

September 29, 2000

TO: The County Board of Arlington, Virginia
FROM: William T. Donahue, County Manager
APPLICANT: United States Postal Service

BY: Timothy S. Sampson, Attorney
Walsh, Colucci, Stackhouse, Emrick & Lubeley
2200 Clarendon Boulevard, 13th Floor
Arlington, VA 22201

SUBJECT: SP #333 (Carry-Over and Amended) United States Postal Service, Owner, for a post office, associated parking and modification of use regulations for coverage, landscaping, setbacks, and a comprehensive sign plan; premises known as 3102, 3108, 3112, 10th Road North, 3101, 3109, 3115 10th Street North, 1008 North Highland Street, 1009 North Hudson Street (Clarendon Post Office)

SITE: The 40,374 square foot site consists of the block bounded on the south by 10th Street North, on the east by North Highland Street, on the north by 10th Road North, and on the west by North Hudson Street. The property is adjacent to the Clarendon Main Post Office that fronts on Washington Boulevard. It is vacant and is used for parking of United States Postal Service vehicles.

ZONING: "C-R", Commercial Redevelopment Districts.

LAND USE: The site is designated Medium Density Mixed Use (3.0 F.A.R) on the General Land Use Plan.

RECOMMENDATION: Approve the site plan, including the modification of use regulations, and provide for a comprehensive sign plan, subject to the conditions of the staff report.

BACKGROUND: There is a site plan request for the block immediately to the south of the existing United States Post Office at 3118 Washington Boulevard in Clarendon. The United States Postal Service (USPS) intends to develop the site with a new Arlington Delivery Unit to serve the 22201/03/09 Zip Code areas. The USPS now has 84 carrier routes in these Zip Code areas. Existing facilities are overcrowded and the USPS projects the number of carrier routes growing to 101 within 10 years. The following bullets describe the site's history and the proposed project.

Site History

- The subject property is the block to the immediate south of the block containing the historic Clarendon Post Office. It is bounded by 10th Street North, North Highland

STAFF: Richard Gerbracht, DCPHD, Planning Division
David Robinson, DPW, Planning Division
Reviewed by the County Attorney's Office: _____

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Street, 10th Road North, and North Hudson Street. The block contains eight (8) lots having a total site area of 40,374 square feet.

- The block was rezoned from "C-3" to "C-R" in January 1986. The property was acquired by the United States Postal Service (USPS) in 1995.
- Currently the entire block is vacant. The USPS uses the site for parking postal delivery vehicles. The previous use was eight small apartment buildings. The apartments were demolished following the rezoning.
- In October 1998 the USPS filed a site plan request to develop the site and the block containing the historic Post Office immediately to the north. That request included a General Land Use Plan (GLUP) amendment, rezoning, vacation of 10th Road North, and a review by the Historic Affairs and Landmark Review Board (HALRB).
- The original site plan request never completed the Site Plan Review Subcommittee process. The USPS decided to scale back the project, eliminating the office tower and restricting development to just the southern block. A new architectural firm was hired to develop a new design.
- At the July 22, 2000 County Board Meeting the GLUP amendment, rezoning, and street vacation requests were withdrawn and the site plan request was deferred to the October 7, 2000 County Board Meeting. Subsequently, new plans were filed for the current site plan request.

Project Description

Site Area: 40,374 square feet (0.9269 acre)
Zoning: "C-R" (Commercial Redevelopment Districts)
GLUP: Medium Density Mixed-Use

Proposed Density: Office 40,772 square feet (1.01 FAR)
Retail 1,600 square feet (0.04 FAR)
Total 41,600 square feet (1.05 FAR)

*Note – Much of the above grade bulk of this structure is a parking garage. Under Section 1 of the Zoning Ordinance, this area counts as Gross Parking Area and is not calculated as a part of the Gross Floor Area.

Lot Coverage: 85% total (83% ground floor, 2% driveways and circulation)

Building Height: Main Roof Plane 40.83 feet
Penthouse Parapet 58.83 feet

Modification of Regulations

- Coverage – the "C-R" zoning district permits lot coverage up to 80% of the lot area on portions of a block where the building height does not exceed 75 feet. The proposed coverage for this site is 85%.
- Setbacks – Section 32, Subsection D.1.a of the Zoning Ordinance requires a 40-foot setback from the centerline of abutting street right-of-ways. The proposed setbacks on this site are: 39 feet from the centerline of North Highland Street, 28.5 feet from the centerline of North Hudson Street, and 26 feet from the centerline of 10th Road North.

- Landscaping – the “C-R” zone district requires landscaping on 15% of the total site area. The landscaped area for this project, including streetscape planting areas, is less than 5% of the total site area.

Comprehensive Sign Plan

- The USPS has requested a comprehensive sign plan to permit approximately 94 square feet of signage on the Highland Street façade (a portion of which exceeds 35 feet above grade), and approximately 170 square feet of signage in the box lobby that can be seen from 10th Street North. The total proposed signage for the USPS is approximately 264 square feet. Without a comprehensive sign plan, the permitted amount of signage is equal to one square foot per linear foot of frontage (194 feet for the USPS) and signs are not permitted above a height of 35 feet. The comprehensive sign plan also provides for outdoor directional signage to be submitted administratively and approved by the Zoning Administrator.

Discussion: The following bullets discussion the proposed project in terms of use, building façade, transportation and parking, streetscape, utilities, public art, and modification of use regulations.

Uses and Services

- Uses and services in this facility consist of a postal delivery unit, parking for postal delivery vehicles, offices for the USPS, a post office box lobby, a counter for dropping off packages, self-service postage vending machines, employee and customer parking, and approximately 1,600 square feet of retail space. At its peak in the next 10 years the new Delivery Unit will have a compliment of 184 employees with a peak duty compliment of 164 employees. This includes up to 101 carriers, management staff, custodians, supporting distribution clerks, and mail handlers.

Postal Delivery Functions

Mail Carriers serving the 22201, 22203, and 22209 zip code areas will prepare the mail for their routes within this facility and any vehicles they need to use will be parked in, and dispatched from, the building.

Lobby Services

The box lobby will contain approximately 900 post office boxes. There will be 24-hour a day access to the post office boxes. A public service counter for package drop-offs will be open until 8:00 p.m. The lobby will also contain self-service stamp vending machines.

Counter and lobby services at the existing post office on Washington Boulevard will continue and remain the same. Current post office box holders will be able to retain their boxes in the Historic Post Office.

Parking and Loading

Employee parking will be provided on levels B1, B2, and B3. There will be 171 employee parking spaces. All of the parking areas on floors 1 through 3 will be for USPS delivery vehicles. The parking areas on floors 1 through 3 will be designed for access to the letter carrier work areas on each floor.

Retail customer parking and parking for box lobby patrons will be on level B1. There are 49 customer spaces, 18 of which are compact sized spaces. There are 29 standard sized spaces and 2 Handicapped spaces. An interior elevator and stairwell provide access from the parking garage to the retail space and the box lobby.

The USPS is requested to have the parking garage open to retail customers and the public in the evenings and on weekends.

Three interior delivery and loading bays for large postal vehicles share one entrance that is located on the 10th Road face of the building. The garbage collection bay (interior) has its own entrance also on the 10th Road face of the building.

Retail Space

The project includes approximately 1,600 square feet of retail space that will front on Highland Street. The USPS envisions a tenant such as a copy center that can be open twenty-four hours a day. This will provide a use compatible with the post office and an activity center in close proximity to the box lobby.

Building Façade

The building's façade components include brick, glass, limestone, and aluminum louvers. Brick colors will be a blend of light shades of yellow/gray.

