage and storefront design shall be encouraged. The street façade shall be composed as a simple plane with limited jogs and inclination interrupted only by streets, pedestrian arcades providing access to the interior of the development, and lobby access for designated residential buildings.

- The maximum floor to floor story height limit for the ground floor shall be 24 feet.
- The ground floor facade shall have between 60 and 100 percent fenestration (glass doors shall count toward this requirement), measured as a percentage of the façade that is between 2 and 10 feet above the fronting sidewalk.
- Awnings and overhangs will be encouraged. Where such is provided:
 - There must be a minimum clear height of 10 feet above the sidewalk.
 - Awnings shall be made of canvas cloth or equivalent, metal or glass.
 - Quarter cylinder configurations shall be discouraged.
- Windows and doors
 - Windows shall be made of anodized aluminum, wood, clad wood, vinyl, or steel. Window glass shall be clear or tinted. No reflective glass shall be utilized. Specialty windows may utilize stained, opalescent, or glass block but shall not be a predominant feature.
 - Doors shall be made of wood, clad wood, steel, glass, aluminum and shall match or compliment the storefront windows.
 - There shall be functioning entry door(s) along the street façade at intervals not greater than 80 feet.
- Recognizing the community's desire to encourage commercial which helps to sustain the residential development, the developer will prepare a Retail Attraction and Marketing Plan (RAMP) and will encourage professional offices (such as doctors and dentists) to locate within the first floor retail areas.
- Ground floor commercial space in Phases 2 through 8 shall be serviced by loading facilities that are internal to the building.