10th Street Façade (see attachment A2 01)

A glass post office box lobby dominates the 10th Street façade. This lobby spans 129 feet across the eastern side of the façade, and it is three stories high. The glass walls of the box lobby go from about 8" above the sidewalk to three stories high. They provide a complete view of the lobby interior from the outside. The other dominant feature of the 10th Street façade is a limestone curtain wall serving as a demarcation between the glass box lobby and the brick mass of the building's workspace and garage. The curtain wall is 48.5 feet high and faced with French limestone (cream color) panels.

Highland Street Façade (see attachment A2 01)

The main entrance to the box lobby faces Highland Street at the 10th Street intersection. At the street level, glass is used predominantly for the box lobby, the retail storefront, and the interior corridor between the box lobby and the retail space.

The parking garage entrance for customer and employee parking faces Highland Street at the north end of the building. The door design uses translucent frosted glass panels.

The brick colors for the Highland Street façade are a light yellow/gray blend. An important element of the Highland Street façade is the aluminum louvers (silver color) that will screen the above grade parking garage levels. The louvers

on this side of the building are 22 feet high and 96 feet wide. They are designed to vent the garage while screening views of vehicles and interior lighting from the outside. The design screens views into the garage from the street level and from the apartment building that will be constructed across Highland Street.

Hudson Street Façade (see attachment A2 02)

The façade on Hudson Street will use a slightly different blend of light yellow/gray bricks from the Highland Street façade.

The aluminum louvers that provide venting and screening for the garage are silver colored and measure 22 feet high and 96 feet wide.

A post office box accessible to the driver's side of vehicles is located on the Hudson Street frontage. An aluminum canopy on the building provides shelter for vehicles stopping to drop off mail. The wall behind the vehicle drop box will be made of glass block and backlit from inside the building.

10th Road Façade (see attachment A2 02)

The 10th Road frontage of the building contains the loading bays for delivery vehicles, the loading bay for trash pick-up, and the entrance to the above grade postal vehicle garages. The bay doors for these three entrances will feature translucent frosted glass panels.

Transportation and Public Parking

- The site is located in the block bounded by 10th Road North to the north, North Highland Street to the east, 10th Street to the south and North Hudson Street to the west. The Master Transportation Plan classifies 10th Street North (Virginia Route 237) as a principal arterial street.
- North Highland Street is classified as a minor arterial and North Hudson and 10th Road North are classified as neighborhood-minor streets. Adjacent to the site, 10th Street North provides two travel lanes in each direction separated by a raised median. North Highland, Hudson and 10th Road North provide a single travel lane in each direction.
- The building includes 49 interior parking spaces for retail customers and box lobby patrons. The garage will be accessible to retail customers and patrons during the week at times when the staffed counter in the post office box lobby is open. The USPS has agreed to explore the possibility of allowing the customer/employee parking garage to be used for public parking from 8 p.m. until 2 a.m. on weekdays and from 9 a.m. until 2 a.m. on weekends.
- The USPS has indicated that appropriate lighting, painting, and signage will be used in the public areas of the parking garage to enhance atmosphere and security.
- On-street parking is allowed along the site's four street frontages. The North Highland Street intersections with Washington Boulevard and 10th Street operate under traffic signal control.

- The North Hudson Street intersections with Washington Boulevard and 10th Street are controlled by stop signs on the Hudson Street approaches.

All Day Traffic

Street/location	1996	1997	1998	1999
Wash Blvd/n. of 10 th St	24,470	24,885	25,335	25,370
Highland St/n. of 10 th St	n.a.	3,280	3,655	3,990
Wilson Blvd/e. of 10 th	n.a.	17,010	17,720	18,700

Source: Arlington County Department of Public Works
 n.a. – not available

In conjunction with the Clarendon Mid-Course review, the County retained the services of a transportation consultant to evaluate the ability of the proposed arterial street network to accommodate planned development as recommended by the Clarendon Concept Plan for the Year 2010. With respect to this site, the plan assumed a mixed-use development consistent with the site's MEDIUM DENSITY MIXED USE GLUP designation, including a 16,240 square foot post office, 130,721 square foot office building and 40 residential dwelling units. No street widenings were anticipated to either North Highland or Hudson Street adjacent to the site, nor the vacation of 10th Road North.

The site is located approximately two blocks south of the Clarendon Metrorail Station, which is served by the Metrorail Orange Line. Several Metrobus routes are available in the area. Metrobus Route 38B provides service along Wilson and Clarendon Boulevard (east of Washington Boulevard) and provides connections between the Ballston Metrorail Station and Farragut Square in the District of Columbia. Routes 24M and 24P provide service along Washington Boulevard and provide service between the Ballston and Pentagon Metrorail Stations. An existing on-street bike route is located on North Highland Street adjacent to the site. The route connects with the Arlington Boulevard Trail to the south and the Key Boulevard Route to the north, which connects, with the Custis Memorial Parkway Trail (I-66).

- In accordance with the Clarendon Sector Plan - Addendum A, the 10th Street corridor between Wilson and Washington Boulevard is proposed to be improved to provide a wider, landscaped median, similar to Fairfax Drive in the Ballston and Virginia Square areas. No additional travel lanes would be provided. The 10th Street Boulevard concept plan would provide two travel lanes in each direction separated by a raised, landscaped median. The boulevard concept plan recommended maintaining on street parking in the curb lane as presently exists to provide convenient parking and access to the adjacent first floor retail businesses.
- Arterial access to the site is available from either Washington Boulevard or 10th Street North. The entrance to the parking garage for employees and visitors is proposed from North Highland Street. A second entrance is proposed from the 10th

Road North frontage for postal delivery vehicle access to the garage and for the loading dock.

- The USPS has proposed to install a new driver accessible mail drop box adjacent to the site along the North Hudson Street frontage. The exclusive drive-thru lane operates similarly to a porte-cochere or building drop-off. Special paving materials and bollards would be installed to delineate vehicle travel paths to enhance pedestrian safety and minimize pedestrian/vehicle conflicts.

A Traffic Impact Analysis (TIA) was prepared by a transportation consultant for the applicant to assess the impacts of the development on the adjacent street system. Future intersection Levels of Service (LOS) were evaluated for the weekday morning and evening peak hours for several intersections near the site. The existing and future intersection LOS estimates are detailed below.

WEEKDAY INTERSECTION LEVEL OF SERVICE

Intersection		Existing		Future	
		AM	PM	AM	PM
<u>Signalized Intersections</u>					
10 th St./N. Highland St.	(1)	B	A	B	A
Wash Blvd./N. Highland St.		B	B	C	B
<u>Unsignalized Intersections</u>					
Wash Blvd./N. Hudson St..	(2)	B	B	C	B
	(3)	B	A	B	A
10 th St./N. Hudson St.	(4)	A	C	B	D
	(5)	A	A	A	B

- (1) Assumes Existing Signal Times
- (2) NORTHBOUND LEFT AND RIGHT MOVEMENT
- (3) WESTBOUND LEFT-TURN MOVEMENT
- (4) SOUTHBOUND LEFT AND RIGHT TURN MOVEMENT
- (5) EASTBOUND LEFT-TURN MOVEMENT

The proposed development is estimated to generate approximately 146 trips during the AM peak hour and 236 trips during the PM peak hour of the generator. The volume of trips is comparable to the mixed-use development previously assumed for the site. The majority of the site-generated trips will occur before the normal morning and evening peak hours of the adjacent street system and will have a minimal affect on intersection level of service.

As shown above, the consultant estimates that the intersections evaluated in the TIA would continue to operate at acceptable LOS overall, but specific movements (such as left turns) would provide a lower LOS. The proximity of the site to the Clarendon Metrorail Station will minimize site trip generation.

The Postmaster has agreed to notify drivers of the larger delivery vehicles to use arterial streets and avoid neighborhood streets.