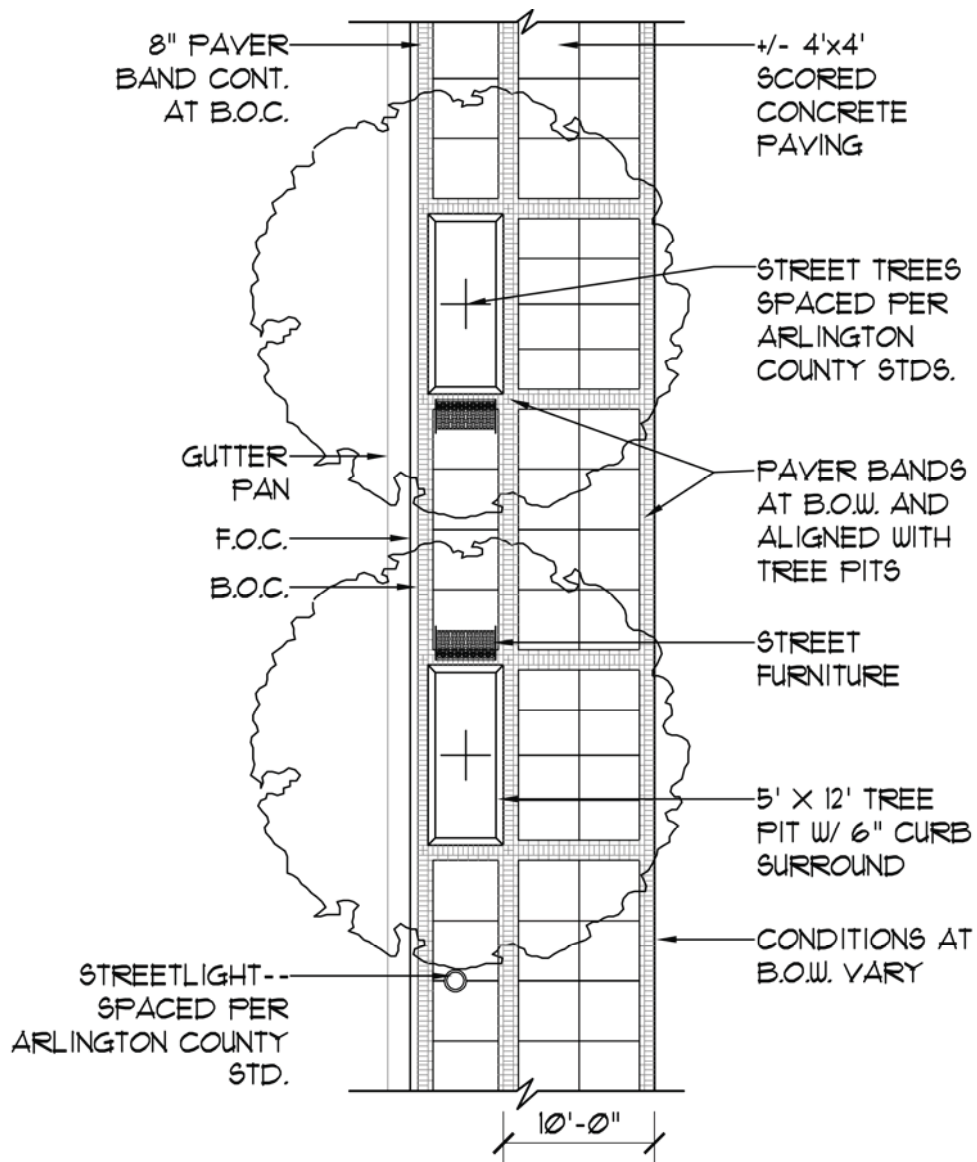


BUILDING GUIDELINES

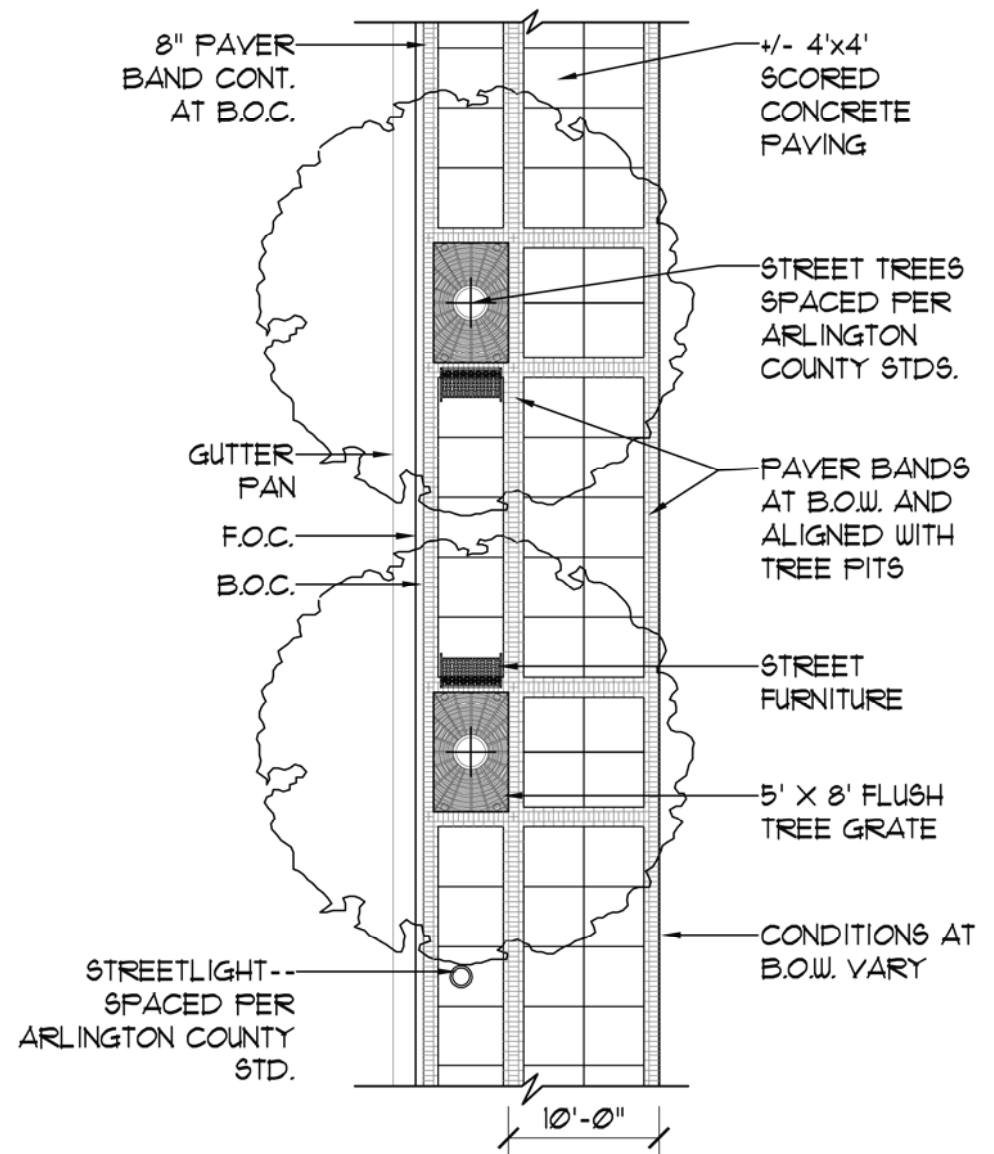
Signage

A temporary way-finding package shall be developed and shall remain in place until all secondary streets have been completed. Signage for the development shall comply with the Arlington County Zoning Ordinance and the following:

- Retail wall signs will be permitted within a zone between the second floor glass line and the first floor entry doors. In no case shall this band be higher than 22 feet or lower than 10 feet above the adjacent sidewalk.
- Letters shall not exceed 24 inches in height or width and 8 inches in relief.
- Company logos or names may be placed within the horizontal band noted above, or placed or painted within ground floor windows. Company logos or names shall not be larger than 9 square feet.
- Street addresses shall be placed at street entry doors using 6 inch tall non-cursive type lettering that no less than 6" tall, unless otherwise determined by County requirements.
- Shop signs (not more than 18" vertical by 6' horizontal) and Blade Signs (not more than 18" horizontal by 6' vertical) with a minimum of 9' clear height above the sidewalk, may be wall mounted or hung from an overhang, canopy, or awning.
- If lettering is applied to an awning or canopy, it shall be limited to the fabric on the curb side of the awning.
- Awning shall not have internal illumination.
- Prohibited signs shall include billboards, marquees, any kind of animation, and flat Plexiglas box signs. No flashing, traveling, animated, or intermittent lighting shall be on the exterior of any building whether such lighting is of temporary or long term duration. Temporary "sandwich board" type signage shall be permitted as long as a minimum clear sidewalk width of 8 feet exists.