The USPS plans to demotorize up to 21 carrier routes in the next 10 years. Mail carriers on those routes will use the Metrorail system.

Streetscape and Sidewalks

The Rosslyn-Ballston Corridor Streetscape Design standards provide for widened sidewalks, special paving materials and street trees. These standards are being implemented as redevelopment occurs and are intended to improve pedestrian access to the Metrorail stations.

The "C-R" zoning district streetscape standards are as incorporated in the adopted Clarendon Streetscape Plan Standards of the Clarendon Sector Plan. Sites fronting on any public right of way shall be landscaped with curb, gutter and sidewalk, street lights and furniture and other elements, and all aerial utilities on and along the periphery of the site shall be relocated to underground facilities.

North Highland Street adjacent to the site is designated as a special pedestrian walkway from 10th Street North to 13th Street North. Special features include paver sidewalks, tree grates, and paver cross walks.

- The proposed site plan is generally consistent with the streetscape standards and includes a 16-foot wide paver sidewalk with street trees in tree grates along the North Highland and 10th Street frontages and a ten-foot wide paver sidewalk with street trees in tree grates along the North Hudson Street and 10th Road North frontages of the site.

The North Hudson Street right-of-way will be reconstructed to provide an eleven-foot wide streetscape section. It will align with North Hudson Street adjacent to the existing post office. This will allow adequate sidewalk next to the vehicle postage drop box and for the provision of a 4-foot wide planting strip.

- The USPS flagpole will be located on the sidewalk along 10th Street near the intersection of Highland Street.

Bicycle parking racks will be located on the sidewalk along Highland Street near the main entrance to the box lobby.

- The USPS will provide double globe "Carlyle" street lights on 10th Street and Highland Street, and single globe "Carlyle" streetlights on Hudson Street and 10th Road.

The grates for street trees will be located at the back of curb and those along 10th Street and Highland street will be 5-feet by 5-feet.

- The USPS is proposing to maintain the existing streetscape sections adjacent to

the existing Arlington Main Post Office along the Washington Boulevard and North Hudson Street frontages of the site.

- The applicant is requested to install 15-foot wide brick paver crosswalks on 10th Street, west of Highland Street; and on 10th Road, east of Highland Street.

Utilities

- Adequate water and sanitary sewer system capacity is available to serve the development. However, due to the age and inadequate size of the water lines along the 10th Street and North Hudson Street frontages of the site, the applicant will be required to construct local system improvements.
- Staff recommends that the applicant construct and extend a 12-inch water main along the 10th Street frontage of the site and approximately 80 linear feet of eight-inch water main in North Hudson Street from the new 12-inch water main in 10th Street North to provide adequate supply and pressure to serve the development.

Public Art

- There are good opportunities for displaying public art in the post office box lobby and the corridor along Highland Street connecting the parking garage elevator and the post office box lobby. Displays might include photographs, murals, posters, and paintings by local artists.
- The USPS will notify the Cultural Affairs Division of the Department of Parks, Recreation and Cultural Affairs of its plans for display of public art.

Modification of Use Regulations

- As to coverage and setbacks, the requested modifications are appropriate because they enable the USPS to provide a facility with a good design that includes notable features such as a glass post office box lobby on 10th Street, a sheltered mail drop box accessible to vehicles, and approximately 1,600 square feet of retail space on Highland Street. The coverage and setbacks on this project are in accord with many adjacent existing older buildings in Clarendon that do not meet current coverage and setback requirements.
- As to landscaping, the requested are appropriate because the USPS has made provisions to provide adequate street trees around the property, other streetscape amenities such as benches, and amenities such as the glass post office box lobby that can accommodate public art exhibits.
- Staff supports the modifications of use regulations that the USPS is seeking in this application. This will enable the USPS to construct a facility to meet its capacity needs for the next 10 years brought on by rapid growth in the Rosslyn-Ballston Corridor. Staff believes there is a public need for this facility and that its location in Clarendon, next to the existing Clarendon Post Office, is beneficial. The facility also provides good opportunities for public art and for shared parking to meet the need for public parking in Clarendon.

Planning Commission Comments

The Planning Commission heard this site plan request at its September 25, 2000 meeting. The Commission voted 8 in favor and 1 in opposition to recommend approval of the site plan, and to provide for a comprehensive plan, subject to the conditions of the County Manager's Draft Report, with the following comments and changes:

- Reduce the compact car parking space ratio from 50% to 40%.

The project's design includes less than 40% compact car parking and condition #34 has been changed to specify a maximum ratio of 40%.

- Ask the applicant to revisit the design of the vehicular post office drop box area to eliminate the tree next to the drop box, introduce traffic calming devices in the vehicle bay, and install pedestrian safety signage.

Staff will ask the applicant to consider these issues.

- Consult with the Police Department to determine the best emergency response measures with regard to the post office box lobby which is open twenty-four hours a day. Consider having a "panic button" in the lobby.

Staff will coordinate a discussion between the appropriate division of the Police Department and the USPS concerning safety in the post office box lobby.

- Give the building at 10th Street North address instead of a North Highland Street address.

Staff will work with the Inspection Services Division to see that the new building has a 10th Street North address if possible.

- Revise condition #11e to include landscaping and maintenance of the 10th Street median.

This condition has been revised.

- Include a condition #11g to require a striped crosswalk across 10th Road North at Hudson Street.

This condition has been included.

- Revise condition #53a to include the language: In addition, exterior USPS public entrance signage, with the building address, shall be located on the first floor facing both 10th Street North and North Highland Street.

This condition has been revised.

- Include a condition #53c to require signage for the retail tenant to be clear and distinctive and to be retail in nature.

This condition has been included.

Conclusion: Staff believes the proposed building design and the agreed upon streetscape improvements are appropriate and the project will allow the USPS to meet its delivery capacity needs in the Rosslyn-Ballston corridor for the next 10 years. Therefore, subject to the following conditions, staff supports the site plan request, modifications of use regulations, and provision for a comprehensive sign plan.

- **The following Conditions of site plan approval (#1 through #6) are valid for the life of the site plan and should be met by the developer before issuance of the Clearing, Grading and Demolition Permit.¹**
1. The developer (as used in these conditions, the term developer also includes the owner, the applicant and all successors and assigns) agrees to comply with the standard conditions set forth in Administrative Regulation 4.1 and the plans dated August 29, 2000 and reviewed and approved by the County Board and made a part of the public record on October 7, 2000, together with any modifications proposed by the developer and accepted by the County Board or vice versa. This site plan approval expires three (3) years after the date of County Board approval if the approved plan is not under construction. 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 developer and accepted by the County Board or vice versa.
 2. The developer agrees to produce a photographic record of development, starting with a record of the site as it appears before demolition is begun, including photographic records during construction, and ending with a photographic record of the development as it appears after completion of construction. These photographs shall comply with the following specifications:

All photographic records shall be taken using black and white film. Submission of negatives and a photo contact sheet shall be the minimum acceptable standard; 8" x 10" prints are preferred. Color slides may be submitted in addition to black and white photographs and negatives. The photographic record shall include the following:

Before Clearing, Grading and Demolition - Views of north, south, east and west facades of buildings to be demolished, as location permits, 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.

Site Clearance - Views of cleared site facing north, south, east and west, as location permits, with adjacent buildings and streets included.

Construction Phase (shall be submitted before issuance of the Shell and Core Certificate of Occupancy Permit) - At a minimum, views of the site during excavation, completion of the first floor above grade, topping out, and during

¹ **The USPS, as a federal entity, is not required to obtain certain permits which are referred to below. Therefore, the USPS has agreed to endeavor to comply with, and implement, the following conditions of site plan approval in a timeframe that is appropriate either in accordance with the timing of construction expectations specified in the following conditions or for the lifetime of the facility's operation.**

the exterior cladding phase.

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.

The photographic record of the site as it appears before demolition shall be delivered to the Zoning Administrator prior to the issuance of a clearing, grading or demolition permit. The remaining records shall be delivered to the Zoning Administrator before the issuance of a Master Certificate of Occupancy for placement in the County archives. If the "Fast Track" Permit Process (as defined in the brochure "The Fast Track Permit Process" published by Arlington County, May 1990, and available from the Arlington County Inspection Services Division) is selected by the developer, the Site Clearance and Construction Phase photographs shall be submitted before the issuance of the Footing to Grade Structure Permit, the Construction Phase photographs showing any construction to grade shall be submitted before the Final Building Permit, and the Construction Phase photographs showing all construction above grade and the Site Completion.

Photographs shall be submitted before issuance of the Master Certificate of Occupancy.

3. The developer agrees to develop a plan for temporary pedestrian and vehicular circulation during construction. This plan shall identify temporary sidewalks, fencing around the site and any other feature necessary to ensure safe pedestrian and vehicular travel around the site during construction. This plan shall be determined by the Department of Public Works to meet these standards before the issuance of the Clearing, Grading and Demolition Permit.
4. The developer agrees to comply with all state and local laws and regulations not modified by the County Board action on this plan and shall obtain all necessary permits.
5. The developer agrees to file three copies of a site plan which complies with the final approval of the County Board and with Administrative Regulation 4.1 with the Zoning Administrator within 90 days of the County Board approval before the issuance of the Clearing, Grading and Demolition Permit.
6. The developer agrees to comply with the following before issuance of the Clearing, Grading and Demolition Permit and to remain in compliance with this condition until the Master Certificate of Occupancy is issued.
 - a. The developer agrees to identify a person who will serve as liaison to the community throughout the duration of construction. This individual shall be on the construction site throughout the hours of construction, including weekends. The name and telephone number of this individual shall be

provided in writing to residents, property managers and business owners whose property abuts the site, and to the Zoning Administrator, and shall be posted at the entrance of the project.

- b. Before commencing any clearing or grading of the site, the developer shall hold a meeting with those whose property abuts the project to review the hauling route, location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Zoning Administrator is to be notified of the date of the meeting before the permit is issued. Copies of plans showing the hauling route, construction worker parking and temporary pedestrian and vehicular circulation shall be posted in the construction trailer and given to each subcontractor before they commence work on the project.
 - c. Throughout construction of the project, the developer agrees to advise abutting property owners in writing of the general timing of utility work in abutting streets or on-site that may affect their services or access to their property.
 - d. At the end of each work day during construction of the project, the developer agrees to ensure that any streets used for hauling construction materials and to enter the construction site are free of mud, trash and debris.
- **The following Conditions of site plan approval (#7 through #26) are valid for the life of the site plan and should be met by the developer before issuance of the Excavation/Sheeting and Shoring Permit.**
7. The developer agrees to submit a detailed final site development and landscape plan at a scale no larger than 1/16 inch = 1 foot before the issuance of the Excavation/Sheeting and Shoring Permit and the plan shall be approved by the County Manager or his designee before the issuance of the Final Building Permit. In order to facilitate comparison with the final site engineering plan the landscape plan shall be at a scale of 1 inch = 25 feet; the County may require more detailed plans appropriate to landscape installation at a larger scale (1/16 inch = 1 foot, 1/8 inch = 1 foot, or 1/4 inch = 1 foot). The County may permit minor changes in building, street and driveway locations and other details of design as necessitated by more detailed planning and engineering studies if such changes are consistent with the provisions of the Zoning Ordinance governing administrative approval and with the intent of the site plan approval. The landscape plan shall include a Street Tree Plan which shall be reviewed by the Department of Parks, Recreation and Community Resources and shall be accompanied by the site engineering plan and the two plans shall be compared to ensure that there are no conflicts between street trees and utilities; neither plan shall be approved until the landscape plan and the site engineering plan agree. The installation of all plant materials shown on the final landscape plan shall take place before the issuance of the first Certificate of Occupancy. The final site development and landscape plan shall include the following details:

- a. The location and dimensions of traffic signal poles and control cabinets, utility meters, utility vaults and boxes, transformers, mechanical equipment, fire hydrants, standpipes, storm water detention facilities, the location of all existing and proposed utility lines and of all easements. The location of traffic control cabinets shall be shown on the final site-engineering plan and placed so as not to obstruct pedestrian travel or be visually obtrusive. Traffic control cabinets shall not be located in the public sidewalk. Transformers shall not be placed in the setback area between the building and the street;
 - b. The location, dimensions, and materials for driveways, driveway aprons, parking areas, interior walkways and sidewalks as well as for address indicator signs;
 - c. The location and types of light fixtures for streets, parking, walkway and plaza areas;
 - d. Topography at two (2) foot intervals and the finished first floor elevation of all structures;
 - e. Landscaping for plaza areas, raised planters and surface parking areas, including a listing of plant materials, and details of planting, irrigation and drainage;
 - f. The location and planting details for street trees in accordance with Department of Public Works Standards and Specifications for planting in public rights-of-way and as shown on the approved final site engineering plan;
8. Landscaping shall conform to Department of Public Works Standards and Specifications and to the following requirements:
- a. Planting materials shall be of good nursery stock and a nursery guarantee shall be provided by the developer for two years including the replacement and maintenance (to include but not be limited to pruning, feeding, spraying, mulching, weeding, and watering) of all landscape materials following the issuance of the master certificate of occupancy;
 - b. Plant materials and landscaping shall meet the American Standard for Nursery Stock Z50.1-73, and shall also meet the following standards:
 - (1) Major deciduous trees (shade or canopy trees such as Oaks, Maples, London Plane Trees, Japanese Zelkovas, etc.) - a height of 16 to 18 feet with a minimum caliper of 4 1/2 to 5 inches.
 - (2) Evergreen trees (such as Scotch Pines, White Pines, Hemlocks, etc.) - a minimum height of 8 to 10 feet.
 - (3) Ornamental deciduous trees (such as Cherries, Dogwoods, Serviceberries, Hornbeams, etc.)- a height of 10 to 14 feet with a minimum caliper of 1 1/2

- to 2 inches.
- (4) Shrubs - a minimum spread of 18 to 24 inches.
 - (5) Groundcover - in 2" pots.
- c. All new lawn areas shall be sodded; however, if judged appropriate by the County Manager or his designee, based on accepted landscaping standards, seeding may be substituted for sod. All sod and seed shall be state certified;
 - d. Exposed earth not to be sodded or seeded shall be well mulched or planted in groundcover. Areas to be mulched may not exceed the normal limits of a planting bed;
 - e. Soil depth shall be a minimum of four (4) feet for trees and tall shrubs and three (3) feet for other shrubs. This requirement shall also apply to those trees and shrubs in raised planters. Soil depth for raised planters shall be measured from the bottom of the planter to the top of the planter wall. The walls of raised planters shall be no higher than seat-wall height (2 1/2 feet, maximum) above the finished grade adjacent to them;
 - f. Finished grades shall not exceed a slope of three to one or the grade that existed before the site work began.
 - g. The developer agrees to maintain the site in a clean and well maintained condition before the issuance of the Clearing, Grading and Demolition Permit and agrees to secure and maintain the site throughout the construction and phasing process. Further, the developer agrees to submit a maintenance agreement which shall ensure that all plaza areas and other landscaped areas located on private property are kept in a clean and well-maintained condition after the expiration of the two year guarantee required in #12a. above and to follow the terms of that maintenance agreement approved for that purpose by the Zoning Administrator.
 - h. The developer agrees to notify the Department of Parks, Recreation and Community Resources (DPRCR) Urban Forester at least 72 hours in advance of the scheduled planting of any street trees in the public right-of-way and to be available at the time of planting to meet with staff of DPRCR to inspect the plant material, the tree pit and the technique of planting. Soil used in the tree pit must meet the specifications for street tree planting available from the DPRCR Urban Forester.
 - i. The applicant agrees to maintain the sidewalks, street trees and plantings around trees, for the life of the project.
9. The developer agrees to contact all utility companies, including the electric, telephone and cable television companies, and offer them access to the site at the time of utility installation to install their underground cables. In order to comply

with this condition the developer agrees to submit to the Zoning Administrator letters from the developer to the utility companies offering them access as stated above.