CONDITION 1--TREES IN RAISED TREE PITS WITH 10' CLEAR WALKWAY BETWEEN BACK OF PIT AND BACK OF WALK

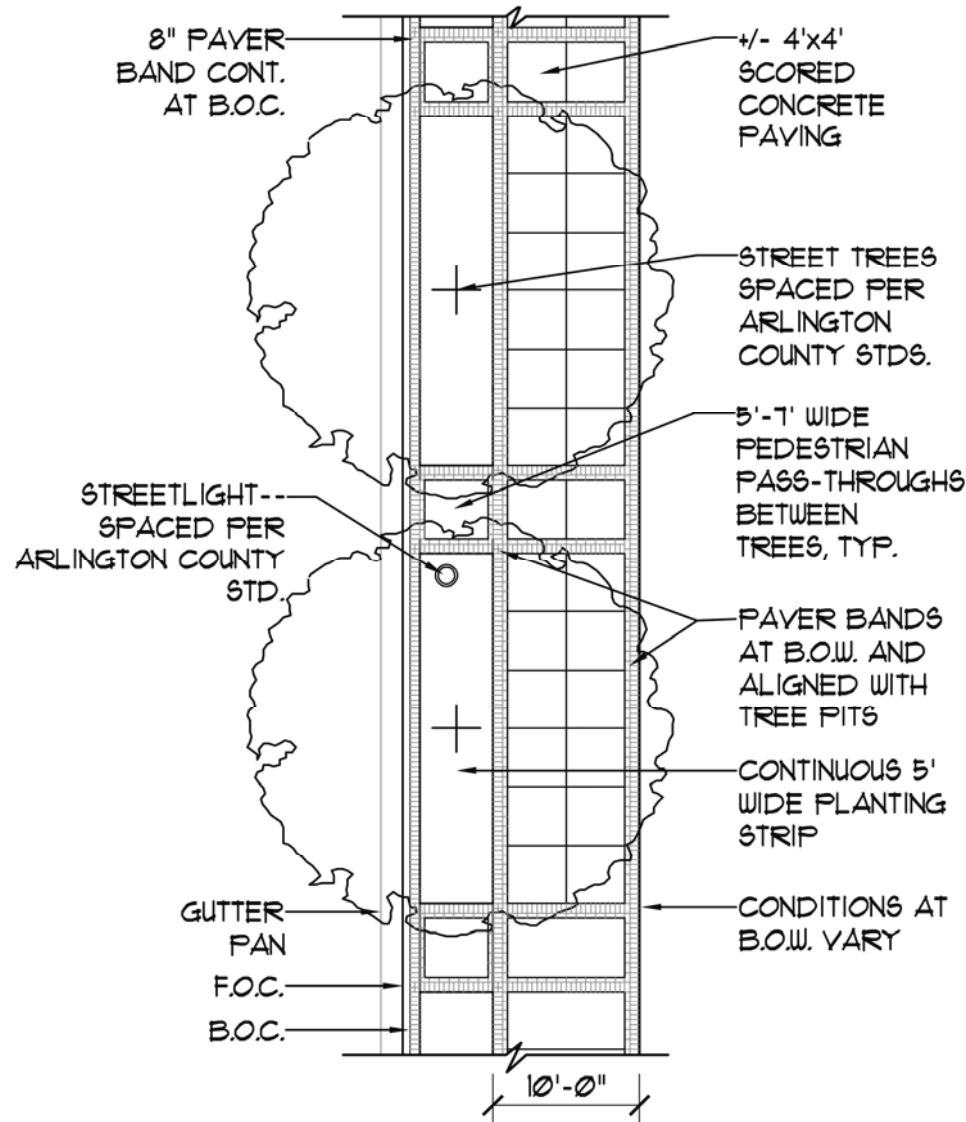


CONDITION 2--TREES IN GRATES WITH 10' CLEAR WALKWAY BETWEEN BACK OF PIT AND BACK OF WALK

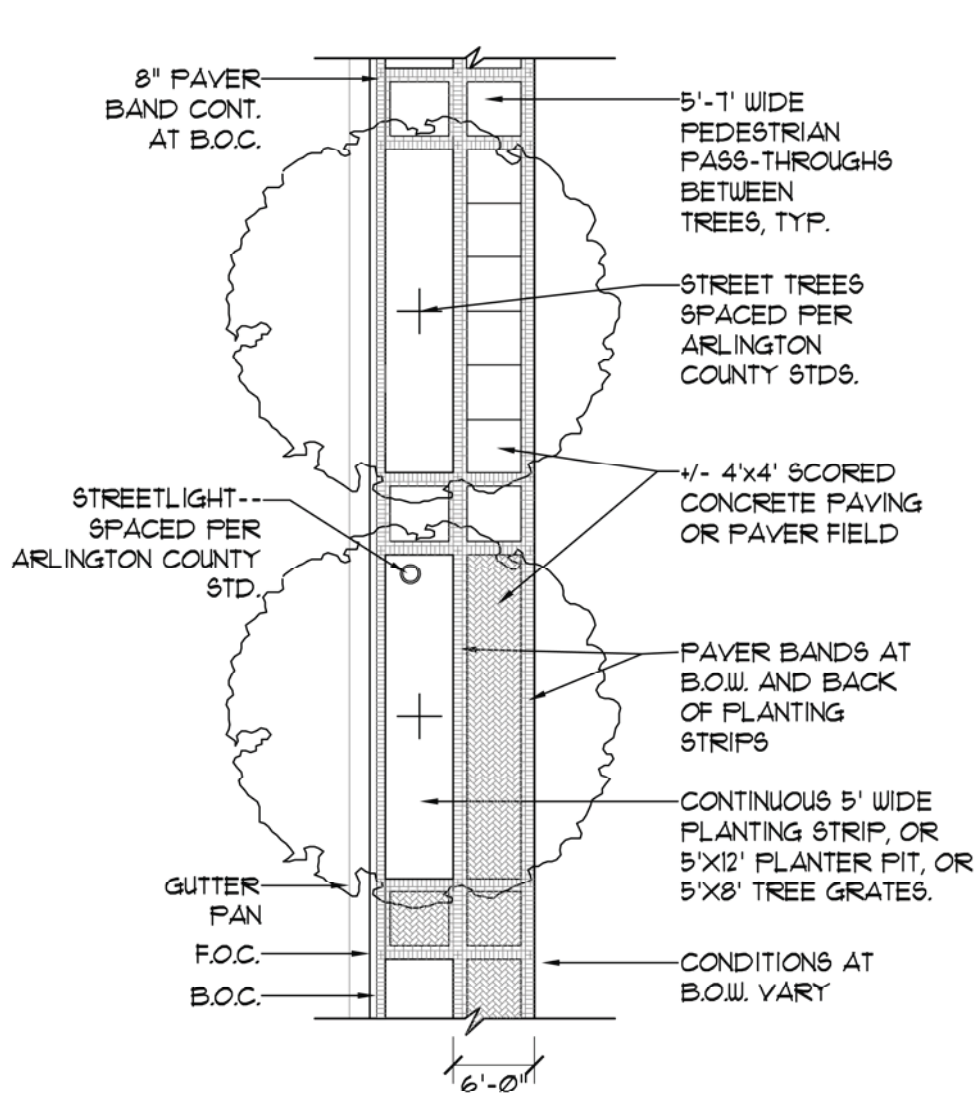
Streetscape Feature

Streetscapes shall be designed to provide a safe means of pedestrian circulation, easy access to buildings and amenities within the development and linkages to the greater Pentagon City community. Streetscape conditions may vary, adding to the pedestrian experience. However, consistency in sidewalk width, street tree species, tree pit details, and paving pattern details shall be maintained along individual streets.

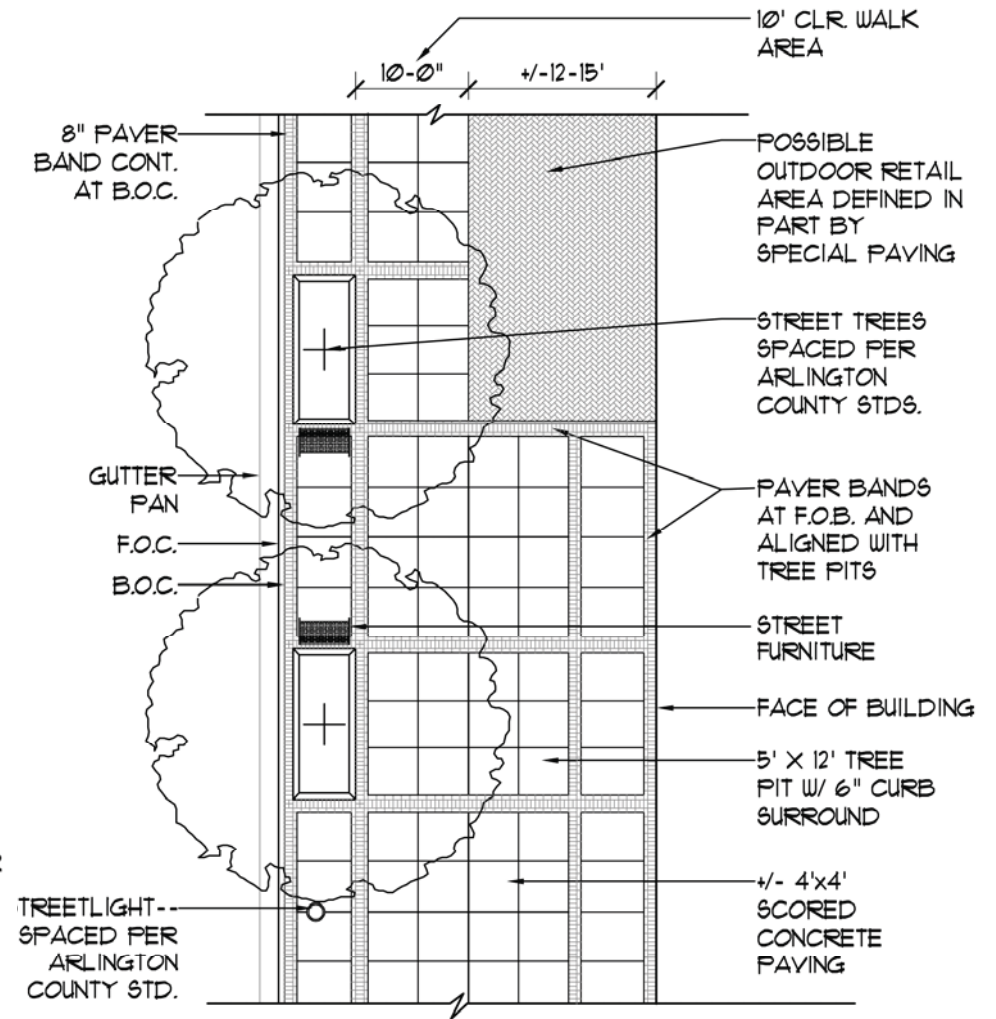
- Street trees and ground plane planting shall be provided between sidewalks and street curbs to soften the interface between pedestrians and vehicles.
- Buildings shall meet the sidewalk along retail facades.
- Planting areas may be provided at the base of residential buildings where individual unit entrances, stoops, etc. exist, so as to soften and enrich the streetscape and enhance the residential character of the street.
- Street furniture such as benches and trash receptacles shall be provided along streets and within parks. Street furniture design may vary within development. Benches, lighting (per Arlington County standards) and trash receptacles provided along the retail edges of South Fern and 12th Streets may differ, for instance, from those provided along the perimeter streets of 15th and South Eads Streets. Yet another street furniture package may be appropriate for park settings and building entrances situated along secondary and tertiary streets within Metropolitan Park. Consistency shall be maintained, however, along individual streets and within individual park components.