10. The developer agrees to construct pavement, curb and gutter along all frontages of this site as shown on the plans dated August 29, 2000 in accordance with Arlington County Standard R-20 for concrete curb and gutter and standards R-1.0,-1.1,-1.2,-1.3 and -1.4 for pavement and according to the following dimensions:
 - a. 10th Street North – The alignment of the face of curb, intersection nubs and curb return radii shall be as shown on the final engineering plan as approved by the County Manager, or his designee, to facilitate the construction of the 10th Street boulevard median concept plan;
 - b. North Highland Street – construct new curb and gutter and driveway entrance along the existing alignment and location as shown on the final engineering plan and approved by the County Manager, or his designee;
 - c. North Hudson Street – construct new curb and gutter approximately 16 feet from the Arlington County survey centerline to the face of curb on the east side of the street as shown on the final engineering plan and approved by the County Manager;
 - d. 10th Road North - construct new curb and gutter and driveway entrance along the existing alignment and location as shown on the final engineering plan and approved by the County Manager;
 - e. Reconstruct the median in 10th Street North adjacent to the site frontage as shown on the final engineering plan and approved by the County Manager. The median shall be landscaped and maintained by the applicant for the life of the project;
 - f. Paint and emboss 15-foot wide (brick paver patterned) asphalt crosswalks at the following locations:
 - (1) across 10th Street North, west side of the intersection with North Highland Street;
 - (2) across 10th Road North, west side of the intersection with North Highland Street as shown on the final engineering plan and approved by the County Manager.
 - g. Paint a 10-foot wide crosswalk on North Hudson Street at the intersection of 10th Road North.

All improvements to curb, gutter, sidewalks and streets for pedestrian and/or

vehicular access or circulation shall be in full compliance with the Americans with Disabilities Act and any regulations adopted thereunder.

11. Sidewalks along all street frontages of this development shall be paved with brick or an interlocking concrete paver and shall be placed on a properly engineered base approved as such by the Department of Public Works. The final selection of materials and colors to be used shall be as determined by the County Manager or his designee on the final site development and landscape plan in accordance with the Clarendon Sector Plan or other applicable urban design standards approved by the County Board and in effect at the time of the site plan approval. The sidewalks shall contain street trees in 5 foot X 5 foot tree grates on 10th Street North and North Highland Street, a four-foot wide planting strip on North Hudson Street and 4 foot x 6 foot tree grates on 10th Road North and the island containing postal drop box on North Hudson Street planted with either *liriope muscarii*, *euonymus fortunei* (Wintercreeper), *hypericum*, *calycinum* (Aarons Beard), or *juniperus conferta* (Shore Juniper) as ground cover. Street trees shall not be placed within the vision obstruction area. All public walkways shall be constructed to County Standard. Street trees shall be guaranteed by the developer for two years after final acceptance of the right-of-way improvements by the Department of Public Works. Before acceptance of the right-of-way improvements a bond and an agreement for this guarantee period shall be submitted to the Department of Public Works by the developer and executed by the developer in favor of the County. The sidewalk sections and street tree species shall be as follows:

10th Street North– minimum 15 feet wide from the face of curb, with brick or interlocking pavers, with five-foot wide and five- foot long tree grates located at the back of curb. Tree grates shall be planted with Willow Oak (*Quercus phellos*) with a minimum caliper of 4 to 5 1/2 inches planted 30 feet apart on center. The applicant agrees to use root aeration, root path and air entrained structural soil mixture compaction techniques in order to maximize the survival of street trees. All tree planting areas shall contain vapor-drainage areas, which connect to the storm water system.

North Highland Street– minimum 16 feet wide from the face of curb, with brick or interlocking pavers, with five-foot wide and five- foot long tree grates located at the back of curb. Tree grates shall be planted with Willow Oak (*Quercus phellos*) with a minimum caliper of 4 to 5 1/2 inches planted 30 feet apart on center. The applicant agrees to use root aeration, root path and air entrained structural soil mixture compaction techniques in order to maximize the survival of street trees. All tree planting areas shall contain vapor-drainage areas, which connect to the storm water system.

North Hudson Street – minimum 11 feet wide from the face of curb, with brick or interlocking pavers, with a four-foot wide planting strip located at the back of curb and a four-foot wide and six-foot long tree grate on the postal drop box island. The planting strip and tree grate shall be planted with Willow Oak (*Quercus phellos*) with a minimum caliper of 4 to 5 1/2 inches planted 30 feet apart on center. The applicant agrees to use root aeration, root path and air entrained

structural soil mixture compaction techniques in order to maximize the survival of street trees. All tree planting areas shall contain vapor-drainage areas, which connect to the storm water system.

10th Road North – minimum of 7.5 feet wide from the face of the curb, with brick or interlocking pavers, with four-foot wide and six-foot long tree grates located at the back of curb. Tree grates shall be planted with Willow Oak (*Quercus phellos*) with a minimum caliper of 4 to 5 1/2 inches planted 30 feet apart on center. The applicant agrees to use root aeration, root path and air entrained structural soil mixture compaction techniques in order to maximize the survival of street trees. All tree planting areas shall contain vapor-drainage areas, which connect to the storm water system.

12. In order to accommodate the subsurface requirements of utilities and streetscape elements (including street trees), the final design of the project shall provide a structure-free zone under the public sidewalk along all street frontages. This zone shall be a minimum of five (5) feet deep and shall extend from the back of the street curb five (5) feet. No subterranean structures (such as parking garages) shall intrude into this five-foot deep zone. Within the zone, the location of underground utilities and utility vaults shall not interfere with the appropriate spacing and replacement of street trees. Utility lines shall not be located beneath street trees. The location of all existing and proposed utility lines shall be shown on both the final landscape plan and the final site engineering plan.
13. The location of the water services will be determined at the time of the review of the final engineering plan in accordance with the following standards. Water meter installations shall be located behind and adjacent to the curb line in an area clear of driveways, a minimum of five (5) feet clear of other utilities and a minimum of 10 feet clear of structures. A clear space 15 feet wide by 25 feet long by 10 feet deep shall be provided for three (3) inch and four (4) inch meter installations, and 20 feet wide by 25 feet long by 10 feet deep for six (6) inch and larger meter installations. The location of building walls shall be adjusted as necessary to provide these clearances.
14. All sanitary sewers and water mains, including water services, shall have a minimum of ten (10) feet horizontal clearance from each other and five (5) feet from all other utilities, and shall have a minimum of 10 feet horizontal clearance from buildings and other structures. Water mains 16 inch and larger, and mains over 10 feet in depth shall have a minimum of 15 feet horizontal clearance from buildings and other structures; and sanitary sewers 15 inch and larger, or sewers over 10 feet in depth shall have 15 feet minimum clearance from buildings and other structures. All water mains and sanitary sewers shall meet County Standard design criteria.
15. No existing water main or fire hydrant shall be taken out of service or made inaccessible without the prior written approval of the Department of Public Works. This approval shall be obtained before the issuance of the Excavation/Sheeting and

Shoring Permit.