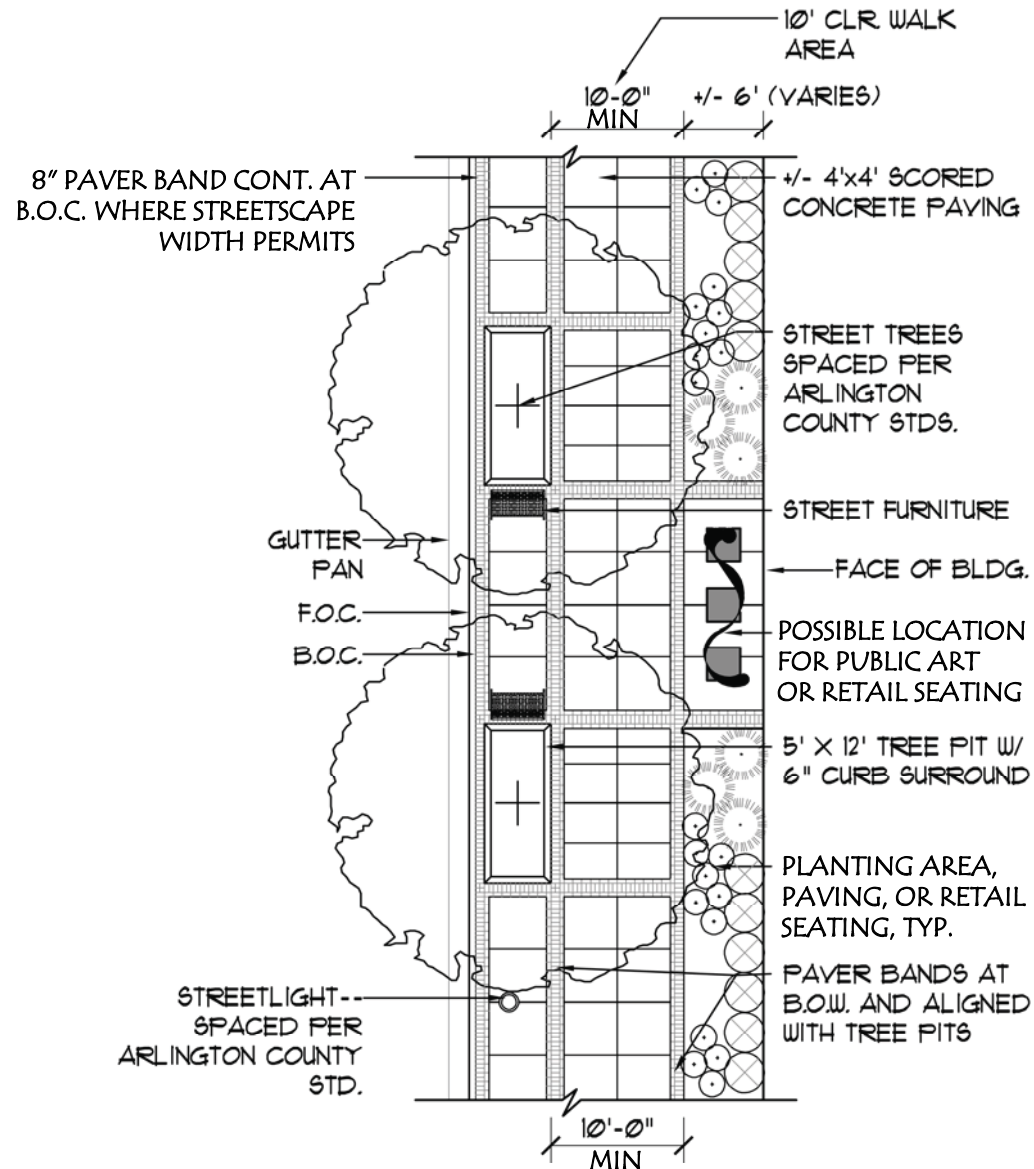
CONDITION 3--TREES IN CONTINUOUS PLANTING STRIPS WITH 10' CLEAR WALKWAY BETWEEN BACK OF STRIP AND BACK OF WALK