16. The developer agrees to construct a new 12-inch water main in 10th Street North along the entire site frontage between North Highland Street and North Hudson Street. In addition, the developer agrees to construct a new 8-inch water main in North Hudson Street from said 12-inch water main in 10th Street North to the proposed water meter and fire line as shown on the final engineering plan. The County will approve lesser diameters for the water mains upon submission by the developer of a hydraulic capacity analysis to the Department of Public Works that demonstrates to the County's satisfaction that the lesser diameter water mains are sufficient. In such event, if the County desires to have a larger diameter water main constructed, then the developer agrees to cooperate with the County on a cost sharing agreement to construct the larger diameter water mains referenced above. The capacity analysis shall consist of a calibrated water model that takes into account the required fire flow of the proposed building in accordance with Department of Public Works Standards and Conditions. System pressures shall not drop below those required in the Virginia Department of Water Works Regulations. Additionally, the analysis shall take into account appropriate main out of service scenarios and system-wide peak demand situations as determined by the Department of Public Works.
17. The County will TV-inspect the sanitary sewer system serving site. The developer agrees to replace or rehabilitate any sections of pipe or appurtenances found deficient upon review of the TV inspection or damaged by the developer during construction.
18. The developer agrees to provide horizontal standpipes or fire hydrants at intervals of not more than 300 feet to provide adequate fire protection. The County shall specify kind of service and locations at the time of the final site engineering plan approval based on applicable safety standards.
19. The developer agrees to remove and replace any existing curb, gutter and sidewalk along the street frontages of this site which is in poor condition or damaged by the developer according to Arlington County standards and specifications.
20. The developer agrees to pay the capital cost for the installation of approved Arlington County street lighting. In addition, the developer agrees to furnish and install all conduit and junction boxes necessary for the lighting system. All construction shall meet Virginia Power standards. Lighting shall be in accordance with the following:
 - (a) Arlington County standard double globe "Carlyle" street lights on 10th Street North and North Highland Street.
 - (b) Arlington County standard single globe "Carlyle" street lights on North Hudson Street and 10th Road North.

21. The developer agrees to remove or place underground all existing aerial utilities within or along the periphery of this site. Any utility improvements necessary to provide adequate utility services to this development or utility work necessary to provide a terminus to the underground facilities shall be paid for by the developer and shall not result in the installation of any additional utility poles.
22. The developer agrees to submit final site engineering plans, to the Department of Public Works. The plans shall be drawn at the scale of 1 inch = 25 feet and be 24 inches by 36 inches in size. The Excavation/Sheeting and Shoring permit shall not be issued for this site until final site engineering plans and the sequence of construction has been approved by the Department of Public Works.
23. The developer agrees to provide parking for all construction workers without charge to the workers. In lieu of providing parking, the developer agrees to provide a subsidy for the construction workers in order that they may use Metro, provide a van for van pooling, or another method of providing for construction workers to arrive at the site. Compliance with this condition shall be based on a plan which shall be submitted to the Zoning Administrator before to the issuance of the Excavation/Sheeting, and Shoring Permit. This plan shall set forth the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of Metro, carpooling, vanpooling, and other similar efforts. The plan shall also provide for 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. If the plan is found to be violated during the course of construction, a correction notice will be forwarded to the developer. If the violation is not corrected within ten (10) days, a "stop work order" will be issued, with construction halted until the violation has been corrected.
24. Brick or a concrete unit paver shall be used on the access drives, automobile drop-off areas, plaza areas and interior walkways. Interior walkways shall have a minimum width of four (4) feet. The materials and colors used are subject to approval by the County Manager or his designee according to adopted Sector Plans or other urban design standards approved by the County Board as a part of the final site development and landscape plan.
25. The developer agrees to install address indicator signs which comply with Section 27-12 of the Arlington County Code or successor provision in a location visible from the street and as shown on the final site development and landscape plan.
26. The design of the facade treatment, the louvers screening the parking garage, the roof treatment for the building, and the materials to be used on the facades shall be as specified and shown on the submitted drawings dated August 29, 2000 and as presented to the County Board and made a part of the public record on October 7, 2000, and shall be approved by the County Manager or his designee before the issuance of the Excavation/Sheeting and Shoring Permit.

- **The following conditions of site plan approval (#27 through #35) are valid for the life of the site plan and should be met by the developer before issuance of the Footing to Grade Structure Permit.**
27. All required easements and right-of-way agreements shall be submitted to the Department of Public Works for approval and be recorded by the developer before the issuance of the Footing to Grade Structure Permit.
 28. Upon approval of the final site engineering plan the developer agrees that its general contractor will submit a performance bond estimate for the construction or installation of all facilities (to include street trees and all landscape materials) within the public rights-of-way or easements to the Department of Public Works for review and approval. Upon approval of the performance bond estimate, the developer agrees that its general contractor will submit a performance bond and agreement for the construction or installation of all these facilities (to include street trees and all landscape materials) within the public rights-of-way or easements to the Department of Public Works and this bond shall be executed by the developer's general contractor in favor of the County before the issuance of the Footing to Grade Structure Permit.
 29. All electrical transformers shall be placed underground in vaults which meet Virginia Power standards. These vaults may be placed in the street right-of-way or in driveways if approved by the County on the final site engineering plan. Ventilation grates may not be located within public sidewalks or within that portion of the public right-of-way between the street curb and any building which is used as a walkway. The locations of the vaults shall be coordinated with other utility locations so as to have a minimum clearance of five (5) feet to conduits and manholes and a minimum clearance of 10 feet to water mains and sanitary sewers unless otherwise approved by the owner of that utility. All vault ventilation grate and utility locations shall be approved by the Department of Public Works as part of the review of the final site engineering plan and by the Zoning Administrator before the issuance of the Footing to Grade Structure Permit.
 30. Interior space shall be provided for the collection, storage and compaction of trash, as well as appropriate facilities for the recycling of reusable materials as defined by the County. This space shall not be in a loading berth. Drawings showing compliance with this condition shall be approved by the Zoning Administrator before the issuance of the Footing to Grade Structure Permit.
 31. All loading docks shall be in the interior of the building and shall also comply with the requirements of Section 1 (minimum 12-foot clear width [including entrances], 30 foot length and 14 foot clearance) and Section 33.C.5 of the Zoning Ordinance, and shall contain roll-down doors.
 32. Parking garages shall be designed to allow access and use by vanpools, and all garage entrances shall have a minimum clearance of 86 inches. At least 10% of the total parking supply shall be accessible to vans and shall be conveniently located on the level of the garage closest to street level. Compliance with this

condition shall be determined by review of the building plans by the Zoning Administrator before the issuance of the Footing to Grade Structure Permit.

33. The developer agrees to ensure that all parking spaces comply with the requirements of Section 33 of the Zoning Ordinance. Unless otherwise approved by the County Board, the number of compact spaces may not exceed 40 percent of the total number of spaces provided. Drawings showing that these requirements are met shall be approved by the Zoning Administrator before the issuance of the Footing to Grade Structure Permit.
34. The developer agrees to submit a detailed transportation demand management plan to be approved by the County Manager or his designee before the issuance of the Footing to Grade Structure Permit. The transportation management plan shall include, but not be limited, to the following strategies:
 - a. The USPS agrees to designate a member of the building management team as an employee transportation coordinator for the development. The person shall be qualified to fulfill the duties and responsibilities associated with implementing transportation demand management strategies.
 - b. The USPS agrees to implement a commuting and parking management plan that includes the following elements:
 1. Encourage employees to use alternatives to driving alone.
 2. Explore incentives for cost-effective use of mass transit
 3. Encourage mass transit use by providing WATA Metrorail transit schedules and rate charts to all employees.
 4. Implement any employer-obligations as required under the proposed federal subsidy program due to take effect no later than October 2000.
 5. Support of ridesharing.
 6. Promotion of bicycling.
 7. Preferential parking for car-poolers.

35. The developer agrees to provide secure bicycle storage facilities in a location convenient to both office and retail areas on the following minimum basis:

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

Two (2) visitor/customer spaces for every 10,000 square feet, or portion thereof, of the first 50,000 square feet of retail floor area; one (1) space for every 12,500 square feet, or portion thereof, of additional retail floor area and one (1) employee space for every 25,000 square feet, or portion thereof, of retail floor area.

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

use by pedestrians. The facilities for office and residential users must meet the acceptable standards for Class I storage space and be highly visible from an elevator entrance, a full-time parking attendant, a full-time security guard or a visitor/customer entrance. Facilities for visitors/customers must meet the standards for either Class II or Class III storage space and be highly visible from a main street level visitor/customer entrance. Drawings showing that these requirements have been met shall be approved by the Zoning Administrator before the issuance of the Footing to Grade Structure Permit.

- **The following conditions of site plan approval (#36 through #42) are valid for the life of the site plan and should be met by the developer before the issuance of the Final Building Permit.**
36. The applicant shall dedicate or cause to be dedicated to the County the right-of-way for all streets and sidewalks along the full length of the southern boundary of the site for the proposed widening of 10th Street North and in accordance with the final engineering plans submitted on August 29, 2000, and approved by the County Manager or his designee. The right-of-way for the streets shall be dedicated to the County in fee simple and the right-of-way for the sidewalks as easements to the County. The applicant shall prepare, submit to the County for approval, and record all plats and deeds of dedication, which documents shall be accepted on behalf of the County Board and approved as to form by the County Attorney.
 37. The retail space shall be designed and constructed to include interior and exterior improvements necessary to ensure that the space is functional and attractive to perspective retailers, including, but not limited to, floor to floor heights of at least 13 feet, immediate access to public corridor areas, and direct street frontage and access.
 38. Mechanical equipment shall be screened so as not to be visible from public rights-of-way.
 39. The use of any penthouse shall be limited to mechanical equipment and equipment maintenance space or radio transmitters and receivers as required in condition #47.
 40. The developer agrees to submit engineering site plans and building plans to the Crime Resistance Section of the Arlington County Police Department for its review of security measures before the issuance of the Final Building Permit.
 41. The developer agrees to obtain from the Federal Aviation Administration (FAA), before the issuance of a building permit, a written statement that the project is not a hazard to air navigation or that the project does not require notice to or approval by the FAA.
 42. The developer agrees to submit drawings certifying the building height as

measured from the average site elevation both to the building roof and to the top of the penthouse.

- **The following conditions of site plan approval (#43 and #44) are valid for the life of the site plan and should be met by the developer before the issuance of the First Certificate of Occupancy.**
43. The developer agrees to include a lighting plan for all internal and external public areas, including parking areas, as part of the final site development and landscape plan. This lighting plan shall be subject to review by the Police Department based on the Zoning Ordinance, Section 2, Subsection H, and the Illumination Engineering Society of North America Standards and shall not be approved as part of the final landscape plan unless it meets these standards. The lighting shall be installed and tested before the issuance of the First Certificate of Occupancy.
 44. The developer agrees to be responsible for documenting any historical artifact or historical natural feature uncovered during construction on the site. This documentation shall include written notation describing the artifact or natural feature, color photographs, and mapping of the location and/or depth of the site excavation at which the item was found. The developer agrees to submit a copy of this documentation to Arlington County.

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

- **Post Certificate of Occupancy: the following Conditions of site plan approval are valid for the life of the site plan.**
45. In order to maintain the effectiveness of the County's public safety communications systems, the developer/owner shall provide to the County, upon the County's request, the right to install radio transmitters and receivers in the penthouse or top floor and antennae on the roof of the proposed buildings at no charge to the County in a location and design that is acceptable to the County and the building owner based on a reasonable exercise of judgment by both. The developer agrees to provide access to electrical service separately metered, including auxiliary electrical power, and telephone radio control lines to the penthouse in the defined area. Any radio transmitter or receiver equipment and antenna to be installed or used by others must not interfere with the emergency communication system of the County.
 46. Any structural addition shall be subject to the approval of the Zoning Administrator consistent with Section 36.H.2.c of the Zoning Ordinance. If the Zoning Administrator determines that the proposed improvements have a

significant impact on the site plan, a site plan amendment shall be required.

47. The developer or owner agrees to remove snow from all interior streets and interior and exterior sidewalks within a reasonable time after the snow has stopped.
48. The density allocated for any subdivided parcel on the site shall be the same as the approved density for the entire site. No additional density shall be allowed on any individual parcel formed by subdivision of the site.
49. The USPS will consult with the Department of Parks, Recreation & Community Resources, Cultural Affairs Division on displays of public art located on or within this facility.
50. The USPS agrees to cooperate in good faith with the County to explore having the customer/employee parking garage privately managed or self-managed by the USPS to allow public parking on weekdays from 8 p.m. until 2 a.m. and on weekends from 9 a.m. until 2 a.m.
- **The following unique site specific Condition (#51) is valid for the life of the site plan and should be met before the issuance of the permit specified.**
51. The applicant agrees to develop a comprehensive sign plan and all exterior signs shall be consistent with the guidelines contained in "Sign Guidelines for Site Plan Buildings" as adopted by the County Board and with Section 34 of the Zoning Ordinance. The Zoning Administrator shall determine whether the signs meet the standards of the guidelines and the ordinance. A comprehensive sign plan shall be approved before the issuance of the Shell and Core Permit. All proposed rooftop signs shall require a site plan approval or amendment. The following shall be included as specific conditions of the Comprehensive Sign Plan:
 - a. USPS signage on the Highland Street façade shall not exceed 100 square feet in area and no portion of the signage shall be located more than 40 feet above grade. USPS signage, not including exhibits for public art, in the post office box lobby shall not exceed 175 square feet in area and no portion of the lobby signage may be located more than 35 feet above grade. In addition, exterior USPS public entrance signage, with building address, shall be located on the first floor facing both 10th Street North and North Highland Street.
 - b. Outdoor directional signage related to USPS services for this facility and the existing Post Office at 3118 Washington Boulevard may be administratively approved by the Zoning Administrator.
 - c. Signage for the retail tenant shall be clear, distinctive, and shall relate to the retail tenant.
52. Concurrent with construction of the new postal facility, the USPS agrees to

construct accessibility improvements, consistent with Americans with Disability Act requirements, to the existing Post Office building (located at 3118 Washington Boulevard), subject to necessary approval, if any, by the Historical Affairs and Landmark Review Board (HALRB).

53. In the event the National Capital Planning Commission approves a fewer number of employee parking spaces than are reflected on the plans dated August 29, 2000 and reviewed and approved by the County Board and made part of the public record at the October 7, 2000 (recessed to October 10, 2000) meeting of the County Board, the United States Postal Service reserves the right to reduce the final number of employee parking spaces with the final design of the garage being subject to the written administrative approval of the design by the Zoning Administrator.
54. The developer agrees to submit a site plan amendment to provide improvements for the interim parking on this site within three (3) months of the approval of the site plan. The applicant further agrees to provide a parking plan to provide parking during construction for the vehicles currently using this site. The plan must be submitted and approved by the Manager or his designee prior to the first permit for the site.

PREVIOUS COUNTY BOARD ACTIONS:

January 23, 1999

Deferred to the February 6, 1999 County Board meeting, consideration of an amendment to the Arlington County Transportation Plan – Master Transportation Plan – Part 1, to delete 10th Road North as a through public street connection between North Highland Street and North Hudson Street.