CONDITION 4--6' CLEAR WALKWAY BETWEEN BACK OF PLANTING AREA AND BACK OF WALK

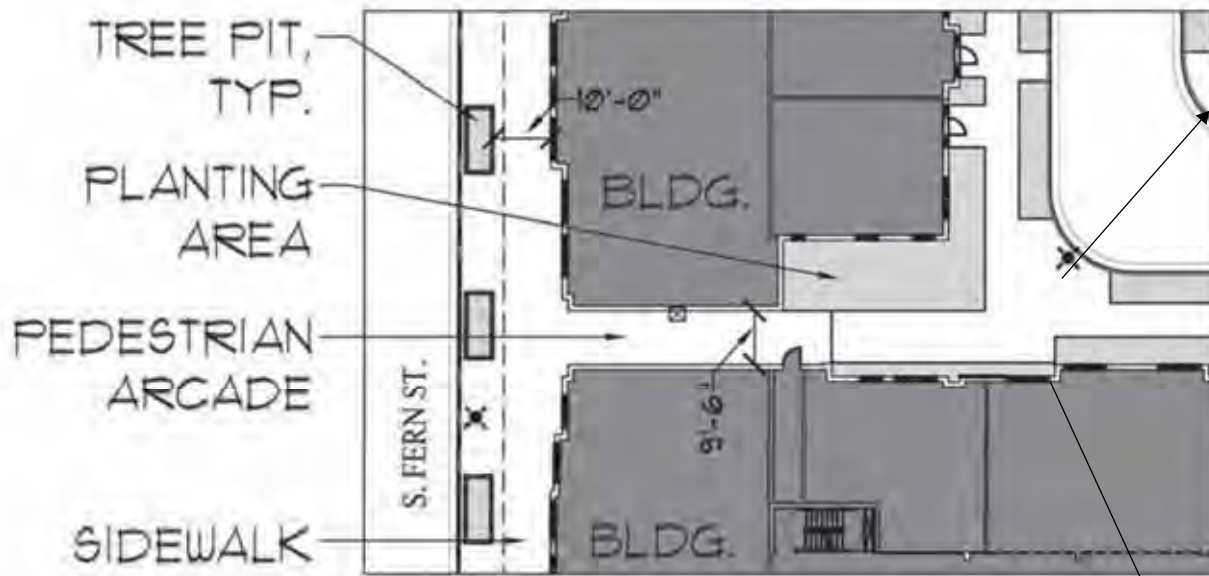


CONDITION 5--TREES IN RAISED TREE PITS WITH LARGE PAVING AREA AT 12TH STREET RETAIL FRONTAGE



CONDITION 6 -- TREES IN RAISED TREE PITS WITH LARGE AREA AT BACK OF WALK -- ALONG EADS STREET RESIDENTIAL AND COMMERCIAL FRONTAGE

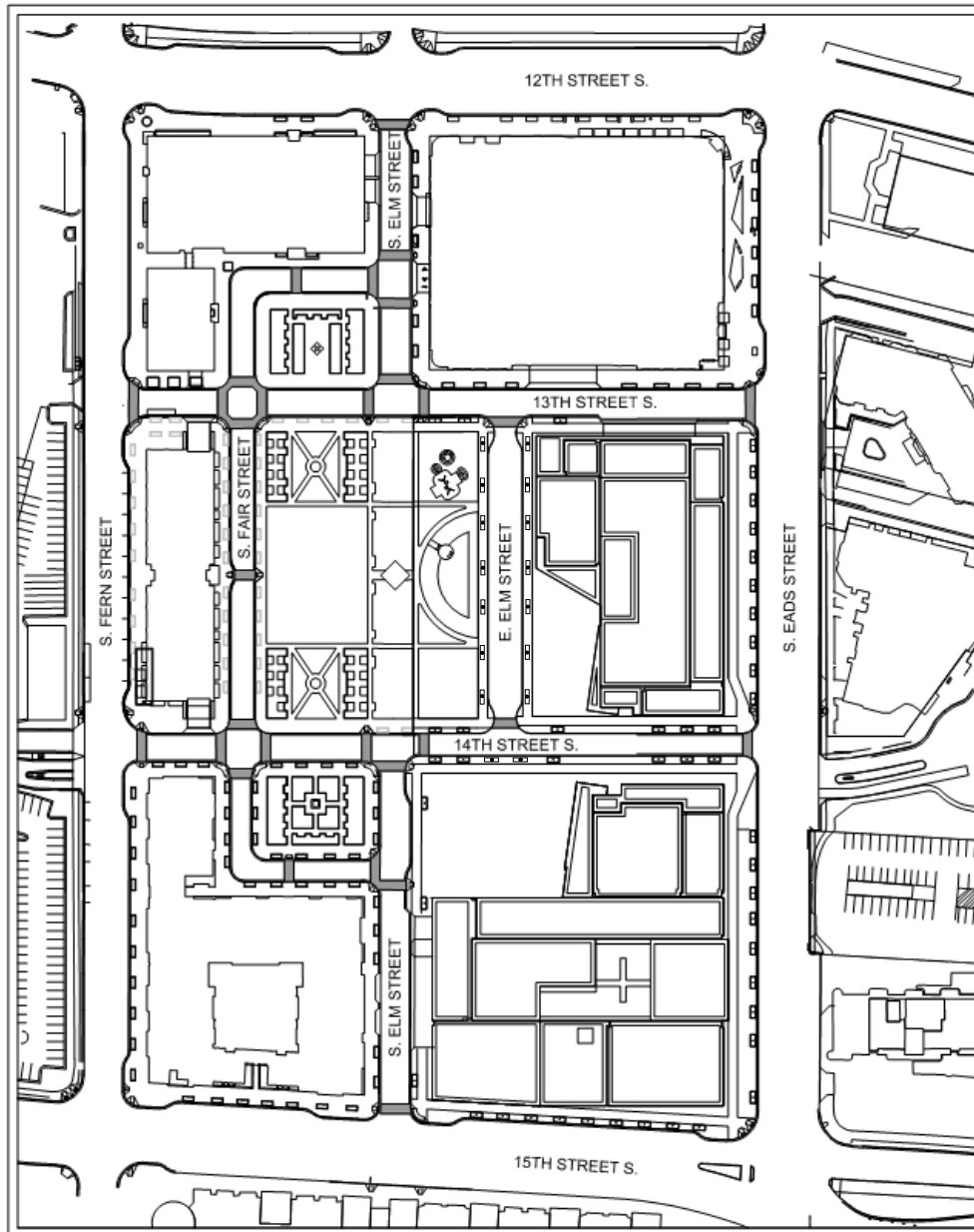
Pedestrian Arcade Detail



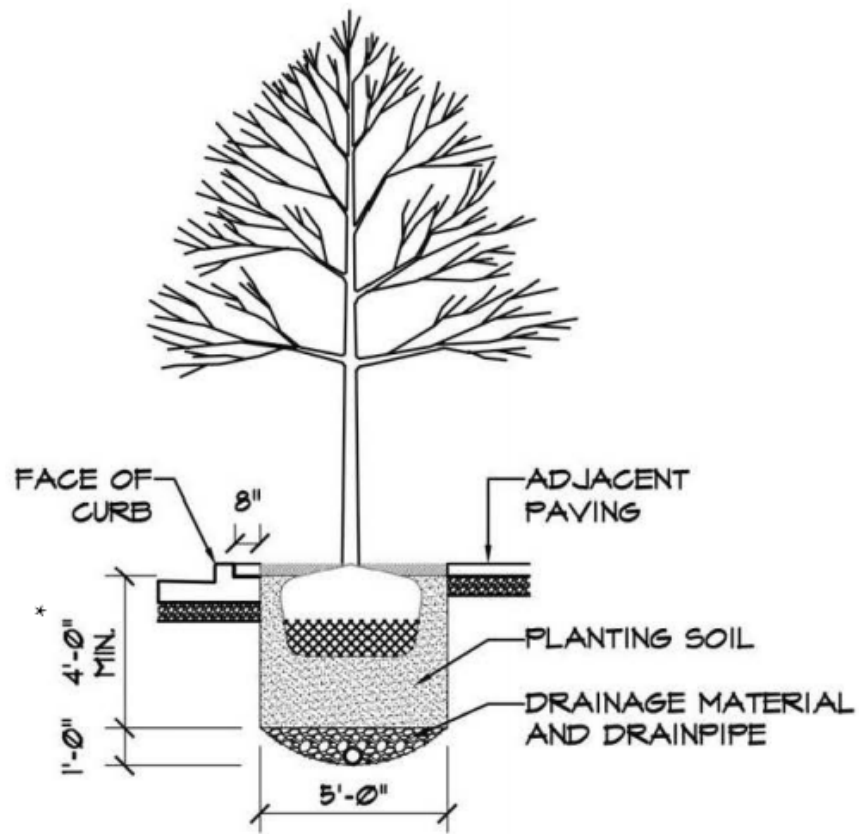
Pedestrian Arcades will have a minimum height of 14 feet and will be lighted in accordance with Arlington County standards with wall sconces, down lighting, ceiling fixtures or some combination thereof. Arcade walls will be treated with the same building materials that are specified for other public portions of the building face.

Pedestrian Arcades

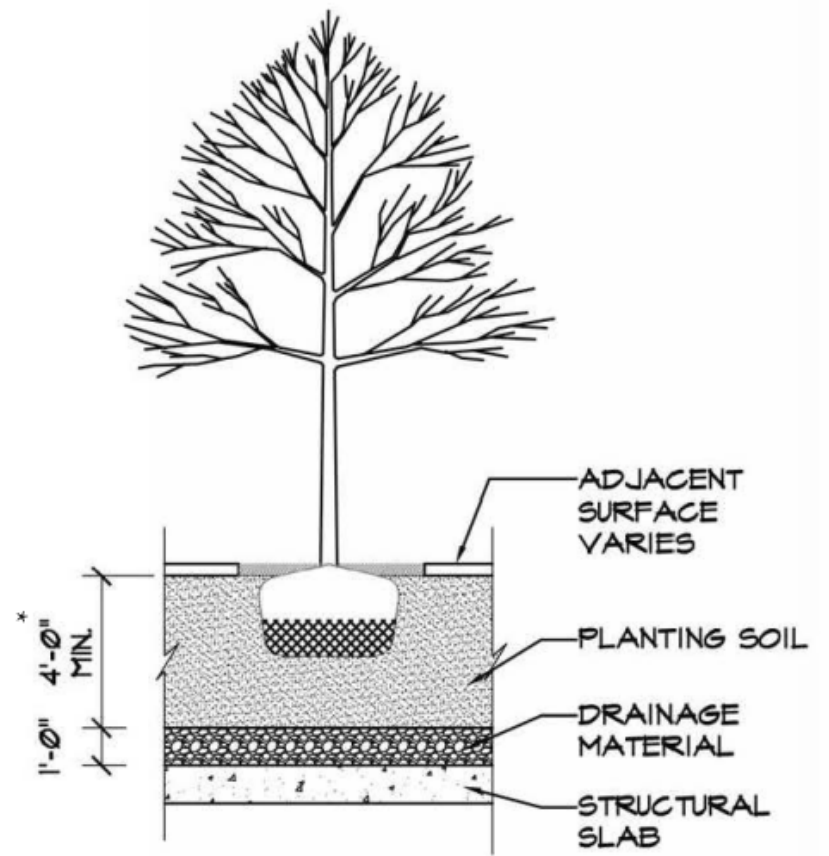




■ PROPOSED INTERNAL
CROSSWALK LOCATIONS



SECTION:
TYPICAL STREET
TREE PLANTING



SECTION:
TYPICAL TREE PLANTING
OVER STRUCTURE

* Depth of tree soil volume per current county standards.



LANDSCAPE GUIDELINES

Plant Materials Quality and Size

All plant material and methods of installation shall be in accordance with Arlington County standards and as set forth in this design manual. Plants shall be nursery-grown and specified in accordance with the latest edition of the American Standard for Nursery Stock (American Association of Nurserymen), ANSI Z60.1. Plants shall be true to species and variety, unless specifically noted otherwise, and shall be sound, healthy, vigorous, well branched and densely foliated when in leaf. Unless otherwise specified, street trees shall be a minimum of 4 to 4-1/2" caliper and spaced approximately 30' on center.

Plant Materials and Soil Over Structure

Planting over structure shall be in accordance with Arlington County standards and as set forth in this design manual. Soil depth for trees shall be a minimum of four (4) feet, with one (1) foot of drain rock below and drainage as required. Required soil depth may be accomplished through mounding (where possible and/or practical), depressing/folding the structural slab, constructing retaining walls not to exceed 30" in height, or a combination of these methods. Soil mix shall be in accordance with Arlington County standards and as set forth in this design manual. Root enhancement practices (such as amended soil panels, root paths and/or structural soil) shall be specified by County staff for street tree plantings.



Streetscape Plantings:

Deciduous Street Trees (canopy/shade trees)

Acer rubrum 'Red Sunset' (Red Sunset Maple)
 Gleditsia triacanthos var. inermis 'Skyline' (Skyline Honeylocust)
 Platanus acerifolia 'Bloodgood' (Bloodgood Londonplane Tree)
 Quercus coccinea (Scarlet Oak)
 Quercus imbricaria (Shingle Oak)
 Quercus lyrata 'Highbeam' (Highbeam Overcup Oak)
 Quercus phellos 'Hightower' (Hightower Willow Oak)
 Quercus rubra (Red Oak)
 Tilia cordata (Littleleaf Linden)
 Tilia tomentosa (Silver Linden)
 Ulmus parvifolia 'Bosque' (Bosque Lacebark Elm)
 Ulmus parvifolia 'Allee' (Allee Lacebark Elm)
 Zelkova serrata 'Green Vase' (Japanese Zelkova)

Tree pit groundcover plantings

Arctostaphylos uva-ursi (Bearberry)
 Gaultheria procumbens (Wintergreen)
 Hypericum calycinum (Aaron'sbeard St. Johnswort)
 Juniperus horizontalis cultivars (creeping junipers)
 Liriope muscari (Lilyturf)

Pedestrian Alley in Central Green:

Canopy Trees

See street tree list, plus:

Acer rubrum 'Armstrong' (Columnar Red Maple)
 Magnolia grandiflora 'Greenback' (Columnar Southern Magnolia)

Evergreen Trees

Metasequoia glyptostroboides (Dawn Redwood)

Primary and Secondary Park Areas:

Deciduous Ornamental/Understory Trees

Amelanchier canadensis (Serviceberry)
 Lagerstroemia indica (Crape Myrtle)
 Prunus x. yedoensis (Yoshino Cherry)

Shrubs/Azalea cultivars and hybrids

Cotoneaster dammeri (Bearberry cotoneaster)
 Ilex crenata (Japanese Holly)
 Ilex glabra (Inkberry)
 Ilex x meserveae 'Blue Princess' (Meserve hybrid Holly)
 Juniperus chinensis 'Sargentii' (Sargent Juniper)
 Prunus Laurocerasus (Cherry Laurel)
 Taxus baccata 'Repandens' (Repandens Yew)
 Taxus x media 'Densiformis' (Dense Yew)

Suggested Plant Species



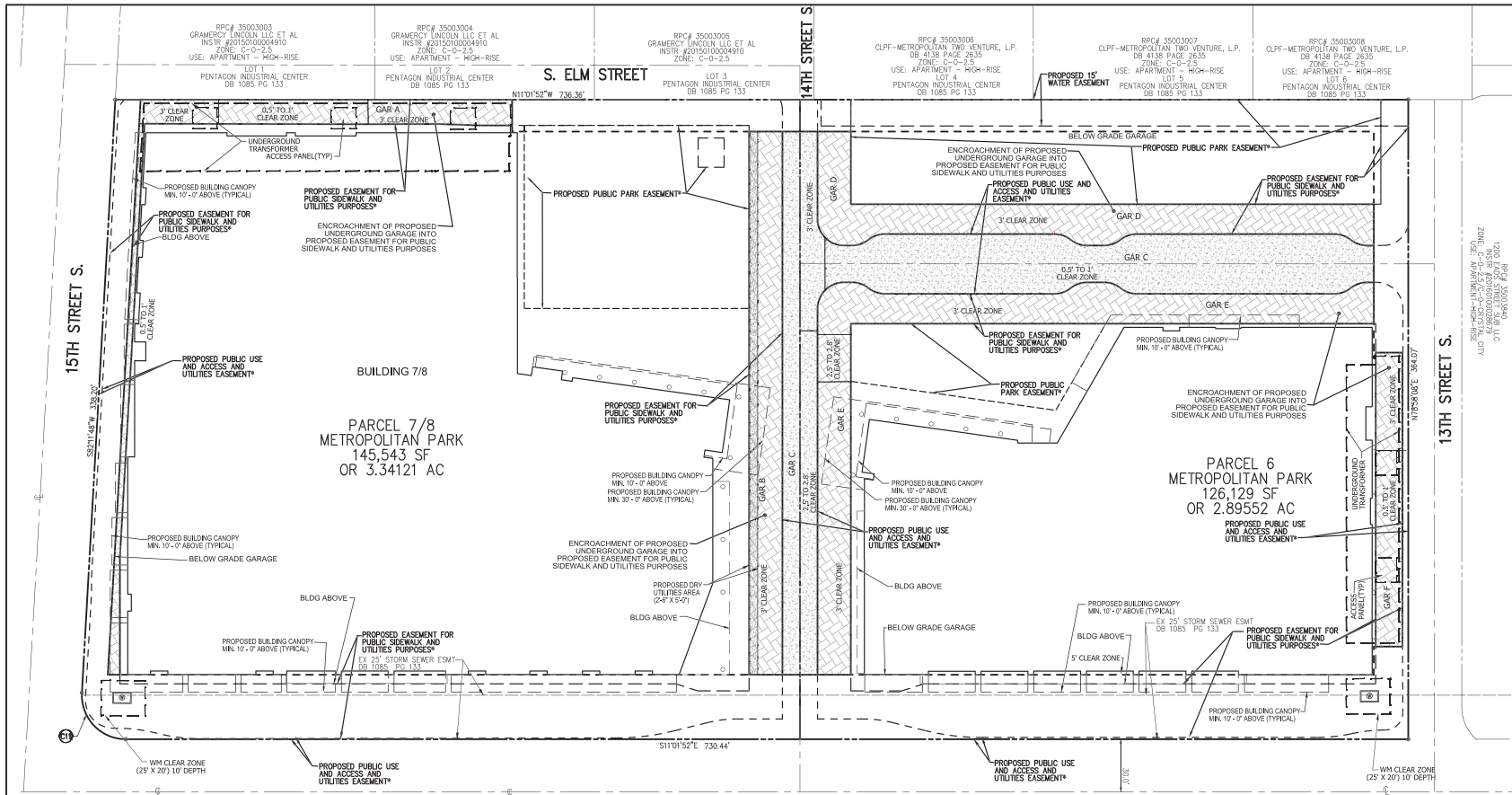
Street Furniture Illustrative: Benches and Tables



LANDSCAPE GUIDELINES

Street Furniture Illustrative: Lighting and Trash Receptacles





NOTES:

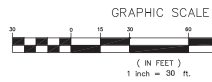
- * PROPOSED EASEMENTS OVER THE PROPOSED GARAGE WILL HAVE A LOWER VERTICAL LIMIT BEING THE TOP OF THE GARAGE SLAB.