Deferred to the February 6, 1999 County Board meeting, consideration of General Land Use Plan amendment GP-261-98-1 from “Government and Community Facilities” (County state and federal administration and service facilities police, fire, property yard, etc. Hospitals, nursing homes, and institutional housing. Utilities, military reservations, airports, etc.) to “Medium Density Mixed Use” (3.0 floor area ratio with special provision for up to an additional 1.0 floor area ratio for residential) for the block bounded by North Washington Boulevard, North Highland Street, North 10th Road, and North Hudson Street.

Deferred to the February 6, 1999 County Board meeting, consideration of Rezoning Z-2454-98-1 from “C-3,” General Commercial District, to “C-R,” Commercial redevelopment District, at 3118 North Washington Boulevard.

Deferred to the February 6, 1999 County Board meeting, consideration of SP #333 for renovation/addition to existing post office structure and to incorporate structure into mixed-use office and retail development, with associated parking and modification of use regulations for density, coverage, and setbacks at 3118 North Washington Boulevard; 3102, 3108, and 3112 North 10th Road; 3101, 3109, and 3115 North 10th Street; 1008 North Highland Street; and 1009 North Hudson Street.

February 6, 1999

Deferred to the April 10, 1999 County Board meeting, consideration of an amendment to the Arlington County Transportation Plan – Master Transportation Plan – Part 1, to delete 10th Road North as a through public street connection between North Highland Street and North Hudson Street.

Deferred to the April 10, 1999 County Board meeting, consideration of General Land Use Plan amendment GP-261-98-1 from “Government and Community Facilities”

(County state and federal administration and service facilities police, fire, property yard, etc. Hospitals, nursing homes, and institutional housing. Utilities, military reservations, airports, etc.) to "Medium Density Mixed Use" (3.0 floor area ratio with special provision for up to an additional 1.0 floor area ratio for residential) for the block bounded by North Washington Boulevard, North Highland Street, North 10th Road, and North Hudson Street.

Deferred to the April 10, 1999 County Board meeting, consideration of Rezoning Z-2454-98-1 from "C-3," General Commercial District, to "C-R," Commercial redevelopment District, at 3118 North Washington Boulevard.

Deferred to the April 10, 1999 County Board meeting, consideration of SP #333 for renovation/addition to existing post office structure and to incorporate structure into mixed-use office and retail development, with associated parking and modification of use regulations for density, coverage, and setbacks at 3118 North Washington Boulevard; 3102, 3108, and 3112 North 10th Road; 3101, 3109, and 3115 North 10th Street; 1008 North Highland Street; and 1009 North Hudson Street.

April 10, 1999

Deferred to the July 10, 1999 County Board meeting, consideration of an amendment to the Arlington County Transportation Plan – Master Transportation Plan – Part 1, to delete 10th Road North as a through public street connection between North Highland Street and North Hudson Street.

Deferred to the July 10, 1999 County Board meeting, consideration of General Land Use Plan amendment GP-261-98-1 from "Government and Community Facilities" (County state and federal administration and service facilities police, fire, property yard, etc. Hospitals, nursing homes, and institutional housing. Utilities, military reservations, airports, etc.) to "Medium Density Mixed Use" (3.0 floor area ratio with special provision for up to an additional 1.0 floor area ratio for residential) for the block bounded by North Washington Boulevard, North Highland Street, North 10th Road, and North Hudson Street.

Deferred to the July 10, 1999 County Board meeting, consideration of Rezoning Z-2454-98-1 from "C-3,"

General Commercial District, to "C-R," Commercial redevelopment District, at 3118 North Washington Boulevard.

Deferred to the July 10, 1999 County Board meeting, consideration of SP #333 for renovation/addition to existing post office structure and to incorporate structure into mixed-use office and retail development, with associated parking and modification of use regulations for density, coverage, and setbacks at 3118 North Washington Boulevard; 3102, 3108, and 3112 North 10th Road; 3101, 3109, and 3115 North 10th Street; 1008 North Highland Street; and 1009 North Hudson Street.

July 10, 1999

Deferred to the January 29, 2000 County Board meeting, consideration of an amendment to the Arlington County Transportation Plan – Master Transportation Plan – Part 1, to delete 10th Road North as a through public street connection between North Highland Street and North Hudson Street.

Deferred to the January 29, 2000 County Board meeting, consideration of General Land Use Plan amendment GP-261-98-1 from "Government and Community Facilities" (County state and federal administration and service facilities police, fire, property yard, etc. Hospitals, nursing homes, and institutional housing. Utilities, military reservations, airports, etc.) to "Medium Density Mixed Use" (3.0 floor area ratio with special provision for up to an additional 1.0 floor area ratio for residential) for the block bounded by North Washington Boulevard, North Highland Street, North 10th Road, and North Hudson Street.

Deferred to the January 29, 2000 County Board meeting, consideration of Rezoning Z-2454-98-1 from "C-3," General Commercial District, to "C-R," Commercial redevelopment District, at 3118 North Washington Boulevard.

Deferred to the January 29, 1999 County Board meeting, consideration of SP #333 for renovation/addition to existing post office structure and to incorporate structure into mixed-use office and retail development, with associated parking and modification of use regulations for density, coverage, and setbacks at 3118 North Washington Boulevard; 3102, 3108, and 3112 North 10th Road; 3101, 3109, and 3115 North 10th Street; 1008

North Highland Street; and 1009 North Hudson Street.

January 29, 2000

Deferred to the July 22, 2000 County Board meeting, consideration of an amendment to the Arlington County Transportation Plan – Master Transportation Plan – Part 1, to delete 10th Road North as a through public street connection between North Highland Street and North Hudson Street.

Deferred to the July 22, 2000 County Board meeting, consideration of General Land Use Plan amendment GP-261-98-1 from “Government and Community Facilities” (County state and federal administration and service facilities police, fire, property yard, etc. Hospitals, nursing homes, and institutional housing. Utilities, military reservations, airports, etc.) to “Medium Density Mixed Use” (3.0 floor area ratio with special provision for up to an additional 1.0 floor area ratio for residential) for the block bounded by North Washington Boulevard, North Highland Street, North 10th Road, and North Hudson Street.

Deferred to the July 22, 2000 County Board meeting, consideration of Rezoning Z-2454-98-1 from “C-3,” General Commercial District, to “C-R,” Commercial redevelopment District, at 3118 North Washington Boulevard.

Deferred to the July 22, 2000 County Board meeting, consideration of SP #333 for renovation/addition to existing post office structure and to incorporate structure into mixed-use office and retail development, with associated parking and modification of use regulations for density, coverage, and setbacks at 3118 North Washington Boulevard; 3102, 3108, and 3112 North 10th Road; 3101, 3109, and 3115 North 10th Street; 1008 North Highland Street; and 1009 North Hudson Street.

July 22, 2000

Took no Action on an amendment to the Arlington County Transportation Plan – Master Transportation Plan – Part 1, to delete 10th Road North as a through public street connection between North Highland Street and North Hudson Street.

Took no Action on General Land Use Plan amendment GP-261-98-1 from “Government and Community Facilities” (County state and federal administration and service facilities police, fire, property yard, etc. Hospitals,

nursing homes, and institutional housing. Utilities, military reservations, airports, etc.) to "Medium Density Mixed Use" (3.0 floor area ratio with special provision for up to an additional 1.0 floor area ratio for residential) for the block bounded by North Washington Boulevard, North Highland Street, North 10th Road, and North Hudson Street.

Took no Action on Rezoning Z-2454-98-1 from "C-3," General Commercial District, to "C-R," Commercial redevelopment District, at 3118 North Washington Boulevard.

Deferred to the October 7, 2000 County Board meeting, consideration of SP #333.