ENCROACHMENT TABULATION

S. EADS STREET

Identity	Encroachment Type	Area (sq. ft.)	Size (W X D)	Height (above/below ground)	Materials	Permanent/Removable	Easement Type
8A	Canopy	672	50.2 X 9.9	18'-0"	Various (Fabric, Wood, Metal, Glass)	Permanent	Proposed Easement for Public Sidewalk and Utilities Purposes
8B	Canopy	39		10'	Steel or Aluminum	Removable	Proposed Easement for Public Sidewalk and Utilities Purposes
8C	Canopy	45	32.9 X 5.6	4'-4"	Various (Fabric, Wood, Metal, Glass)	Removable	Proposed Easement for Public Sidewalk and Utilities Purposes
8D	Canopy	124	26.7 X 4.6	Min. 10' Above	Various (Fabric, Wood, Metal, Glass)	Removable	Proposed Easement for Public Sidewalk and Utilities Purposes
8E	Canopy	124	26.7 X 4.6	Min. 10' Above	Various (Fabric, Wood, Metal, Glass)	Removable	Proposed Easement for Public Sidewalk and Utilities Purposes
8F	Canopy	124	26.7 X 4.6	Min. 10' Above	Various (Fabric, Wood, Metal, Glass)	Removable	Proposed Easement for Public Sidewalk and Utilities Purposes
8G	Canopy	124	26.7 X 4.6	Min. 10' Above	Various (Fabric, Wood, Metal, Glass)	Removable	Proposed Easement for Public Sidewalk and Utilities Purposes
8H	Canopy	124	26.7 X 4.6	Min. 10' Above	Various (Fabric, Wood, Metal, Glass)	Removable	Proposed Easement for Public Sidewalk and Utilities Purposes
8I	Canopy	123	26.7 X 4.6	Min. 10' Above	Various (Fabric, Wood, Metal, Glass)	Removable	Proposed Easement for Public Sidewalk and Utilities Purposes
8J	Canopy	223	40.2 X 6.6	Min. 10' Above	Various (Fabric, Wood, Metal, Glass)	Removable	Proposed Easement for Public Sidewalk and Utilities Purposes
8K	Canopy	533	108.9 X 4.9	Min. 10' Above	Various (Fabric, Wood, Metal, Glass)	Removable	Proposed Easement for Public Sidewalk and Utilities Purposes
8L	Outdoor Cafe Area	4,421	256.4 X 14.3	18'	n/a	n/a	Proposed Easement for Public Sidewalk and Utilities Purposes
7A	Blkg Above	217	84.1 X 2.9	Min. 10' Above	n/a	Permanent	Proposed Easement for Public Sidewalk and Utilities Purposes
7B	Canopy	532	106.9 X 5.0	Min. 10' Above	Various (Fabric, Wood, Metal, Glass)	Removable	Proposed Easement for Public Sidewalk and Utilities Purposes
7C	Canopy	137	32.9 X 5.6	Min. 10' Above	Various (Fabric, Wood, Metal, Glass)	Removable	Proposed Easement for Public Sidewalk and Utilities Purposes
7D	Canopy	167	41.3 X 3.9	Min. 10' Above	Various (Fabric, Wood, Metal, Glass)	Removable	Proposed Easement for Public Sidewalk and Utilities Purposes
7E	Canopy	135	28.1 X 4.9	Min. 10' Above	Various (Fabric, Wood, Metal, Glass)	Removable	Proposed Easement for Public Sidewalk and Utilities Purposes
7F	Canopy	136	27.0 X 4.9	Min. 10' Above	Various (Fabric, Wood, Metal, Glass)	Removable	Proposed Easement for Public Sidewalk and Utilities Purposes
7G	Canopy	146	27.0 X 5.9	Min. 10' Above	Various (Fabric, Wood, Metal, Glass)	Removable	Proposed Easement for Public Sidewalk and Utilities Purposes
7H	Canopy	389	80.7 X 4.9	Min. 10' Above	Various (Fabric, Wood, Metal, Glass)	Removable	Proposed Easement for Public Sidewalk and Utilities Purposes
7I	Canopy	136	27.0 X 4.6	Min. 10' Above	Various (Fabric, Wood, Metal, Glass)	Removable	Proposed Easement for Public Sidewalk and Utilities Purposes
7J	Canopy	107	23.0 X 4.6	Min. 10' Above	Various (Fabric, Wood, Metal, Glass)	Removable	Proposed Easement for Public Sidewalk and Utilities Purposes
7K	Canopy	136	27.1 X 4.6	Min. 10' Above	Various (Fabric, Wood, Metal, Glass)	Removable	Proposed Easement for Public Sidewalk and Utilities Purposes
7L	Canopy	134	26.7 X 4.6	Min. 10' Above	Various (Fabric, Wood, Metal, Glass)	Removable	Proposed Easement for Public Sidewalk and Utilities Purposes
7M	Canopy	137	26.9 X 4.6	Min. 10' Above	Various (Fabric, Wood, Metal, Glass)	Removable	Proposed Easement for Public Sidewalk and Utilities Purposes
7N	Canopy	597	120.0 X 4.6	Min. 10' Above	Various (Fabric, Wood, Metal, Glass)	Removable	Proposed Easement for Public Sidewalk and Utilities Purposes
7O	Canopy	406	50.2 X 5.2	Min. 30' Above	Various (Fabric, Wood, Metal, Glass)	Permanent	Proposed Easement for Public Sidewalk and Utilities Purposes
7P	Outdoor Cafe Area	5,846	374.2 X 10.7	18'	n/a	n/a	Proposed Easement for Public Sidewalk and Utilities Purposes

Identity	Encroachment Type	Area (sq. ft.)	Size (W X D)	Height (above/below ground)	Materials	Permanent/Removable	Easement Type
GAR A	Underground Garage	4,055	327.9 X 3.1	14'-7"	n/a	Permanent	Proposed Easement for Public Sidewalk and Utilities Purposes
GAR B	Underground Garage	5,675	309.2 X 18.0	Min. 3'-0" Below	n/a	Permanent	Proposed Easement for Public Sidewalk and Utilities Purposes
GAR C	Underground Garage	16,137	637.7 X 25.0	Min. 0.5' - 3'-0" Below	n/a	Permanent	Proposed Public Access Easement
GAR D	Underground Garage	6,561	336.7 X 19.0	Min. 3'-0" Below	n/a	Permanent	Proposed Easement for Public Sidewalk and Utilities Purposes
GAR E	Underground Garage	9,595	297.7 X 17.0	Min. 2.5' - 3'-0" Below	n/a	Permanent	Proposed Easement for Public Sidewalk and Utilities Purposes
GAR F	Underground Garage	2,545	167.3 X 15.2	Min. 0.5' - 3'-0" Below	n/a	Permanent	Proposed Easement for Public Sidewalk and Utilities Purposes
T1	Transformer Vault	2,527	247.4 X 1.1	12'-7"	n/a	Permanent	Proposed Easement for Public Sidewalk and Utilities Purposes
T2	Transformer Vault	2,157	165.9 X 13.2	Min. 0.5' - 3'-0" Below	n/a	Permanent	Proposed Easement for Public Sidewalk and Utilities Purposes



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(703) 442-7800 ■ FAX (703) 761-2787
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SUBMITTED DATE: MAY 15, 2019		COUNTY REVISIONS DESIGNED: MGC CHECKED: FEJ		PROJECT/FILE NO. VV65182Z	
NO.		DATE		DESCRIPTION	
4		10/29/2019		4.1 COMMENTS RESPONSE	
3		09/13/2019		4.1 COMMENTS RESPONSE	
2		07/12/2019		4.1 COMMENTS RESPONSE	
1		06/21/2019		4.1 ACCEPTANCE SUBMISSION	

ARLINGTON COUNTY, VIRGINIA DEPARTMENT OF ENVIRONMENTAL SERVICES	
ENCROACHMENT EXHIBIT METROPOLITAN PARK PHASES 6, 7, AND 8 4.1 SUBMISSION Arlington County, Virginia	
SCALE: 1" = 30'	
SHEET: C-05A	
VER. 10.24	

